

## **SUB-CONTRACT ENQUIRY**

**DATE:** 1 August 2022  
**QUERIES TO:** Paul Devine (Project Manager) 07967 039653  
Peter Faulkner (Senior QS) 07921 470002

### **M621 Junction Improvements Project**

#### *Road Markings*

Keltbray has recently commenced the above design and build project as part of our Regional Delivery Partnership ("RDP") Framework Contract with National Highways. We would be pleased to receive your tender for the above subcontract package in accordance with the documents and conditions listed below:

1. The conditions of contract will be the NEC4 Engineering and Construction Subcontract, Option B. The draft Subcontract Documents are appended to this enquiry.
2. Your Prices should include for all works necessary to complete the works detailed in this document and on the drawings. You should allow for all supervision, labour, plant and materials required to execute the works.
3. Indicative start date for the works is 7 October 2022.
4. Indicative completion date for the works is 13 February 2024.
5. Your tender is to be fixed price and should remain valid for acceptance for the duration of the contract. The priced document should be returned no later than **10 August 2022**.
6. Please refer to the attendance schedule below. If you do not agree with the attendance schedule, your tender should clearly indicate any temporary works, attendances, supplies or alike which you require Keltbray to provide to enable you to carry out your works.

Please find appended the following documents:

1. Keltbray Highways Ltd. NEC4 Option B - Subcontract Agreement and Subcontract Data DRAFT. This is in native format so that tenderers can provide comments as applicable. Tenderers are to provide a populated version of Subcontract Data Part Two.
2. Subcontract Document: Schedule 1 Subcontract Scope. Please note that this includes the following documents:
  - a. M621 J1 to J7 Improvements Scope Part One.pdf. This is NH's generic Scope document for RDP projects. This document will be incorporated into the final Subcontract.
  - b. M621 Scope Part 2 Scope.pdf. This is NH's project-specific Scope document. This document will be incorporated into the Subcontract.
  - c. HSQE Policies. This is a summary of the health and safety policies that the Subcontractor will need to comply with and that will form part of the final Subcontract. Copies available upon request.

- d. Additional National Highways Scope documents. The Subcontract Scope Part One and Part Two documents above cross refer to separate National Highways documents. These are the separate documents. They will form part of the final Subcontract.
  - e. Road Markings Drawings and Specification.
- 3. Subcontract Document: Schedule 5 Insurance Requirements.
  - 4. Subcontract Document: Schedule 6 Option Z clauses. This is provided in native format so tenderers can provide comments as applicable.
  - 5. Subcontract Document: Schedule 9 Schedule of Cost Components.
  - 6. Subcontract Document: Schedule 11 Data Processing Agreement.

*Please note that Schedule 3 of the Subcontract Documents will be the Early Warning Register which can potentially be developed with the preferred tenderer and later incorporated into the final Subcontract if applicable. Schedules 2, 4 and 8 are not currently being used. Schedule 7 will be the Subcontractor's final Bill of Quantities. Schedule 10 will be the Pre-Subcontract Meeting Minutes once drafted.*

- 7. Spreadsheet named M621 BoQ J1-3. The tenderer should populate this document to generate the offered total of the Prices. **Note: the tenderer should review and check the BOQ and also add any additional items that are considered relevant for pricing and/or raise queries with the current itemisation/quantities as appropriate.**
- 8. Spreadsheet named M621 BoQ A643 Roundabout. The tenderer should populate this document to generate the offered total of the Prices. **Note: the tenderer should review and check the BOQ and also add any additional items that are considered relevant for pricing and/or raise queries with the current itemisation/quantities as appropriate.**
- 9. Supplier Level 1 v1. Please populate this document and return with your tender alongside any applicable supporting documents.
- 10. Main Contract clause 31 programme (M621 Junction 1-7 Improvements Full Construction Programme Stage 6 Clause 31.pdf).
- 11. Main Contract clause 31 programme with primary surfacing activities filtered (M621 Surfacing Filtered Programme.pdf).

## GUIDANCE FOR PRICING

### Contract and Project Information

#### Contract Information

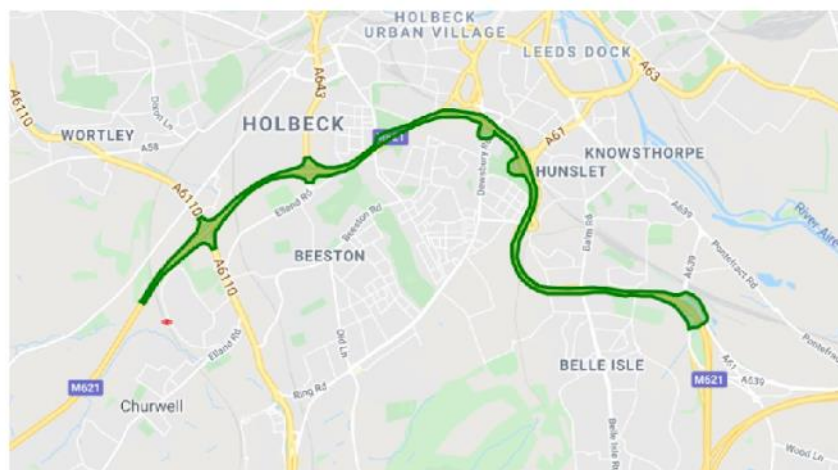
The National Highways RDP Framework Contract is a £8.7 billion programme for improving its road network across England. The contract, developed under the Routes to Market programme, provides incentives for companies to produce better outcomes under the contract, including:

- Shorter duration and more accurate management of roadworks to help drivers better plan their journeys and experience predictable journey times.
- Buying more efficiently and buying locally - using the capability of a region to benefit the region.
- Encouraging innovation, for example lighting and signs designed to need less maintenance, reducing disruption and improving road worker safety.
- Reduced road noise and increased environmental benefits.

The work is arranged into 18 Packages of schemes, awarded to Delivery Integration Partners in bands of up to £100m (lots 1 to 3) and over £100m (lots 4 to 8). Keltbray is part of Lot 3, which is for the delivery of packages of work and standalone schemes with an estimated value up to £100m. Lot 3 schemes will be in the Yorkshire and the Humber, North East and North West regions.

#### Project Information

The Scheme boundaries are approximately from marker post 5/0 to marker post 11/5 of the M621 urban motorway in Leeds in Yorkshire. An extract from the scheme information drawing is below:



The M621 is an urban motorway which runs from junction 27 of the M62 to junction 43 of the M1 and is a vital link between Leeds city centre and surrounding road network. The road is heavily constrained by adjacent residential areas and development, Noise Important Areas (NIA) and an Air Quality Management Area (AQMA) with its junctions in very close proximity to each other.

The M621 currently experiences congestion during the peak AM and PM periods, which results in poor journey time reliability. Leeds City Council's current proposals for the redevelopment of the south bank area of Leeds and which include plans to close some city centre routes to all private vehicles, is likely to increase traffic flows on the M621 and exacerbate these issues and consequently the project aims to maximise traffic capacity on the existing M621 to alleviate both the existing and forecast future congestion.

The high-level objectives of the scheme are as follows (**please note that the contractual High Level Requirements are included in the Scope Part Two document (Part 2A) and the Subcontractor will be contractually bound by these requirements as applicable**):

- Increase capacity and improve journey time reliability
- Improve the safety of the scheme corridor for road users
- Provide better and real-time information to road users
- Avoid and mitigate potential environmental impacts of the scheme and enhance, where possible, the built and natural environment
- Support Leeds City Council's development plans including updates to the Leeds transport network, where possible.

The proposed scheme includes the following changes to the road layout and lane configuration:

- Introduces free flowing connections between the M621 & A643 at junction 2
- Adding an additional lane to the roundabout at junction 2
- Providing two lanes through junction 3 westbound, instead of the one lane at present
- Changing junction 3 westbound to give priority to the main M621 traffic and reducing the on slip to one lane. This creates a junction where traffic merges from the on slip road on the right-hand side of the carriageway
- Adding a third lane between junction 2 and 3 westbound by converting the existing hard shoulder and auxiliary lanes
- Closure of junction 2a westbound to enable the improvement at junction 3
- Providing improved motorway technology along the M621
- Adding a third lane between junction 2 and 1 westbound by converting the existing hard shoulder.

The carriageway side running from the M62 end of the M621 towards the M1 is known as the A track. The carriageway side running from the M1 end of the M621 towards the M62 is known as the B track.

#### Keltbray team structure and contact details

Lead	Keltbray	Email
Major Projects Director	Louise Pavitt	<a href="mailto:louise.pavitt@keltbray.com">louise.pavitt@keltbray.com</a>
Project Director	Jon Collett	<a href="mailto:jonathan.collett@keltbray.com">jonathan.collett@keltbray.com</a>
Senior Project Manager	Paul Devine	<a href="mailto:paul.devine@keltbray.com">paul.devine@keltbray.com</a>
Commercial Manager	Luke Widdowson	<a href="mailto:luke.widdowson@keltbray.com">luke.widdowson@keltbray.com</a>
Senior Quantity Surveyor	Anna Piatkowska	<a href="mailto:anna.piatkowska@keltbray.com">anna.piatkowska@keltbray.com</a>
Senior Quantity Surveyor	Peter Faulkner	<a href="mailto:peter.faulkner@keltbray.com">peter.faulkner@keltbray.com</a>
Head of Planning Controls	Ian Gannon	<a href="mailto:ian.gannon@keltbray.com">ian.gannon@keltbray.com</a>

### Office, compound and welfare facilities

The main office and compound location will be in Bridgewater Road, Leeds LS9 0RQ. Location below:



A smaller satellite compound with welfare facilities will be provided off junction 2 at Bobby Collins Way, Leeds LS11 0EY. Location below:



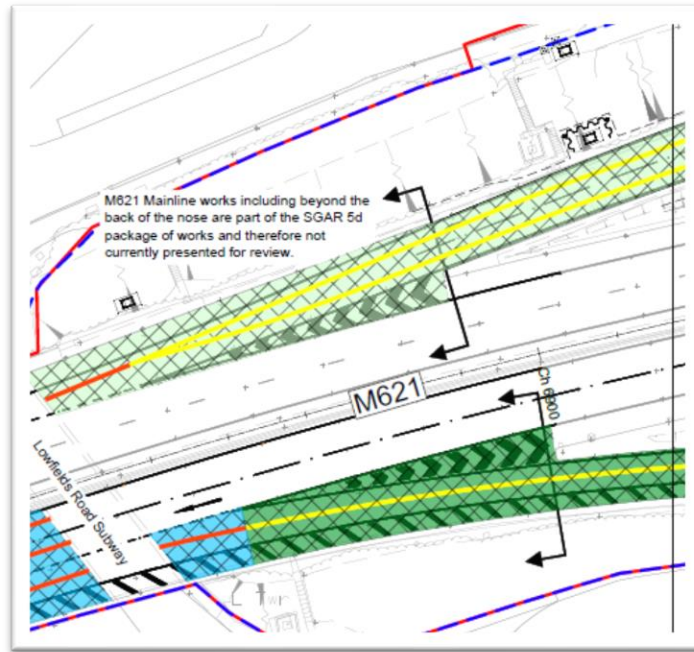
## **1. Scope**

### **1(a) General**

This package is to provide all supervision, labour, plant and materials to install road markings on the above project. Tenderers will note that two bills of quantities have been provided with this enquiry. One is for A643 roundabout (Junction 2), and the other is for the remainder of the road markings at either side of this junction, running from Junction 1 to Junction 3. For

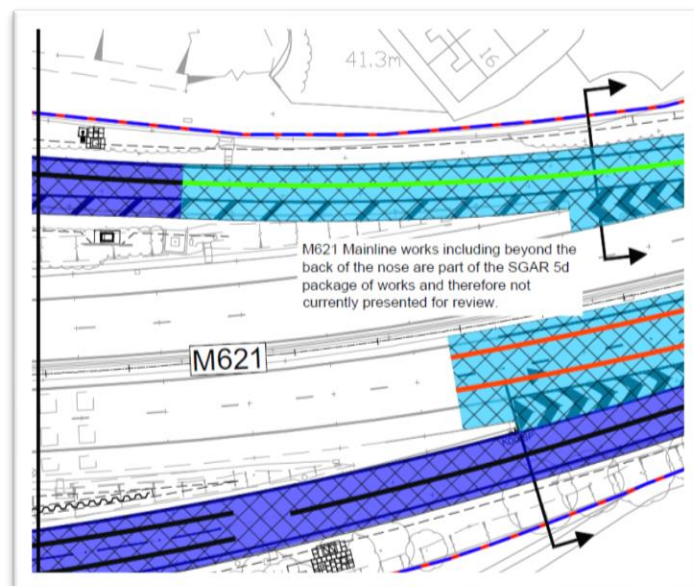
information, the extent of the work locations in the A643 roundabout section (and the quantities included in the corresponding bill of quantities) is shown in the following extracts of the drawings (which are included in the Schedule 1 document provided with this enquiry).

Drawing HE551464-BWB-HPV-03-DR-CH-0710\_Surface Course Layout-S4-P01 (note: drawing is provided for information only; drawing does not require pricing as it shows just surfacing works):



Western boundary of the A643 roundabout section is shown on the two cut line arrows above. All road markings to the right of the cut lines are included in the A643 roundabout section/bill of quantities, all road markings to the left are included in the junction 1 to 3 bill of quantities.

Drawing HE551464-BWB-HPV-06-DR-CH-0710\_Surface Course Layout-S4-P01 (provided for information only, as above):



Eastern boundary of the A643 roundabout section is shown on the two cut line arrows above. All road markings to the left of the cut lines are included in the A643 roundabout section/bill of quantities, all road markings to the right are included in the junction 1 to 3 bill of quantities.

### 1(b) Drawings and Specification

Please see folder included in the Schedule 1 zip file which contains all of the current drawings.

Keltbray expect the tenderers to use their expertise/experience and engage collaboratively with Keltbray during the tender period to identify efficiencies in the subcontract works. This may lead to appropriate amendments being made to the Subcontract Scope.

Please note that the drawings provided with this enquiry have not been fully approved by National Highways however we do not expect significant changes. Any revisions can be communicated to any preferred tenderers during the tender process.

### 2. Programme

Full Main Contract clause 31 programme appended to this enquiry. We have also attached a filtered version of this programme, showing the primary surfacing activities only.

### 3. Working hours

Tenderers should assume that all works will be undertaken under full night-time closures.

### 4. Pricing

The Subcontract will be a NEC4 Engineering and Construction Subcontract Option B with amendments. The tenderer should review and check the BOQ and also add any additional items that are considered relevant for pricing and/or raise queries with the current itemisation/quantities as appropriate. Tenderers should price each bill separately and provide a total price for both bills. Tenderers should also provide its minimum visit charge rate(s). Please note also that there are certain elements of this enquiry which may be separated into other subcontract packages.

### 5. Attendances

Please refer to the attendances schedule below:

ID	Description	S/C	Keltbray
1	Shared Welfare Facilities		✓
2	Car Parking – Off site Parking Only		✓
3	Callout Charges	✓	
4	Setting out		✓
5	Storage Huts / Containers (if applicable)	✓	
6	Security of own S/C Equipment, Plant, Materials etc.	✓	
7	Water	✓	
8	Task Lighting	✓	
9	Small Tools	✓	

10	Skips for General Rubbish/Waste		✓
11	Forklifts	✓	
12	Unloading and Distribution	✓	
13	Cleaning / Clearing Waste	✓	
14	Protection of S/C Works	✓	
15	Protection of Adjacent Works/Buildings	✓	
16	Traffic/Pedestrian Management		✓
17	Pedestrian and Traffic Barriers within localised work areas		✓
18	Personal Protective Equipment	✓	
19	Full Supervision (including engineer(s)) and Management of S/C Work)	✓	
20	Temporary Works	✓	
21	Fuel	✓	
22	Removal of Debris/Rubbish/Waste to Skips	✓	

Note: all personnel of the Subcontractor will be required to possess or obtain a National Highways Passport (<https://nationalhighways.co.uk/suppliers/health-safety-and-wellbeing/highways-passport/>). Subcontractor personnel will also be required to attend inductions and the like at his cost. Subcontractor is also required to wear National Highways PPE to be procured at his cost.

## **6. Payment Terms**

The period for payment will be 19 days after the date on which payment becomes due under the contract. The amount due includes, but is not limited to, payment for work which the Subcontractor has completed from the previous assessment date up to the current assessment date in the contract. The Subcontractor must include a provision in any subsubcontracts that the period for payment is to be not greater than 23 days after the date on which payment becomes due under the subsubcontract, and a provision requiring the Subcontractor to assess the amount due to a subsubcontractor without taking into account the amount paid by Keltbray.

## **7. Documents to be returned by tenderers**

Tenderers are to return the following documents:

1. Completed bills of quantities. Tenderers should clearly state a total for both bills and its minimum visit charge rate(s).
2. List of potential cost reduction/value engineering proposals.
3. Indication of any assumptions, exclusions etc. included in submission.
4. Completed Subcontract Data Part Two.
5. Completion Supplier Level 1 document with supporting documents as appendices.
6. Summary of any works that will be sub-subcontracted.

If you have any queries relating to the details contained within this enquiry do not hesitate to contact the undersigned.

Yours faithfully,

**Peter Faulkner**

*Senior Quantity Surveyor*