

## **SUB-CONTRACT ENQUIRY**

**DATE:** 15 June 2022  
**QUERIES TO:** Paul Devine (Project Manager) 07967 039653  
Peter Faulkner (Senior QS) 07921 470002

### **M621 Junction Improvements Project**

#### *Gantry Demolition*

Keltbray is about to commence 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 A. The draft Subcontract Data and Agreement documents are attached 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 removal of gantries is:
  - 1 August 2022 (gantry ref. GB-15A)
  - 8 August 2022 (GA-9)
  - October 2023 (GB-13A).
4. Indicative completion date for the works is October 2023.
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 **24 June 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 attachments:

1. Keltbray Highways Ltd. NEC4 Option A - Subcontract Agreement and Subcontract Data DRAFT.
2. Keltbray Highways Ltd. NEC4 Option A - Schedule 6 DRAFT.
3. (7.5) (WB) Sign Gantry GB-15A. This is an-built information for the existing structure.
4. (7.6) (EB) Sign Gantry GA-9. Again, this is an-built information for the existing structure.
5. M621 Volume\_3\_DIP\_Scope\_Part\_One. This is NH's generic Scope document for RDP projects. This document, or as a minimum the relevant parts of it, will be incorporated into the Subcontract.
6. M621 Scope Part 2 Scope V1.17DOV - 180322 DRAFT. This is NH's project specific Scope document. This document, or at least the relevant parts of it, will be incorporated into the Subcontract.
7. Supplier Level 1 v1. **Please populate this document and return with your tender.**

## GUIDANCE FOR PRICING

### Contract and Project Information

#### Contract Information

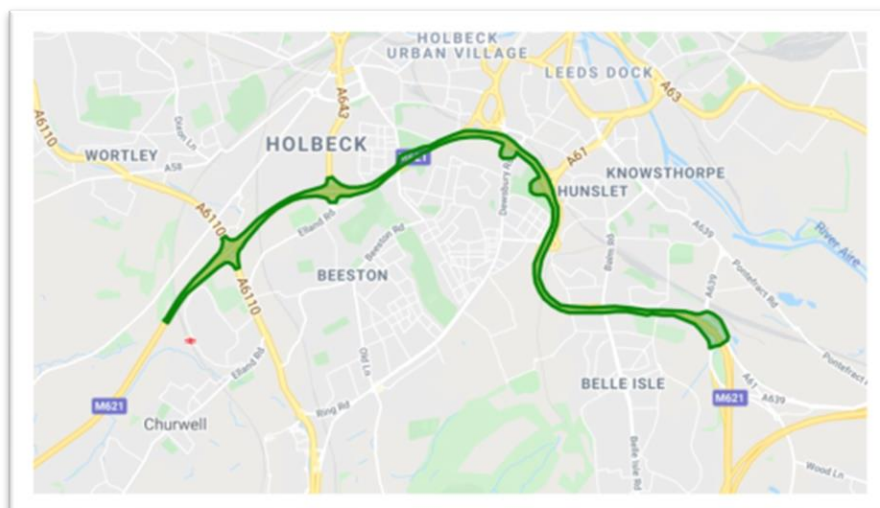
The National Highways RDP Framework Contract is a £8.7 billion programme for improving its road network across England. The contract, developed under the Routes to Market programme, provides incentives for companies to produce better outcomes under the contract, including:

- 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>
Partnership Lead	TBC	
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>
Design Manager	TBC	
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>
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Planner	Jake Bates	<a href="mailto:jake.bates@keltbray.com">jake.bates@keltbray.com</a>
Environment	Stephen Skalecki	<a href="mailto:stephen.skalecki@keltbray.com">stephen.skalecki@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

This package is to provide all supervision, labour, plant and materials to remove the following existing gantries on the M621 motorway:

Gantry ref. GB-15A (B-track side). Google street view image below:



Gantry ref. GA-9 (A-track side). Google street view image below:



Gantry ref. GB-13A (A-track side). Google street view image below:



Keltbray will provide traffic and pedestrian management and welfare facilities. See more detailed attendance list below. Keltbray will also arrange electrical disconnection of the gantries prior to demolition.

The Subcontract Scope includes the two generic National Highways main contract Scope documents named “M621 Scope Part 2 Scope V1.17DOV - 180322 DRAFT” and “M621 Volume\_3\_DIP\_Scope\_Part\_One”. To the extent applicable to these subcontract works, any reference to Supplier in these two documents means Subcontractor for the purposes of these conditions of subcontract. Otherwise, and to the extent applicable to the subcontract works, the Subcontractor complies with these documents in full.

## **2. Programme / Traffic Management**

GB-15A: currently programmed to be removed on 1 August 2022. Traffic management: full A-track closure and closure of lane 2 on B-track.

GA-9: currently programmed to be removed on 8 August 2022. Traffic management: full A-track closure and closure of lane 2 on B-track.

GB-13A: currently programmed to be removed in October 2023. Traffic management: full A-track closure and closure of lane 2 on B-track.

## **3. Working hours**

All night-time working.

## **4. Pricing**

The Subcontract will be a NEC4 Engineering and Construction Subcontract Option A with amendments. The tenderer is therefore responsible for production of the Activity Schedule.

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	not applicable	
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 Rubbish/Waste relating to subcontract works		✓
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		✓
18	Personal Protective Equipment	✓	
19	Full Supervision 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.

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*