



An Roinn Iompair
Department of Transport



Cumann Lucht Bainistíochta Contae agus Cathrach
County and City Management Association

RSTG Conference 2023 9th May - Day 1
10th May - Day 2
Session Begins at 9.40am

Session 1- Public Spending Code, Office of Government Procurement &
National Development Plan Case Study

Chair Catherine Duff

1st Public Spending Code-Transport Appraisal Framework

Kevin Threadgold

2nd Contract Documentation-Charles Mitchell

3rd Athy Distributor Road- Daragh Conlan & Richard Spencer

Join the Q&A session at Slido.com and enter 1685372

Or via the QR Code





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County and City Management Association

ROADS Services Training Group

LOCAL AUTHORITY ROADS CONFERENCE and EXHIBITION - 2023

Day 2 Session 1 Presentation 1- DoT

Kevin Threadgold

Hodson Bay Hotel Athlone, May 2023





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LOCAL AUTHORITY ROADS CONFERENCE and EXHIBITION – 2023

Public Spending Code and Transport Appraisal Framework

Kevin Threadgold

Assistant Principal Economist/Policy Analyst

Strategic Research and Analysis Division (SRAD), D/Transport



Overview

- Introduction
- Public Spending Code and appraisal
- Transport sector-specific appraisal guidance
- Updates to appraisal guidance
- Conclusions



Introduction

- Irish Government Economic and Evaluation Service (IGEES)
- Network of economists/analysts across Civil Service
- Aim to provide evidence base, through research and analysis, to inform policy decisions
- SRAD is the 'IGEES unit' of the Department of Transport



Irish Government Economic & Evaluation Service



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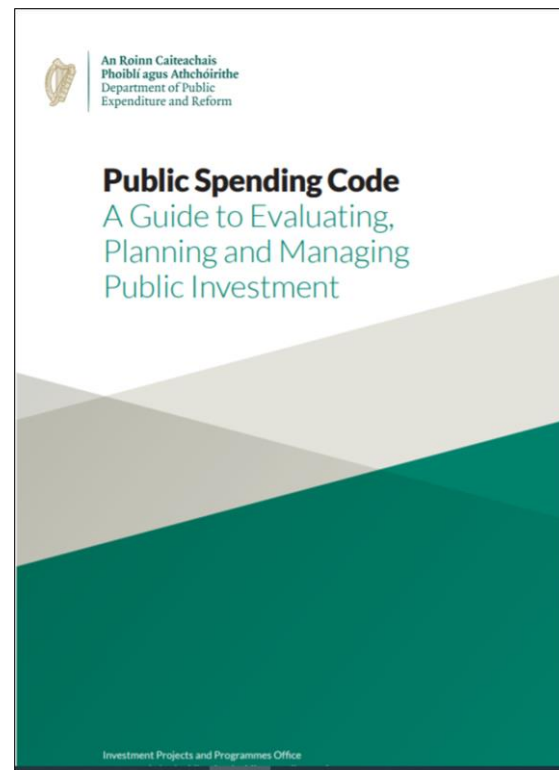
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Public Spending Code and Scheme Appraisal



DPER Public Spending Code

- 'rules and procedures' → value for money
- Central Government capital appraisal guidance
- Latest version published in December 2019
- Guidance covers the 'project lifecycle' for publicly funded capital investments
- Establishes roles and responsibilities





Appraisal

- Ex-ante analysis to inform decision on whether/how to proceed with a project.
- Aim is to ensure value for money.
- Financial, economic and sensitivity analysis of options → 'preferred option' – most efficient to achieve objectives.
- Purposes:
 - establish the investment case for a particular project
 - support public decision making (inform/structure)

Note: appraisal ≠ decision

 - transparency and accountability around decision-making



Roles and Responsibilities

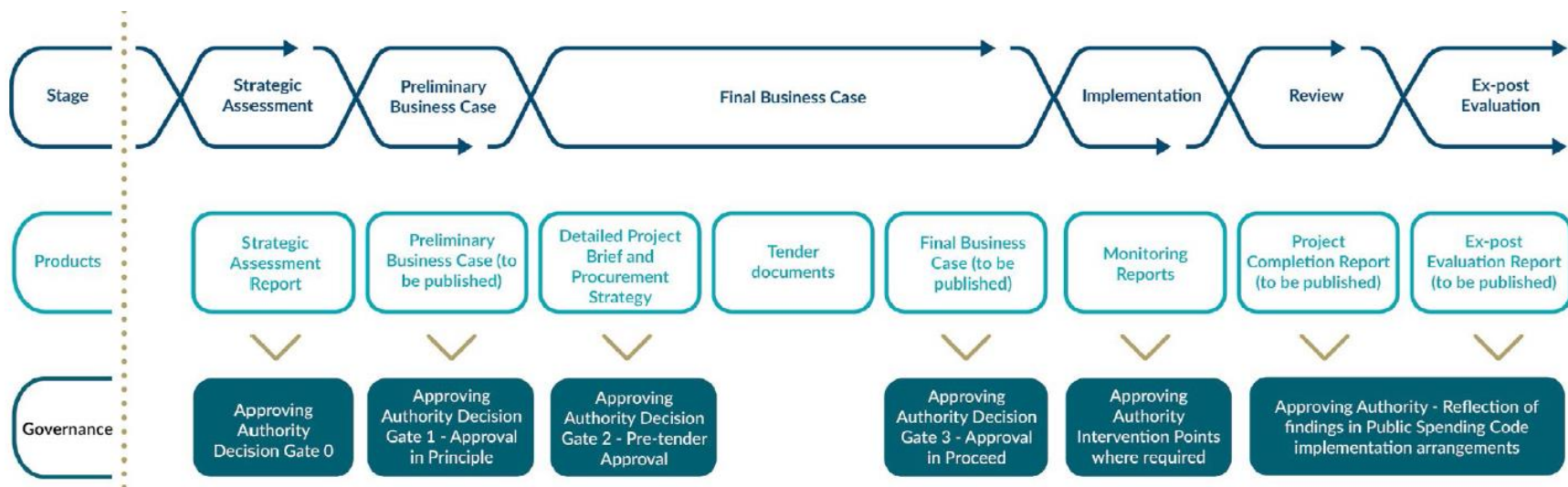
- **Sponsoring Agency** – proposes and implements projects, prepares appraisal documents e.g. business case.
- **Approving Authority** – ultimate responsibility for projects, funding, reviews proposals at Decision Gates and decides on approval for Sponsoring Agency to move to next stage.
- Typically for regional & local roads:

Sponsoring Agency = local authority

Approving Authority = Department of Transport



PSC Lifecycle



- Multiple Decision Gates – project appraisals must be reviewed & approved by AA prior to e.g. planning applications, tendering.



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Transport Sector-Specific Guidance: Common Appraisal Framework



Common Appraisal Framework

- Department of Transport guidance document for appraisals.
- Provides sector-specific guidance for transport capital investments that aligns with the PSC central requirements and goes into further detail.
- Guidance on stages of the process and more technical guidance e.g. economic appraisal parameters

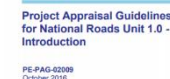
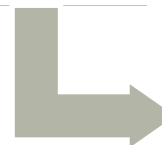
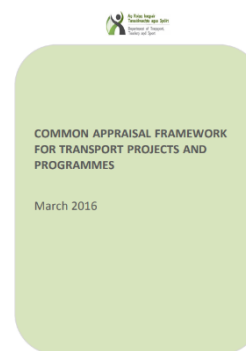
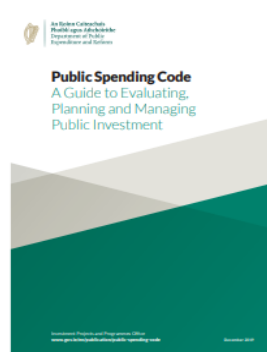


**COMMON APPRAISAL FRAMEWORK
FOR TRANSPORT PROJECTS AND
PROGRAMMES**

March 2016



- Public Spending Code informs transport appraisal framework which in turn informs agency guidance
- Supports robust and proportional analysis to deliver value for money





Appraisal Material

- Different DGs have different requirements

Preliminary Business Case example

- Set context, rationale and objectives
- Assess project/programme alignment with policies (local, national, etc)
- Conduct demand analysis
- Set out a longlist of feasible solutions and interventions
- Conduct Multi Criteria Analysis on longlist of options to derive shortlist of options
- Conduct financial appraisal, affordability assessment, and detailed appraisal of each shortlist option to identify preferred option
- Conduct risk assessment
- Set out proposed approaches to procurement, implementation, monitoring and evaluation
- Recommend whether to proceed with project/programme



Appraisal Review Process

- Sponsoring Agency (i.e. local authority) submits appraisal (e.g. Business Case) for review by Approving Authority (i.e. Department of Transport)
- Appraisal document submitted to & assessed by relevant policy team within Dept (i.e. Regional and Local Roads) – and also assessed by SRAD
- Combined comments are returned from Dept to SA
- SA takes comments on board and resubmits updated appraisal
 - If further work on appraisal is needed, process repeats.
 - If policy team & SRAD are satisfied with appraisal document, Department (via policy team) can issue approval for scheme to go ahead to next stage of lifecycle.



Primary Reviewer:

SRAD

Policy Division

• Context/Rationale/Objectives	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
• Strategic alignment	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Demand analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Longlist of feasible solutions and interventions	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Longlist sifting to derive options shortlist	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Detailed appraisal/Financial appraisal/Affordability assessment	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
• Risk assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Procurement/Implementation/Governance arrangements	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Recommend whether to proceed with project/programme	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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Updates to appraisal guidance



Central guidance - PSC

- Review of PSC began last year – aim to clarify roles & responsibilities and streamline process
- Circular 06/2023 (issued end-March):
 - cost threshold for 'major project' up from €100m to €200m
 - role of Government for major projects clarified
 - DG0 no longer a PSC requirement

(early-stage assessment still relevant for transport projects)
- Full update (new Infrastructure Guidelines) due later this year



Update of Transport Appraisal Framework

- Update to replace CAF with Transport Appraisal Framework (TAF) forthcoming
- Purposes:
 - Fully align with prevailing central guidance
 - Improve document accessibility & user-friendliness
 - Implement National Investment Framework for Transport in Ireland (NIFTI) at project level
 - Update technical guidance



Improve document accessibility and user-friendliness



Infrequent updates

More agile updates



Improve document accessibility and user-friendliness

Benefits should always be valued based on willingness to pay. Where market values are not available (e.g., value of life, value of time), other techniques can be used. These include stated preference techniques such as contingent valuation as well as revealed preference techniques such as hedonic pricing and travel cost analysis. Ideally, revealed preference techniques should be used because this reflects real behaviour whereas stated preference techniques reflect hypothetical choices in response to questionnaires and surveys.

An important driver of the quality of a cost-benefit analysis is the rigour of demand estimates. The projections of demand for a proposal must be based on reliable evidence and subject to independent, expert validation. The project analyst should carry out a demand analysis which takes into account the role of determinants such as price and non-price factors like income levels, expectations etc. Demand forecasting techniques include, among others, extrapolation methods, consultation with experts and econometric analysis.

The appraisal timeframe should be the economically useful life of the project. In line with Section E of the Public Spending Code, transport infrastructure projects such as road and rail should be appraised over a thirty-year period whereas shorter-lived projects should be appraised over the lifetime of the asset. Appraisers should agree the appropriate time period when discussing key assumptions with the Approving Authority. If the project has capital assets that have a useful life exceeding the time period of the CBA, the residual values of the assets should be calculated and included as a benefit. It is important that residual values are accurately estimated and include any offsetting costs such as decommissioning or remediation costs. Residual value should be understood as the market value for the fixed assets (or liquidation value of assets in the case they are sold out at end year) and includes the appraisal of the net revenues the project can generate beyond the time horizon. Section 5 provides more detail on how to calculate residual values.

Deadweight occurs when public expenditure is incurred to achieve benefits which would have been achieved in the absence of the project scheme being funded. Deadweight is closely linked to additionality. Additionality takes place when the funded project achieves benefits which otherwise would not have been achieved and these benefits can be attributed to the intervention. Benefits should be valued net of deadweight and should reflect the best estimate of additionality accruing to a project.

In general, transfer payments should be excluded because from society's perspective such payments have no effect on real resources and benefits are merely transferred from one part of society to another e.g., unemployment benefits. However, to the extent that the economic activity arising from the project will be additional (i.e., not displaced), the tax revenues arising, including PRSI, should be included as a benefit. Care should be taken to avoid double-counting in this regard; taxation is a portion of the total value-added (benefit) generated by the project, it is not a benefit in addition to the total value-added generated. Grant-aid and subsidies to the project should be included as a cost. Exchequer cash flows (taxes and grants) should be shown separately from other cash flows.

A common error made in CBA analysis relates to the double counting of the same benefits. Any type of benefit that is not deemed to be additional should not be included in a CBA. Examples of double counting which should be avoided include:

- Applying both commercial revenue from usage charges and only benefits to users;
- Value of time savings for a road project and benefits for local shops;



3.2 Setting the context

3.2.1 It is important when initially beginning a project or programme to consider the potential factors that may eventually influence the development of the project or programme or in the event of completion, the factors that may affect the operations and use of a scheme.

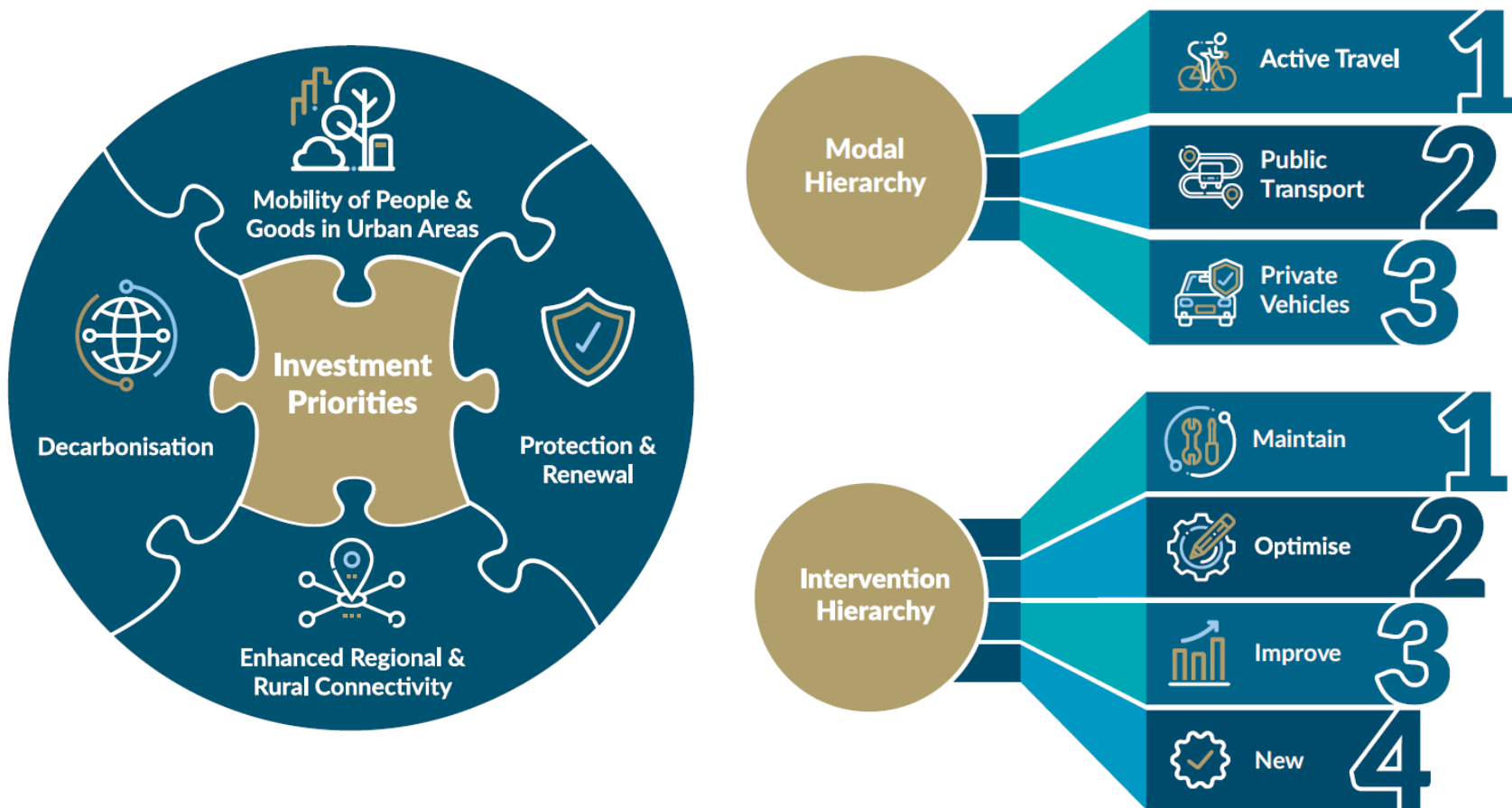
3.2.2 The project context is an opportunity to set out the background to the scheme, as well as to outline past and current issues of relevance, including population, transport, and economy. It is intended to provide the Approving Authority with a useful overview of the scheme. All relevant information pertaining to the project or programme should be set out. The project context is not intended to be a detailed discussion of problems and constraints relating to the transport network, as these will be covered when discussing the need for a project or programme (see section 3.3).

3.2.3 Relevant information on conditions and outcomes relating to the proposed project or programme, if known, can include:

- The geographical area in which the proposal is likely going to be located and impact upon. This is commonly known as the 'study area' for the scheme



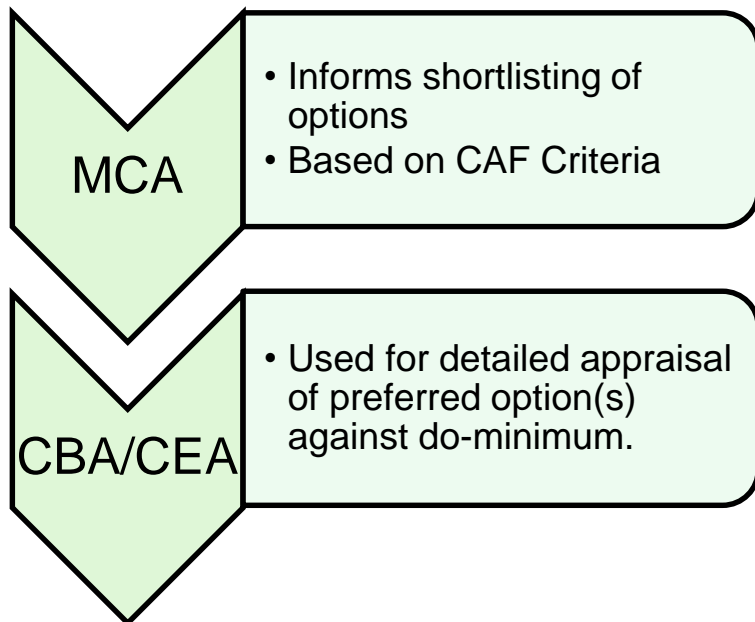
NIFTI Implementation – Priorities & Hierarchies



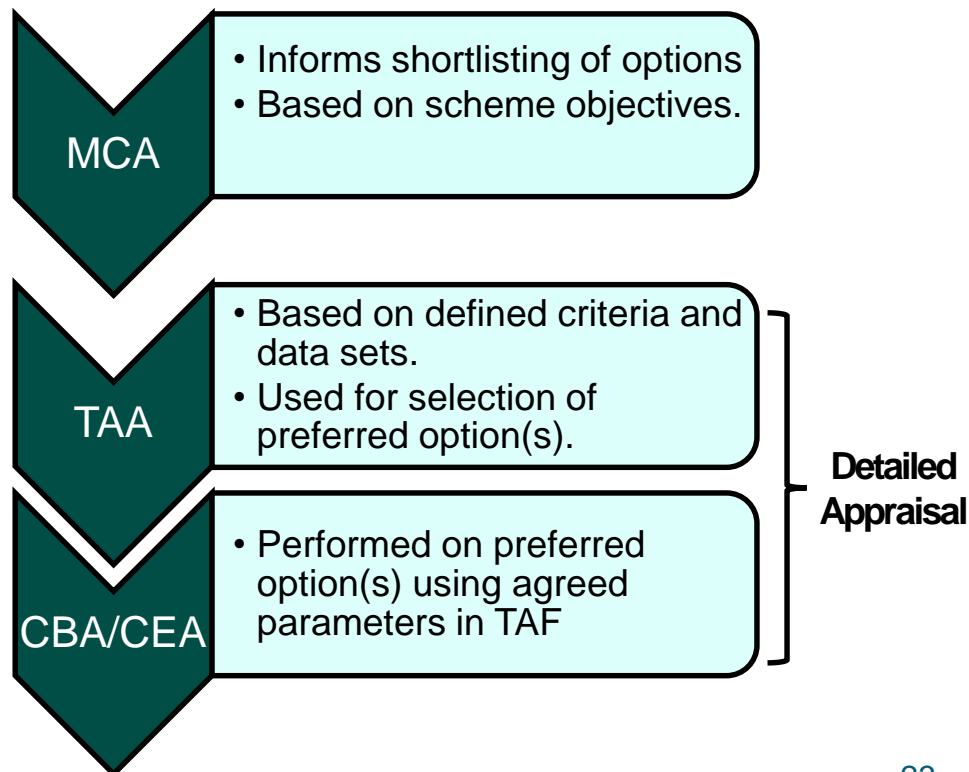


Technical guidance – option selection

CAF



TAF





Conclusions

- Central guidance/requirements (PSC) feed into transport sector-specific guidance/requirements
- Appraisal requirements go beyond option selection – strategic alignment & implementation arrangements are key
- Where D/Transport is Approving Authority, appraisal review is joint by policy Division and SRAD
- Appraisal guidance is now a fast-moving field – watch this space for updates
- Some changes already this year (for PSC) – more due soon
- If in doubt, ask.

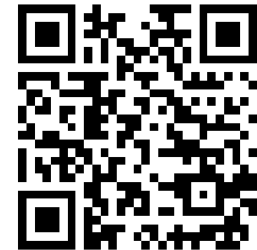


Thank you!

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ROADS Services Training Group

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Day 2 Session 1 Presentation 2-OGP

Charles Mitchell

Hodson Bay Hotel Athlone, May 2023



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LOCAL AUTHORITY ROADS CONFERENCE and EXHIBITION – 2023

Capital Works Management Framework – Interim Measures and beyond.

Charles Mitchell FSCSI FRICS

Senior Quantity Surveyor/Technical Advisor

Office of Government Procurement (Construction Procurement
Policy Unit)



Overview of presentation

- Role of the Office of Government Procurement (OGP) & the Capital Works Management Framework (CWMF)
- Material Price Inflation and Tender Price Indexation
- The future of the CWMF



What is the Office of Government Procurement (OGP)?

- Part of the Department of Public Expenditure, NDP Delivery and Reform.
- Key role in purchasing goods and services for the State.
- Supporting agencies in their procurements.
- Creating frameworks
- Promoting procurement opportunities for SMEs.
- Fairness
- Transparency
- Integrity
- Value for money
- Compliance



Construction Procurement Policy Unit (CPPU)

- Part of the OGP Policy remit:
- Manages and reviews the Capital Works Management Framework (CWMF)
 - Integrated set of contractual provisions,
 - Guidance Material
 - Technical templates and procedures



Capital Works Management Framework

[Home](#) [News](#) [Circulars](#) [Regulations](#) [Contact Us](#) [Useful Links](#)

Search

Click [here](#) for details of the Inflation/ Supply Chain Delay Co-Operation Framework Agreement

CAPITAL WORKS MANAGEMENT FRAMEWORK

CWMF – Document Coding
Scheme

PILLAR 1: PUBLIC WORKS CONTRACTS

PILLAR 2: CONDITIONS OF ENGAGEMENT

PILLAR 3: COST PLANNING CONTROL AND SUITABILITY ASSESSMENT

PILLAR 4: GUIDANCE NOTES AND GLOSSARY

ARCHIVE

Capital Works Management Framework

The Capital Works Management Framework (CWMF) is a structure that has been developed to deliver the Government's objectives in relation to public sector construction procurement reform. It consists of a suite of best practice guidance, standard contracts and generic template documents that form the four pillars that support the Framework, as shown below.

PILLAR 1

PUBLIC WORKS
CONTRACTS

PILLAR 2

STANDARD
CONDITIONS OF
ENGAGEMENT

PILLAR 3

COST PLANNING &
CONTROL /
SUITABILITY
ASSESSMENT

PILLAR 4

GUIDANCE NOTES
& GLOSSARY

Which Form of Contract to Use

The standard suite of contracts in the Capital Works Management Framework consists of eleven generic forms (Contract Conditions) that can be used in different situations. Before embarking on a public works project, the Contracting Authority / Employer needs to identify the contract type that is most suitable. It is at this stage, before significant design decisions are taken, that the type of contract should be selected. This will determine what Client activities will take place in the Planning Stage.

Website:

www.constructionprocurement.gov.ie

Helpdesk email:

construction@per.gov.ie

11 forms of contract
>3000 pages of guidance
Templates and model forms for each
Circa 850-1000 email enquiries each year.

We do not procure anything.
We support contracting and
sponsoring agencies.





PILLAR 1: PUBLIC WORKS CONTRACTS	PILLAR 2: CONDITIONS OF ENGAGEMENT	PILLAR 3: COST PLANNING CONTROL AND SUITABILITY ASSESSMENT	PILLAR 4: GUIDANCE NOTES AND GLOSSARY
Contracts	Standard Conditions Of Engagement	Standard Forms For Cost Planning & Control	Guidance Notes
Model Forms	Model Forms		Glossary
Instructions To Tenderers (Works)	Instructions To Tenderers (Services)	Suitability Assessment Questionnaires	Public Procurement Thresholds And Procurement Procedures Guidance
Forms Of Tender And Schedules (Works)	Forms Of Tender And Schedules (Services)		CWMF Covid19 Guidance And Templates
Authorised Bonding Business	Arbitration Rules		Inflation/ Supply Chain Delay Co-Operation Framework
Arbitration Rules	Information Note On GDPR		
Weather Events			
Information Note On GDPR			

Cost control
and reporting

Consultant

Guidance

Contractor



Material Price Inflation in the CWMF – **Interim Amendments**

Published date on or after 7 January 2022 (Category 1)	Published date prior to 7 January 2022 (Category 2)
Fixed Price Period 24 Months	Fixed Price Period 36 Months (PV1&PV2)
Tender indexation applied*	Fixed tender price
Reduction in threshold for material inflation during the Fixed Price Period – <u>15% from contract award date</u> (PW-CF1 – PW-CF5)	Threshold 50% from first day of the month in which materials purchased. (hyperinflation situation)
Existing PV mechanisms stand on the 1st day after the end of the fixed price period.	



Tender Price Indexation – Guidance Note GN 2.3.4 – **Interim Amendments**

PW-CF1 – PW-CF5	PW-CF6
Calculates the inflation between the Designated Date and Contract Date (CSO WPI Table 3)	
Expressed as an “Applicable Factor” which is applied to all payment certificates – Schedule Part 3	Added to the Tendered Price as an adjustment <u>prior to the award of the contract</u> . See FTS
Similar formula for Reserved Specialists based on their relevant designated date and contract award date	
Example(s) in Appendix II for PW-CF1-PW-CF5 Calculation & Appendix IV for interim payment application	Example in Appendix III for PW-CF6 Calculation. Payment Certificates as usual.



Form of Tender and Schedule Part 3 (PW-CF1 – PW-CF5)

D Applicable Factor (Contractor) (Sub-clauses 11.1.1 and 11.1.3)

The Applicable Factor (Contractor)	
------------------------------------	--

FTS1 v2.5 07/01/2022

E Tender Inflation Indexation Date (PV1 or PV2)

The Tender Inflation Indexation Date is the last day of [mm/yy].

Similar approach taken for Reserve Specialist relevant to their designated date and contract award date



Form of Tender and Schedule (FTS6 for use with PW-CF6)

TENDER ACCEPTED

Signed on behalf of the Employer⁶

*Signature of an officer authorised
to sign contracts on behalf of the
Employer*

Name in capitals

Title

Date

PART 1

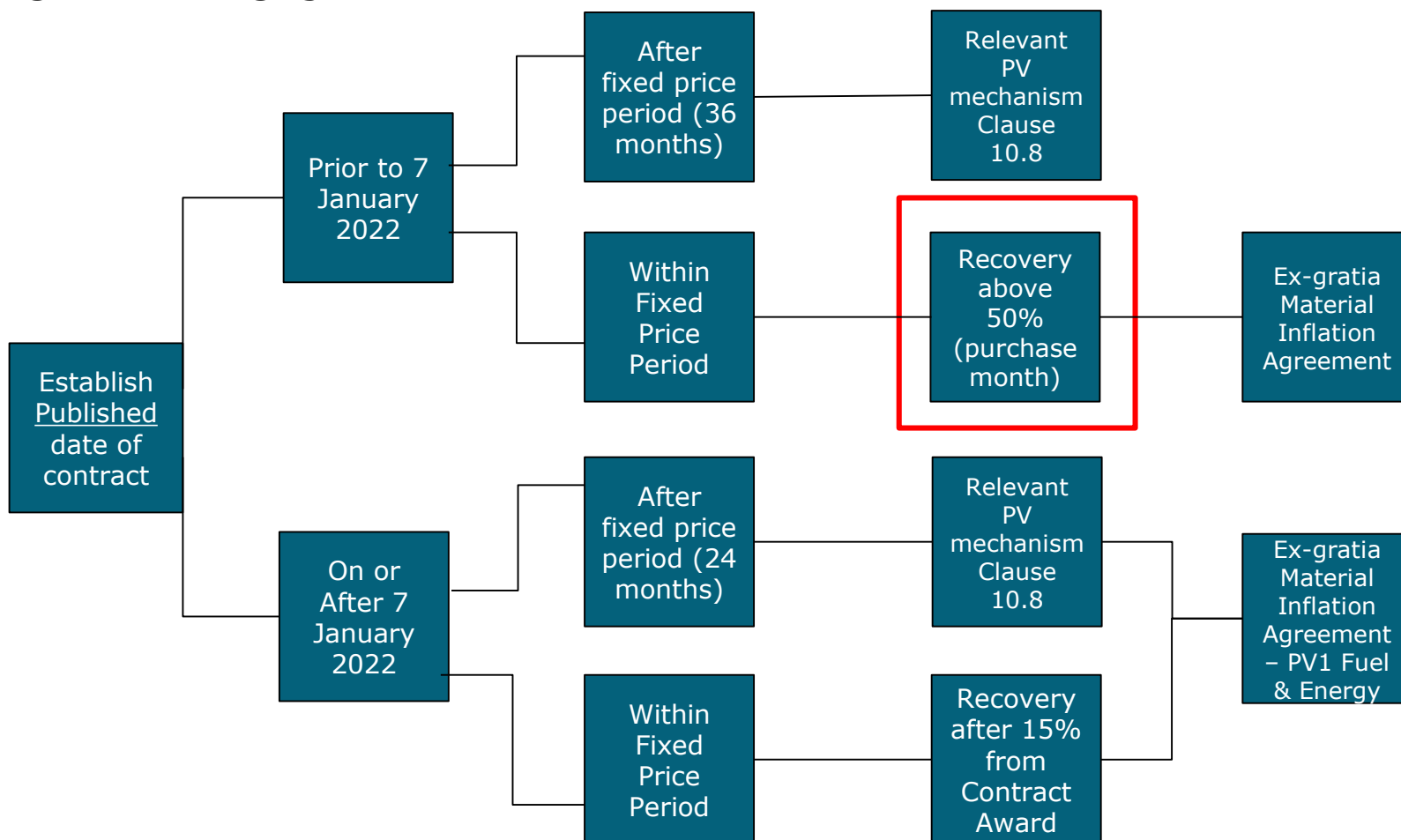
A Price (Instructions to Tenderers, Section 6.4 'Adjustment for Tender Inflation')⁷

The Price is:

<input type="text"/>	euro ⁸
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Dealing with material price inflation during the construction phase PW-CF1 – PW-CF5





Dealing with material price inflation during the construction phase PW-CF6

- No PV mechanism available
- But the Ex-gratia Material Inflation/Supply Chain Co-operation Framework Agreement is available for Category 1 and Category 2 contracts

Guidance Note on Inflation/ Supply Chain Delay for use with: PW-CF6



Upcoming changes to the Capital Works Management Framework

- Transition: Project Life Cycle to Asset Life Cycle
- Updates to Rules of Measurement
 - ARM5 replacing ARM4 and supplements 1&2
 - CESSM4 Revised replacing CESSM3
- New cost reporting templates (International Cost Management Standard – ICMS3)
- Carbon Accounting (Life Cycle Analysis)
- Building Information Modelling
- Green Public Procurement – “*Design Green to Build Green*”
- Digitalisation
- Change to the PV mechanisms – Current arrangements are interim measures.



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Day 2 Session 1 Presentation 3- Kildare CoCo Daragh
Conlan & Richard Spencer

Hodson Bay Hotel Athlone, May 2023

LOCAL AUTHORITY ROADS CONFERENCE and EXHIBITION – 2023

ATHY DISTRIBUTOR ROAD



Daragh Conlan
Senior Executive Engineer
Kildare County Council



Richard Spencer
Associate
ROD-AECOM Alliance

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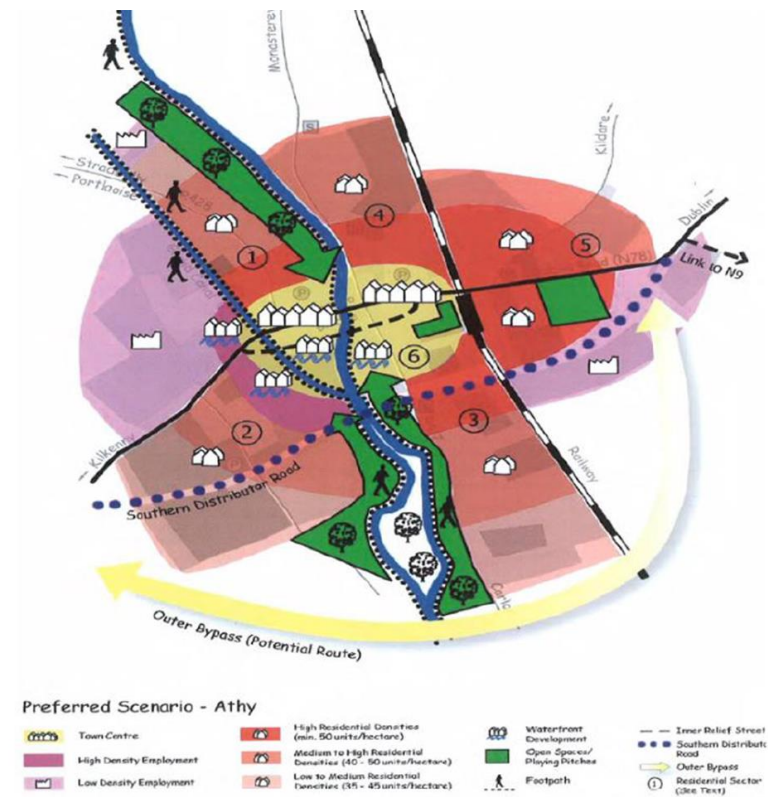
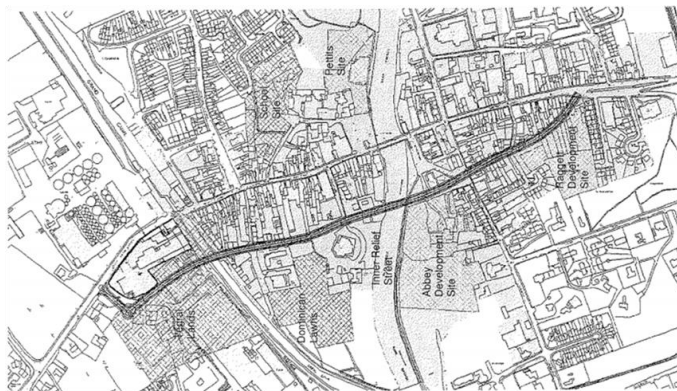
- Background to Scheme
- Problem Definition
- Constraints
- Option Selection
- Design & Environmental Evaluation
- Statutory Process
- Detailed Design & Advanced Works
- Construction
- Policy Benefits of the Scheme
- Good Practice/Lessons Learnt

Scheme Summary

- Scheme Includes:
 - 3.4km urban single carriageway, repurposing a disused rail corridor;
 - 5.8km of walking and cycling track;
 - Provision of new railway infrastructure;
 - 4 structures - Bennettsbridge culvert, repurposing Bleach Bridge for pedestrians/cyclists, River Barrow overbridge, Railway overbridge;
 - 2 new roundabouts;
 - 2 signalised junctions.

Background to Scheme

- Road scheme in Athy first mooted in the 1960s.
- Various options considered over the years including:
 - Inner Relief Street with land acquisition in 1978;
 - IPLUTS Study in 2004;
 - Inner Relief Street 2005;
- Athy Distributor Road option progressed in 2015 with the appointment of the ROD-AECOM Alliance.
- ROD-AECOM Appointed under PWC CoE for TII Phases 1 to 7.



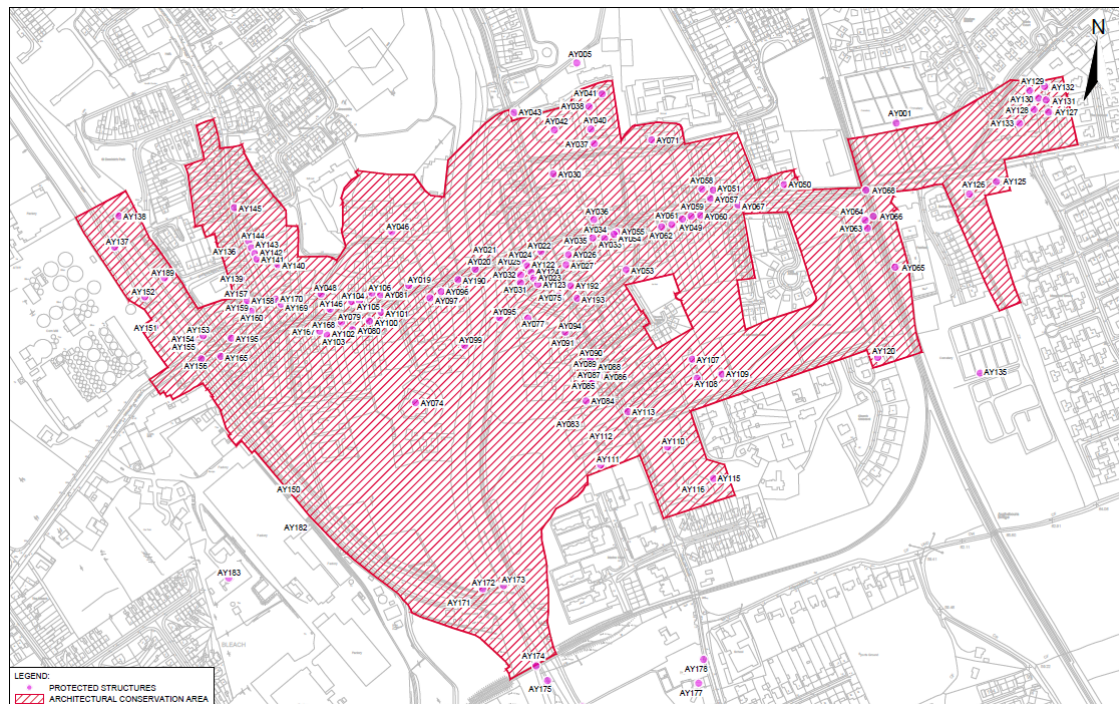
Problem Definition

- Severe traffic congestion in the centre of Athy, journey times up to 80% longer than freeflow speeds.
- Existing cross-roads junction N78/R417 over capacity.
- 15,400 AADT in town centre, reliant on historic Crom-a-boo bridge (1794), Grand Canal Bridge (1897 and Dublin-Waterford Railway crossing (1845).
- No cycle facilities & narrow pedestrian facilities in the town centre.
- High accident record, twice above the national average, with a high proportion involving pedestrians.

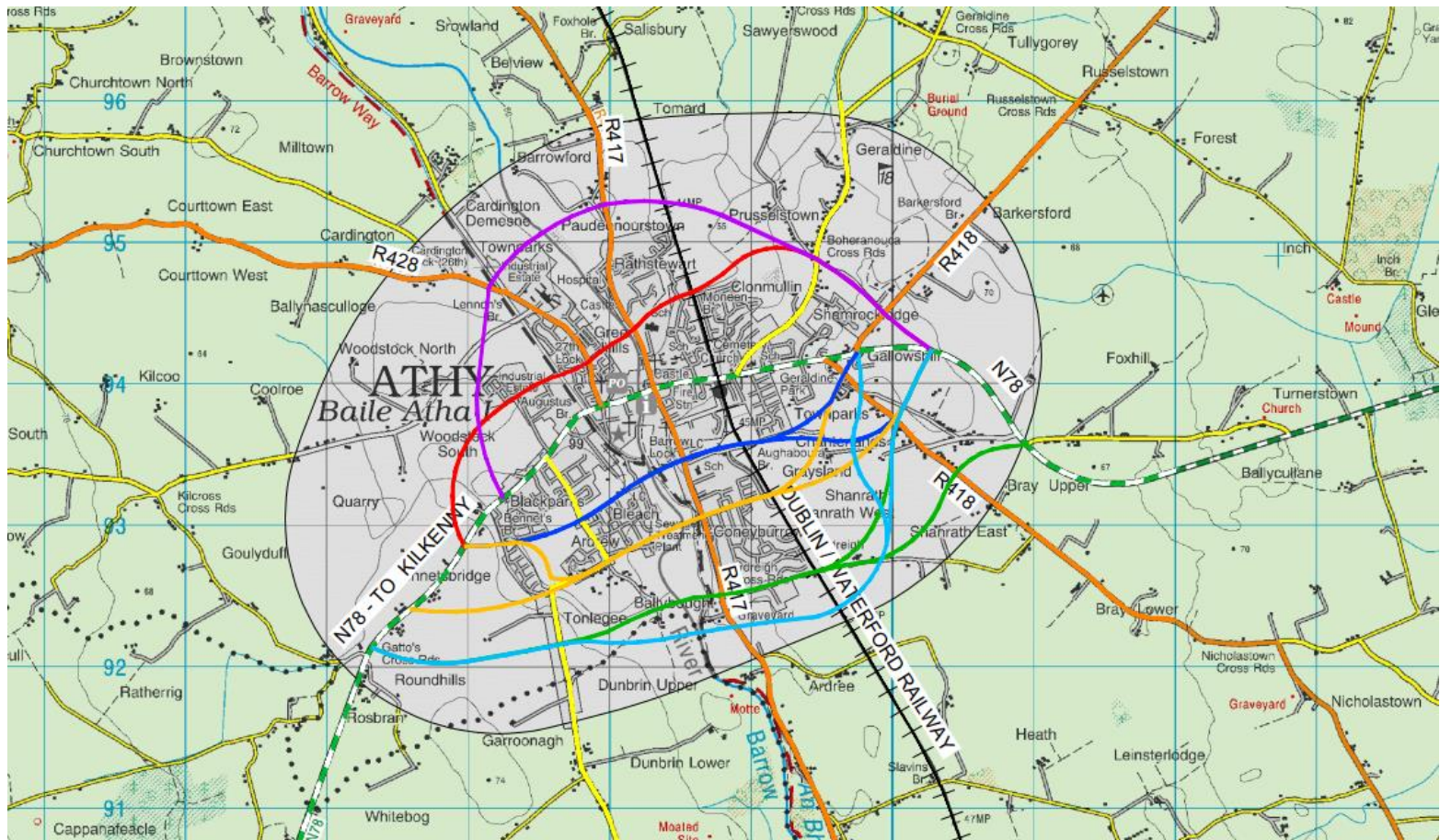


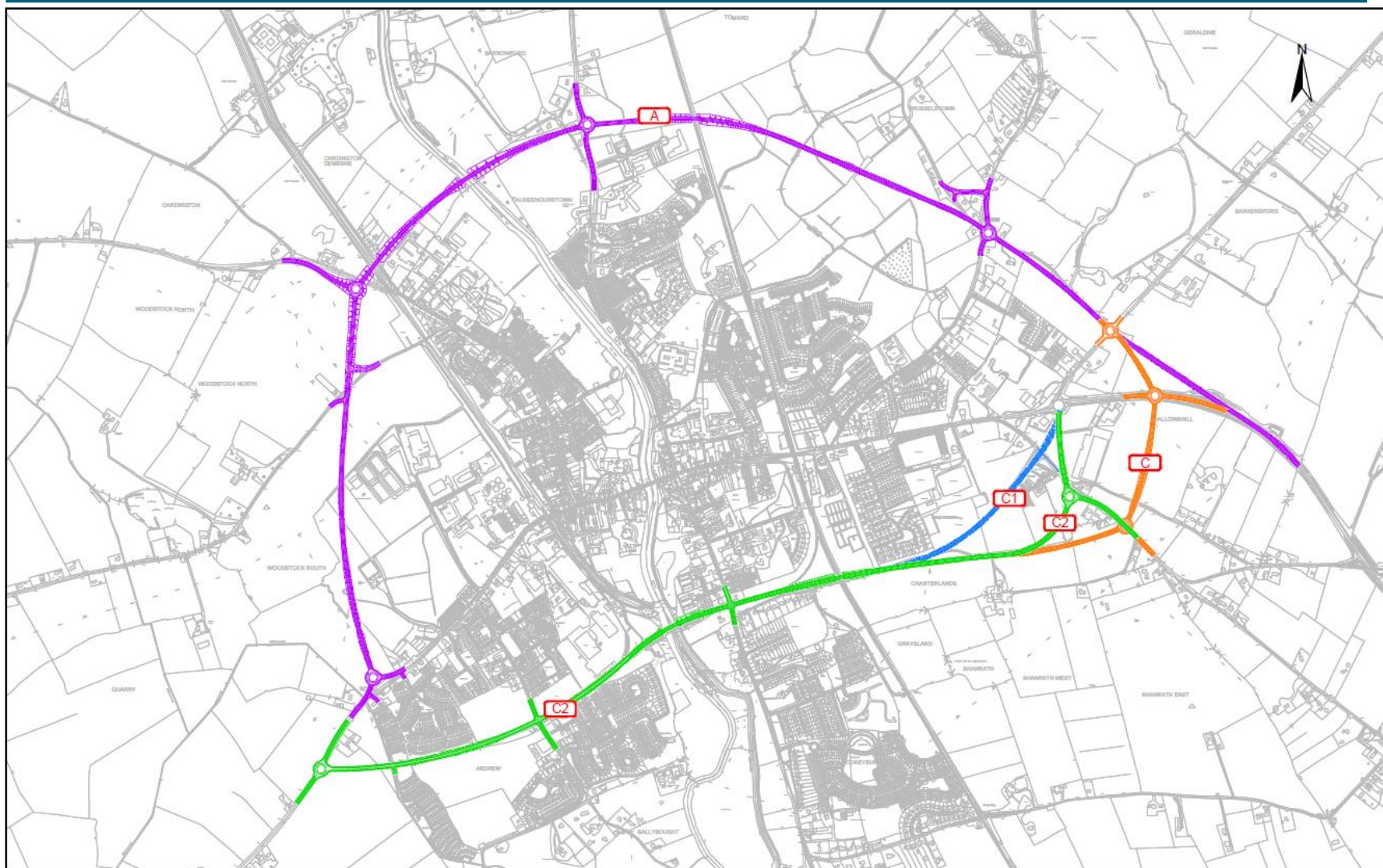
Constraints

- Major Environmental Constraint of the River Barrow, designated as a Special Area of Conservation.
- Asbestos disposal sites located throughout Athy.
- Archaeology and Cultural Heritage.
- Built Environment, residential, commercial properties.
- Railway, Dublin – Waterford Railway and disused Athy – Wolfhill line.



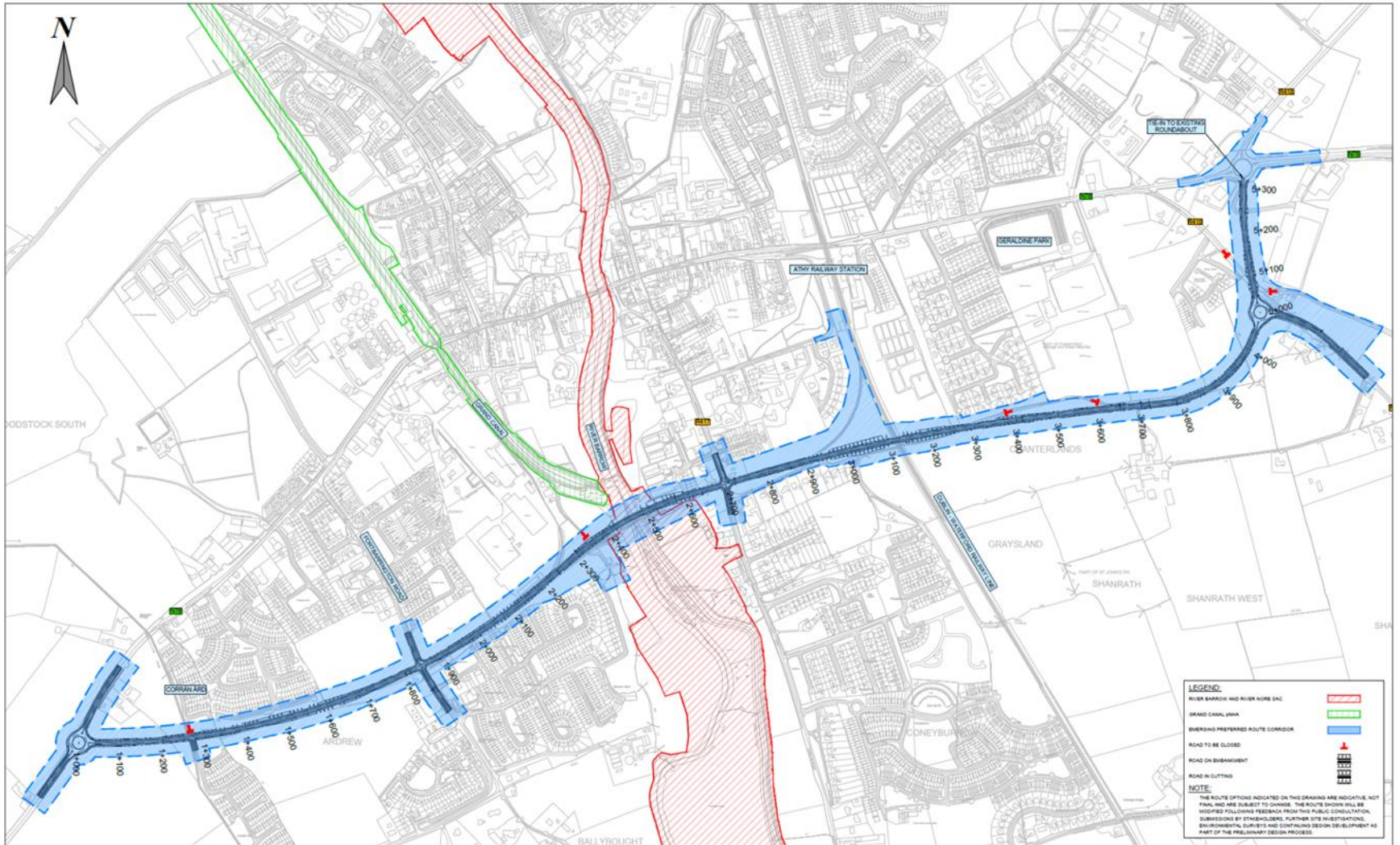
Stage 1 Options





Stage 2 Assessment

	Option A	Option C	Option C1	Option C2
Economy	Least Preferred	Intermediate	Preferred	Preferred
Safety	Intermediate	Intermediate	Preferred	Preferred
Environment	Least Preferred	Intermediate	Intermediate	Preferred
Integration	Intermediate	Preferred	Preferred	Preferred
Accessibility & Social Inclusion	Intermediate	Preferred	Preferred	Preferred
Overall Ranking	4	3	2	1



Phase 3 - Design & Environmental Evaluation

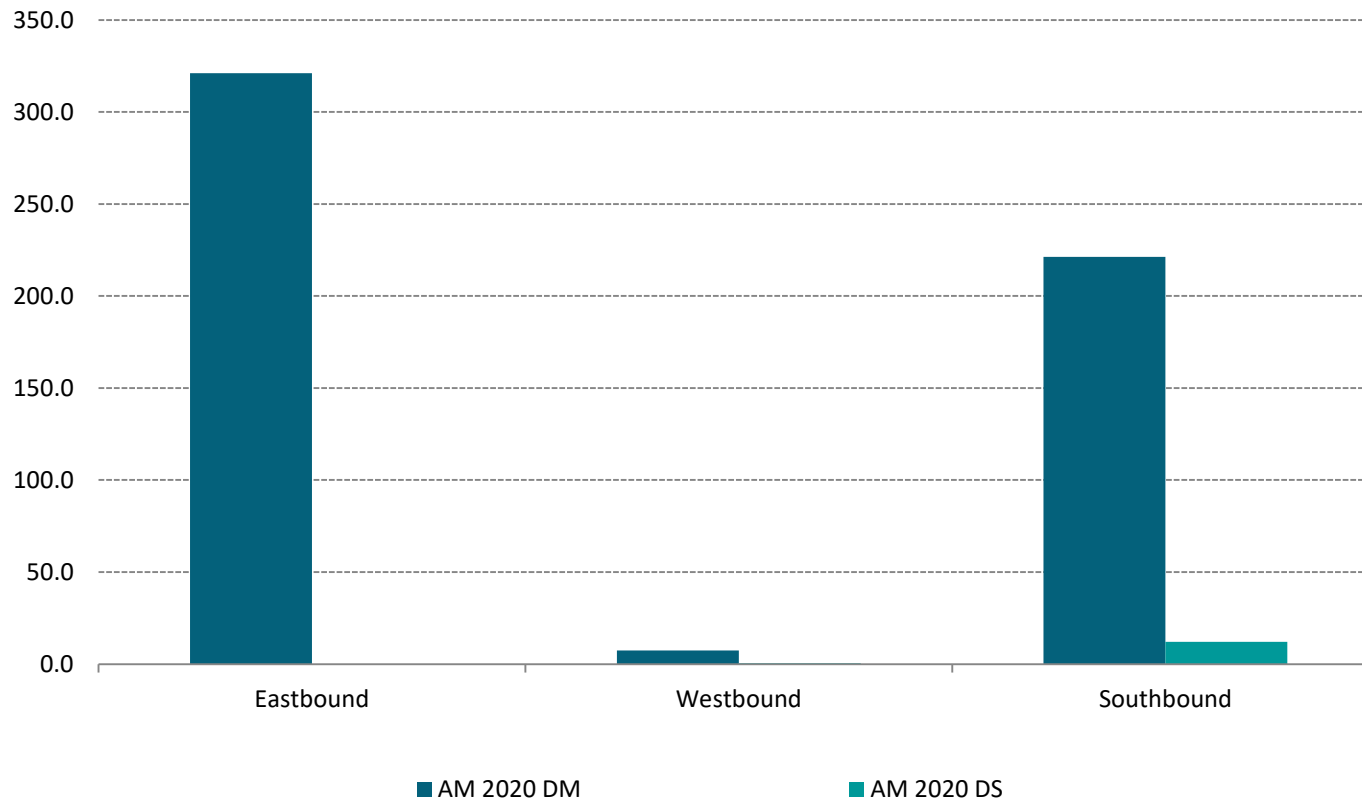
- Design developed as a combination of TII Standards and DMURS standards depending on the nature of the road:
 - 60km/h speed restriction selected optimal balance between relief road and urban street;
 - Cross Section compliant with TII Type 3 Single Carriageway and DMURS Arterial Street to encourage self enforcement of the speed restriction;
 - Inclusion of Pedestrian / cycle facilities throughout (3.4km), including linkages to housing estates, zoned lands, Athy Train Station and Grand Canal Way / Barrow Blueway;
 - Underground attenuation selected due to proximity of housing estates;
 - Geophysical surveys undertaken on known asbestos disposal sites in proximity to the route, design developed to minimise disturbance;
 - Future proofing through provision of ducts in road and bridges for services;
 - Construction methodologies, in particular at the River Barrow Bridge, ensuring adequate lands acquired in highly constrained site.
- Provision of a new railway siding in conjunction with CIE to facilitate enhance maintenance operations for the Dublin-Waterford mainline.

Design Decisions to Minimise Risk at Planning

- Re-purposing the existing railway bridge over the river barrow as a pedestrian / cycle bridge (avoids demolition works over the SAC and to a protected structure).
- Bridge Design Options Report selected a Single span structure (80m Span) to avoid construction works (piling, pier construction) in the SAC.
- Use of Weathering Steel in the construction of the new bridge.
- Use of pre-cast concrete deck on bridge.
- Extensive noise modelling Incorporation of low noise surfacing to minimise the extent of noise mitigation barriers required.
- Extensive consultation with community groups and landowners, to ensure the scheme would have their support at planning stage.
- Extensive traffic modelling to clearly demonstrate the benefits of the project.



Main Street (N78) /Stradbally Road (R428)



- 100% reduction in eastbound queuing
- 94% reduction in westbound queuing
- 94% reduction in southbound queuing

Existing Traffic Conditions



Following Scheme Opening



Statutory Process

- EIA Screening concluded “likely significant effects could not be ruled out” on:
 - Landscape,
 - Air;
 - Noise;
- AA Screening did not consider mitigation and concluded that impacts on the SAC could not be ruled out.
- EIS and NIS prepared due to crossing of SAC and submitted to ABP in April 2017.
- Dual Purpose CPO, facilitating Public Transport advertised and submitted to ABP in April 2017.
- Oral hearing on Tuesday 4th and 5th July 2017 – Comprehensive briefs of evidence walking the inspector through the scheme whilst addressing all submissions in their local context.
- Grant from ABP on 13th October 2017, with no conditions.

“We have not read such a superbly crafted witness statement that dealt with the submissions / objections in such a seamless manner. It should be the template for everyone going forward.”

Michelle Doyle
Partner, McCann Fitzgerald Solicitors

Advance Works Contracts

- Rail Removal Contract.
- Extensive asbestos testing contract and subsequent remediation contract.
- Detailed Structural Investigation Contract for Existing Railway Bridge.
- Advanced Culvert and Fencing/Walls constructed to remove seasonal constraint and minimise future works adjacent to housing estates.
- Diversion of 315mm diameter gas main.
- Diversion of 110kV High Voltage overhead powerlines.

Contract Documents / Land Acquisition

- Asbestos contamination considerations adequately addressed in Contract Documents.
- Landowner Agreements.
 - Extensive consultation with landowners to develop agreed accommodation works prior to tendering of main works contract;
 - Compensation now agreed with all bar one landowners and some roadbed acquisitions.

Contract Strategy and Procurement

- Two stage restricted procedure used for appointment of main works contractor:
 - Stage 1 tender documents issued 21st May 2020;
 - 11 responses received;
 - Stage 2 tender documents issued to 6 prequalified tenderers on 9th March 2021 with ;
 - Tender was assessed on an 80% Price and 20% Quality split.
- Public Works Contract for Civil Engineering Works designed by Employer (PW-CF3).
- BAM Civil Limited appointed following an extensive tender evaluation process.
- Contract signing on 19th October 2021.
- Commencement of works onsite on 9th November 2021.
- Contract Value - €20.9 million ex VAT.
- Substantial Completion April 2024.

River Barrow Bridge Beam Installation



Policy Benefits of Scheme

- Removal of massive congestion from the centre of Athy with associated reduction in pollution.
- Public realm improvements following removal of through traffic:
 - Safety Improvement Scheme;
 - Pavement Scheme;
 - Active Travel Scheme on Carlow Road;
 - Emily Square Improvement Project;
 - Shackleton Museum Renovation;
 - Barrow Blueway and associated links.
- Improve integration for vulnerable road users with links to local estates, train station and town centre.
- Better accessibility and social inclusion.
- Environmental benefits – 125,000 HGV km's saved due to reusing material onsite and not importing Class 1 and 2 material.
- Repurposing Bleach Bridge as a cycling and pedestrian bridge.

Good Practice/Lessons Learned

- Extensive consultation – Statutory Bodies and Public throughout the planning process.
- Use of Enabling/Advance Works Contracts to de-risk elements of project and remove seasonal constraints.
- Extensive Early engagement with landowners to agree accommodation works.
- Consistency of personnel between planning and detailed design/construction phases - Consultant and Client.
- Consistency of personnel between CPO and landowner negotiations and Landowner Liaison Officer.
- Positive collaborative effort between KCC, Employer's Representatives Team and Contractor.

Scheme Summary

- Scheme Includes:
 - 3.4km urban single carriageway, repurposing a disused rail corridor;
 - 5.8km of walking and cycling track;
 - Provision of new railway infrastructure;
 - 4 structures - Bennettsbridge culvert, repurposing Bleach Bridge for pedestrians/cyclists, River Barrow overbridge, Railway overbridge;
 - 2 new roundabouts;
 - 2 signalised junctions.

- Transformational project for the town of Athy:
 - Broad community support;
 - Removing through traffic from the town centre enabling active travel for local journeys;
 - Providing active travel connections from suburban housing to train station, town centre and Barrow Blueway;
 - Providing infrastructure to support zoned development areas and support public transport;
 - Removing congestion delay from the National Road.

Thank you

Any Questions?

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An Roinn Iompair
Department of Transport



Cumann Lucht Bainistíochta Contae agus Cathrach
County and City Management Association

RSTG Conference 2023 10th May - Day 2

Networking \Exhibition & Coffee Break

We will resume at 11.25 am

Session 2- Temporary Traffic Management & Insurance

Chair Greg O'Donnell

1st Temporary Traffic Management- Charlie Kerr

2nd IPB- Ivor Heavey & Michael Whelehan

Join the Q&A session at Slido.com and enter 1685372

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