

AWARD OF INCREASED FUNDING TO COMPLETE NENE BRIDGE BEARINGS WORKS THROUGH THE PETERBOROUGH HIGHWAY SERVICES CONTRACT

COUNCILLOR PETER HILLER, CABINET MEMBER FOR STRATEGIC PLANNING AND COMMERCIAL STRATEGY AND INVESTMENTS

May 2020

Deadline date: May 2020

Cabinet portfolio holder:	Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments
Responsible Director:	Steve Cox, Director of Place and Economy
Is this a Key Decision?	YES If yes has it been included on the Forward Plan : Yes Unique Key decision Reference from Forward Plan : KEY/11MAY20/02
Is this decision eligible for call-in?	YES
Does this Public report have any annex that contains exempt information?	NO
Is this a project and if so has it been registered on Verto?	The project is registered on Verto PR002303

R E C O M M E N D A T I O N S

The Cabinet Member is recommended to:

Authorise the increase in value of the works package awarded to Skanska Construction UK Limited ("Skanska") under the Council's existing Peterborough Highway Services Contract (the "Contract") from £5.1m to £6.7m.

1. SUMMARY OF MAIN ISSUES

- 1.1 This report seeks approval from the Cabinet Member for Strategic Planning and Commercial Strategy and Investments for:
- The increase in value of the work package awarded to Skanska Construction UK Limited ("Skanska") from £5.1m to £6.7m to replace the bearings in Nene Bridge. (See Section 7.5)

2. PURPOSE OF THIS REPORT

- 2.1 This report is for the Cabinet Member for Strategic Planning and Commercial Strategy and Investments to consider exercising delegated authority under paragraph 3.4.3 and 3.4.8 of Part 3 of the constitution in accordance with the terms of their portfolio at paragraph (b).

3. **TIMESCALE**

Is this a Major Policy Item/Statutory Plan?	NO	If Yes, date for relevant Cabinet Meeting	N/A
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4. **DETAILS OF DECISION REQUIRED**

- 4.1 The Nene Bridge lies southeast of the city centre and carries the A1139 Frank Perkins Parkway over the river Nene and March railway line. The A1139 is a major traffic route connecting the north and south of the city and is essential for the delivery of the city's growth agenda.
- 4.2 Nene bridge was constructed in 1984 by the Development Corporation and is now displaying signs of significant degradation. The previous decision awarded a package of works to Skanska to undertake a programme of works to replace the bearings on this structure. Works to six of the eight piers have been successfully completed.
- 4.3 In order to undertake the works to the remaining two piers the bridge the Council intends to increase the budget allocation for the package of work awarded under its existing contract with Skanska.

5. **CONSULTATION**

- 5.1 When required information will be added to the Council website providing details of any Temporary Traffic Regulation Order's (TTRO's) and Road Space Bookings prior to the works commencing.

6. **ANTICIPATED OUTCOMES**

- 6.1 Approval to increase the budget allocation for the package of works enable the replacement of the bearings to the two remaining piers of the Nene Bridge, A1139 Frank Perkins Parkway, utilising the existing Peterborough Highway Services Contract

7. **REASONS FOR RECOMMENDATIONS & ANY RELEVANT BACKGROUND INFORMATION**

- 7.1 Nene Bridge was constructed in 1984 by the Development Corporation and is located on a primary traffic route that has been identified as key for the development and growth of the city. It has been identified that the bridge pier bearings have deteriorated to a condition where significant maintenance is required in order to keep the route operational. Failure to maintain would have significant detrimental effects to both current daily traffic movements and future growth, forcing traffic limits at best and closure at worst.

Bridge bearings transfer loads and movements from the bridge deck to the substructure and foundations and in order for Nene Bridge to remain operational for its 120 year design life the bearings need to function efficiently. Condition surveys have identified that the bearings have deformed and subsequently, the working life of the structure may be significantly reduced. Replacing the bearings will ensure that the bridge can accommodate current traffic volumes and realign the structures condition in line with its 120 year design life.

Works to six of the eight piers was completed during May 2018- August 2019, but as the cost of these works exceeded the planned costs there is insufficient funding available to undertake the works to the remaining two piers.

The cost increase arose as a result of the original method planned to provide access to the four piers located within the River Nene proving to be unsuitable during the project. The

original plan was to create a piled platform in the river bed, however as further information became available it became apparent that the size of platform required would have been far greater than originally envisaged. This would have resulted in significant increases in both time and costs to construct. It would also have impeded a considerable portion of the width of the river impeding the flow of water in the event of a flood event, which would raise concerns with the Environment Agency who are responsible for the River Nene.

An alternative design solution to provide access from the river was therefore adopted that satisfied the requirements of the Environment Agency. This solution avoided the time delays to the project.

The proposal to provide access to the remaining two piers would follow a similar method, but would be constructed from the opposite bank of the river closest to the two remaining piers. The methods used to replace the bearings would be as per those successfully used on the first six piers.

- 7.2 The contract for highway services has been delivered by Skanska since October 2013 with the establishment of Peterborough Highways Services (an informal collaborative “partnership” between PCC and Skanska to deliver highway related services across the unitary authority area) and award of the Highway Services Contract (the “Contract”). This process was ratified by a Cabinet Member’s Decision Notice (AUG13/CMDN/068).

Further details in relation to the contract award can be viewed under the web link stated in Section 14 Background Documents.

7.3 Project Budget Profile

2015/16 (£2,305.98 Capitalised)

£2,305.98 Design Fees to Skanska

2016/17 (£158,076.23 Capitalised)

£153,992.63 Design Fees to Skanska
£1,351.64 Network Rail
£2,731.96 Staff Fee Capital Recharge

2017/18 (£220,683.71 Capitalised)

£185,369.66 Design Fees to Skanska
£2,560.35 Staff Fee Capital Recharge
£31,253.70 Construction Cost to Skanska
£1,500 Network Rail

2018/19 (£2,809,670.69 Capitalised)

£96,056.18 Design and Supervision Fees to Skanska
£8,431.03 Network Rail for BAPA (PO from PCC direct)
£126.55 PPE Costs recharged
£2,705,056.93 Construction costs to Skanska

2019/20 (£1,416,616.31 anticipated outturn)

£4,996.81 Design and Supervision Fees to Skanska
£460 Network Rail for BAPA (PO from PCC direct)
£874.25 PCC Costs recharged
£1,420,278.87 Construction costs to Skanska

Costs incurred to date £4,607,352.92 to complete Piers 1-6 of which Skanska costs make up £4,589,317.14

2020/21 (£2,132,837.99) Budget to complete Piers 7&8)

£30,000	Design and Supervision Fees to Skanska
£1,000	PCC Costs recharged
£0	Network Rail for BAPA (PO from PCC direct)
£2,000,000	Construction costs to Skanska (Subject to Target Costing)
£101,837.99	Contingency (approx. 5%)

Total Estimated Cost £6,740,190.91 of which Skanska costs make up £6,619,317.14

Budget Available £2,132,837.99 (comprising £2,080,000 MTFS plus year end slippage £52,837.99)

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 Defer the works to the remaining two piers. This has been ruled out as the work will still need to be done and at present there is benefit in using the same project team and sub-contractors who are familiar with the project to deliver the remaining works. Delaying the works would result in increased costs and the potential loss of the experienced workforce.

9. LEGAL IMPLICATIONS

- 9.1 The Highways Act 1980 prescribes that the highway authority is under a duty to maintain the highway. This requires that the highway has to be maintained so that it is reasonably passable by the ordinary traffic of the area.
- 9.2 Approving the continuation to completion of the works for the Nene Bridge pier bearings shall ensure that the highway network can be maintained thereby meeting the statutory duty to maintain the highway, and improvements can be carried out using grant funding from DfT, thereby meeting the Council's transport objectives.

10. FINANCIAL IMPLICATIONS

- 10.1 Approving the recommendation will ensure that that the planned expenditure is consistent with the capital programme of works via the performance measurement and efficiency mechanisms built into the Highway Services Agreement. This is in line with commitments made in the MTFS.

11. PROCUREMENT IMPLICATIONS

- 11.1 There are no procurement implications.

12. EQUALITY IMPLICATIONS

- 12.1 An Initial Equality Impact Assessment was carried out and there are no detrimental effects associated with the scheme.

13. CARBON IMPACT ASSESSMENT

Negative impact overall. However, the project enables an existing structure to remain in use. These construction works use relatively low quantities of specialist materials that need to be fit for their structural purpose and compatible with the existing structure, the bulk of which is retained. The materials are obtained from suppliers relatively local to the area where possible as this gives greater control over the quality of the concrete used

13. DECLARATIONS / CONFLICTS OF INTEREST & DISPENSATIONS GRANTED

- 13.1 None

14. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985) and The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012

- Peterborough Local Transport Plan 4 (2016 – 2021)
<http://www.peterborough.gov.uk/ltp>
- Highway Asset Management Policy and Strategy (2016)
<https://www.peterborough.gov.uk/residents/transport-and-streets/highway-assetmanagement/#PolicyAndStrategy>
- Peterborough Highway Services contract (2013-2023)
Cabinet Member's Decision Notice (AUG13/CMDN/068)
<http://democracy.peterborough.gov.uk/documents/s17190/PHS%20CMDN%20V5%20Final%20pub.pdf>
- Award of Nene Bridge Bearings Work Package Through the Peterborough Highway Services Contract (2018)
Cabinet Member's Decision Notice (FEB/CMDN/109)
<https://democracy.peterborough.gov.uk/documents/s33849/Nene%20Bridge%20CMDN%20-%20PUB.pdf>