

Committee:	Date:
Planning & Transportation Committee	18 March 2019
Subject: Decisions taken under Delegated Authority or Urgency since the last meeting of the Committee	Public
Report of: Town Clerk	For Information
Report author: Gemma Stokley, Town Clerk's Department	

Summary

This report advises Members of action taken by the Town Clerk since the last meeting of the Committee, in consultation with the Chairman and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and 41(b). This action related to:

- THAMES COURT FOOTBRIDGE – ISSUE REPORT

Recommendation

Members are asked to note the report.

Main report

1. In November 2018, delegated authority was given to Chief Officers to commission maintenance works on the footbridge at Gateway 5, if revised tenders were returned within the approved budget. Delegated authority was also given to Chief Officers to instruct expenditure from the risk budget following Gateway 5, should this be needed.

The risk allowance of £124,000 comprises: -

- a) £24,000 for “unforeseen conditions” arising during the works
 - b) £100,00 for Dynamic mitigation measures to the bridge – if required – after completion of the works. Typically, this would involve the installation of a mass tuned damper (MTD) on the bridge, to alter the acceleration and frequency of vibration to recommended limits.
2. At Gateway 5, contractor J B Riney & Co were appointed (under delegated authority) to carry out a programme of maintenance works to the footbridge, to the sum of £252,961.24. Works commenced on site as planned on Monday 07 January 2019. Two issues have since arisen on site due to “unforeseen conditions”, which have the potential to cause both delays to the completion of the works and additional costs, namely:-
 - a) the discovery of chipped paintwork to steel stair tread trays upon removal of paving, with minor rusting. This has required unscheduled paint repairs before replacement with new paving; and
 - b) the discovery that the turnbuckles to the existing bridge stays were not adequately sealed (possibly as intended originally only as a temporary structure), which has caused corrosion and seizure of the turnbuckle threads, rendering further tensioning of these bridge stays impossible
 3. The first issue is a relatively minor matter with a cost implication of approximately £4,000 and well within the budget and scope of “unforeseen conditions” during

construction under delegated authority. However, the latter is by far more serious, in terms of cost and programme. It had been envisaged from prior investigations that only two of the bridge stays needed replacing and that all others were serviceable. However, this has not proven to be the case. It now appears that a further 4 stays need replacing in full due to excessive corrosion within the turnbuckles which has caused them to seize and prevent re-tensioning. As a result, it is currently not possible to get the design tensions into the bridge stays to safely open this to the public.

4. Quotations have been sought from the contractor for these additional works and these have confirmed additional costs to the contract of approximately £96,000. In addition, there is a 4-week lead-in on these materials (following instruction) and two additional weekend road closures would be required to install the new stays. These costs are included within the £96,000.
5. The total of these two issues amounts to approximately £100,000, which exceeds the £24,000 risk allocation for “unforeseen condition” delegated to Chief Officers.
6. As regards the £100,000 risk allowance for dynamic mitigation measures to the footbridge (if needed, following successful refurbishment and re-opening), we remain of the opinion that these follow-on works are highly likely and that the arising costs are likely to be between £75,000 to £100,000 (including fees and road closures). Unfortunately, this cannot be confirmed until the bridge is tested for vibration following refurbishment and re-tensioning.

Action Taken

The Town Clerk, in consultation with the Chairman and Deputy Chairman of the Planning and Transportation Committee and the Chairman and Deputy Chairman of the Projects Sub Committee, agreed:

- 1) to release £100,000 from the project risk allowance and make this available to supplement the contract sum, by giving approval of the compensation events to this value arising from unforeseen conditions during construction. This primarily involves the requirement to replace additional tension stays to the footbridge, as recommended option 3;
- 2) In the interests of expediency, this includes re-purposing £76,000 of the risk allowance originally identified specifically for dynamic mitigation measures that are potentially required following refurbishment (i.e. not originally allocated to unforeseen site conditions);
- 3) Should dynamic mitigation measures be required upon further testing, following completion of refurbishment works, additional funds will be sought at that time with a further report and request to committee.

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