

TONBRIDGE & MALLING BOROUGH COUNCIL
PLANNING AND TRANSPORTATION ADVISORY BOARD

27 February 2006

Report of the Director of Planning & Transportation

Part 1- Public

Matters for Recommendation to Cabinet - Non-Key Decision

1 POST IMPLEMENTATION REVIEW - MARTIN HARDIE WAY SHOPPING PARADE ENHANCEMENT

This report is a capital scheme post implementation review in accordance with the capital strategy. It also details the changes in the scheme and circumstances that influenced the final cost project.

1.1 Introduction

- 1.1.1 In accordance with the process for Post Implementation Reviews detailed in the Management Team report to the Finance and Property Board on the 5 October 2005, a completed template for the Martin Hardie Way Shopping Parade Enhancement scheme is attached at **Annex 1**.
- 1.1.2 This project was a complex scheme involving a significant number of interested parties and a fine level of local consultation. Indeed the project was largely driven by the desire for local improvements. It has also been a scheme that has involved working in a busy public location and responding on a regular basis to changing circumstances on the ground and meeting requests as the scheme progressed. The scheme has also involved complicated service issues which have caused programming and cost implications and these are dealt with below.
- 1.1.3 Nevertheless, the project has been successfully completed and from direct contact with local people and interests the scheme can be said to have met the aims and objectives that were set at its inception.

1.2 Project Issues

- 1.2.1 In accordance with the Contracts Procedure Rules of the Council's Constitution, a report is required to explain the circumstances in any case where the value of the final account for a contract is greater than £30,000 and exceeds the accepted tender sum by an amount greater than 5% of the tender sum.
- 1.2.2 The accepted tender sum for the Martin Hardie Way Shopping Parade Enhancement scheme was £54,868.07; however, the value of the final account for the contract was £76,341.54, an increase of £21,473.47.

1.2.3 The additional costs which have contributed to this out-turn are as follows:

Costs relating to pulling-off and returning to site	£ 5,950
Additional traffic management costs	£10,000
Additional street lighting units	£ 3,000
Accommodation works to 48 Dodd Road	<u>£ 3,577</u>
Total	<u>£22,527</u>

1.2.4 An explanation of the implications of these factors on the programming and cost of the project is outlined below.

1.3 Costs Relating to Pulling-off and Returning to Site, and Additional Traffic Management

1.3.1 The scheme was tendered on the basis of a six week contract period, the works being programmed for completion during Autumn 2004. This programme was altered for two main reasons.

1.3.2 Firstly, during road widening works some live cable TV ducts were discovered and found to have been laid at an abnormally shallow depth, despite the fact that the Council's consulting engineer had been told by local cable companies that they had no record of owning any ducts in this area. As a result of this, further investigations had to be made on site and the design modified to work around the ducts.

1.3.3 Owing to the delay caused by the cable TV ducts it was not possible to complete the work before Christmas 2004 as scheduled. The local traders were consulted on whether or not work should continue over the Christmas period and the consensus view was that work be suspended so that seasonal trade would not be disrupted. Your engineers accommodated this request and work was suspended from mid-December to mid-January.

1.3.4 Secondly, although an order had been placed with EDF Energy in October 2004 requesting them to disconnect redundant street lighting and light columns and to connect new columns, EDF delayed responding to this request, stating first that they were unable to carry out the work until 1 March 2005 and then re-programming the work to 13 April. After repeated requests from the Council, EDF carried out this work on 23 and 24 March 2005. Since parts of the paving work could not be completed until the new units were connected and the old ones disconnected and removed, the contractor had no option but to leave site and to return and complete the scheme once EDF had carried out their work.

1.3.5 As a result of these delays, the contractor incurred additional costs in removing off-site and returning to site construction plant and materials, and in fencing and maintaining in a safe condition those areas where works had yet to be completed. The total of these costs, as submitted by the contractor and agreed by the consulting engineer, was £5,950.

- 1.3.6 These delays also meant that the time taken to complete the works was extended from 6 to 14 weeks. Traffic management was thus required on site for an extra 8 weeks, incurring, at the tendered rate of £1,250 per week, an additional cost of £10,000.

1.4 Additional Street Lighting Units

- 1.4.1 The design originally produced by the Council's consultant and subsequently tendered included the replacement of the existing street lighting with new units on a one-for-one basis. However, after listening to the concerns of the local traders, your engineers took the view that it would be more appropriate to redesign the lighting to higher levels of illumination in accordance with current standards for lighting shopping parades and similar areas. To achieve this the design was revised to include four more lighting units at an additional cost of £3,000.

1.5 Accommodation Works to 48 Dodd Road

- 1.5.1 A key element of the scheme was the construction of a public footway on land owned by Russet Homes, enabling part of the existing footway to be converted into a loading bay for delivery vehicles. Russet Homes agreed to this proposal subject to the Council agreeing to carry out accommodation works to the path and front garden of the residential property, 48 Dodd Road, which would be affected by the new layout.
- 1.5.2 The principal effect of constructing the new footway would have been to shorten and make steeper the front path of 48 Dodd Road, and after discussion with the tenants it was agreed that a more acceptable option would be to provide a new flight of steps with a handrail. These were constructed as part of the scheme by the Council's contractor, the additional work being valued on a dayworks basis at a total cost of £3,577.

1.6 Conclusions

- 1.6.1 Members will, I hope, see that the implementation of this project has had to address and solve a range of challenges. Despite this the scheme has been successfully completed with additional costs and time being minimised as far as possible consistent with taking the most appropriate action and critical points in the project.

1.7 Legal Implications

- 1.7.1 None.

1.8 Financial and Value for Money Considerations

- 1.8.1 The current capital plan allocation is sufficient to absorb the additional costs.

1.9 Risk Assessment

1.9.1 A number of 'risk' situations have been faced during this project and appropriate action taken as outlined in this report.

1.10 Recommendation

1.10.1 That the report **BE NOTED**.

Background papers:

Nil

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