

Central Bedfordshire Council

EXECUTIVE

Tuesday 11 October 2016

Stratton Street Railway Bridge

Report of Cllr Brian Spurr, Executive Member for Community Services,
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This report relates to a Key Issue

Purpose of this report

1. Seek additional capital funding to complete the reconstruction of Stratton Street Railway Bridge due to adverse weather extending the Works programme.

RECOMMENDATIONS

The Executive is asked to recommend to Council:

1. that the allocation of an additional £800k of capital funding to this project in 2016/17 to complete the Works; and
2. that there is an additional allocation of £50k for a risk pot for 2016/17.

Overview and Scrutiny Comments/Recommendations

2. This report has not been to Overview and Scrutiny.

Issues

3. Stratton Street Railway Bridge deck had been suffering from corrosion creating a danger to passing trains from spalling concrete falling on the tracks. The proximity of the electrified overhead lines made repair impractical.
4. In 2012/13 a budget of £2.5m was allocated to the replacement of Stratton Street Railway Bridge, Biggleswade.

5. Railway possessions have to be booked 2 years in advance of undertaking works in the vicinity of a railway. The possessions were booked in 2013/14 and monies were committed in the MTFP.
6. The redesign of the bridge deck incorporated precast units to minimise on site works. The Works were planned to occur between November 2015 and April 2016 with the main deck being cut up for removal at Christmas 2015 and new units placed February/March 2016.
7. There were a number of reasons that the project has over spent but the main one is due to the adverse weather experienced during the possession at Christmas 2015.
8. Works commenced in the Christmas possession removing the overhead electrified lines and installing the temporary line protection. However after removing one piece of the cut up original bridge deck the high wind meant that the cranes were unable to operate and lift out the remaining deck pieces as planned. The crash deck and overhead lines were reinstated manually without the assistance of the cranes.
9. Enough work was completed to allow the remaining demolition works to be planned over a large number of short possessions in February and March 2016.
10. This way of working had the affect of extending the construction programme June 2016 and increasing costs.
11. The increased costs are due to the additional crane hire required over an extended period of possessions and the resultant inefficient working. The extended programme also requires additional overheads, site supervision and programme management.
12. The delays to the project have been exacerbated by losing 4 of the shorter possessions to a mixture of adverse weather, 3rd parties trespassing on the railway and Network Rail demands.
13. The bridge deck had been stripped and cut up in readiness for demolition so it was not reasonably possible to undertake reinstatement works to allow it to be reopened to any form of traffic. The impact of not continuing the work would have been to have the bridge closed for indefinite period whilst further possessions were booked.
14. The bridge reopened on the 26 June 2016 but with temporary parapet protection in place.

Reason/s for decision

15. The constitution requires the Executive to consider prior to Council any capital overspend exceeding £500k.

Council Priorities

16. The replacement bridge keeps the highway safe for use by the public providing great resident services.

Corporate Implications

Legal Implications

17. There are no direct legal implications associated with this report.

Financial and Risk Implications

18. The budget for scheme was £2.5m.
19. A total of £3.8m was spent in 2015/16 which resulted in the £1.3m overspend which was approved at Council on 21 July 2016 as part of 2015/16 Capital Financial Outturn Report.
20. The forecast outturn scheme cost is £4.6m resulting in a total overspend of £2.1m. The table below shows the breakdown of this:

Description	Additional Cost in '000
Additional accommodation works	£303
Network Rail requirements	£245
Adverse Weather and lost possessions	£1,497
Additional strengthening	£55
Total	£2,100

21. The additional £800k is being sought via this report.
22. The Stratton Street Works are not completely finished as there remains some work to strengthen the piers which will allow the removal of the temporary concrete barriers protecting the parapets. This work requires possessions of the railway to complete. These Works are programmed to occur in possessions of the railway in Sept and Oct 2016 with a reserve date in Dec 2016. There remains a risk that these possessions are not fully utilised and the allocation of an additional £50k risk pot is recommended.
23. The £50k risk pot will be released as soon as the contract account is finalised.

Equalities Implications

24. No specific equality issues have been identified in relation to this proposal.

Next Steps

25. Complete the strengthening of the pier tops to allow the removal of the temporary parapet protection on the footways. Possessions are booked in September, October and December.
26. Settle the final account with the contractor and the NEC project manager.

Appendices

None

Background Papers

27. The following background papers, not previously available to the public, were taken into account and are available on the Council's website:

None