

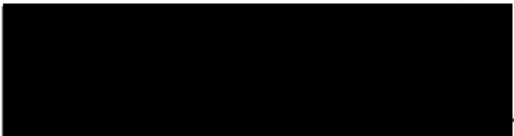

**Notes of the Douglas Promenade Strategic Project Board meeting  
Friday 13<sup>th</sup> August 2021 at 10.30am  
Sea Terminal Boardroom and via Microsoft Teams**

<b>1.0</b>	<p><b><u>Present</u></b></p> <p>Mr N Black (NB) – Chief Executive, DoI (Chair)  Hon T Baker (TB) – Minister for Infrastructure  Mr I Longworth (IJL) – Director of Transport Services, DoI  Mr A Dobbins (AD) – Executive Director, Manx Utilities  Mr G Saunders (GS) – Construction Manager, DoI  Mr K Podmore (KP) – Contract Project Manager, DoI  Mr M Davies (MDa) – Burroughs Stewart Associates  Mr K Millar (KM) – Business Liaison Officer, DoI  Mrs M Doyle (MDoy) – Project Liaison Officer, DoI  [REDACTED] – Project Team Support Officer, DoI  <i>Ms P Johnson (PJ) - Minutes</i></p> <p><b><u>In Attendance</u></b> (from 11.35am)  Mr C Callister, Director, Auldyn Construction  Mr T O'Mahony, Director, Auldyn Construction</p> <p><b><u>Apologies</u></b></p> <p>Apologies were noted from Mr M Lewin, Mr P King, Mr J Robinson, Mr A Burroughs and Mr T Cowsill.</p>	
<b>2.0</b>	<b><u>Matters Arising/Action Points from 16<sup>th</sup> July 2021 Meeting</u></b>	<b><u>ACTION</u></b>
2.1(2.1)	NB confirmed that the Variation Agreement had now been finalised for signature.	<b>Closed</b>
2.2(2.2)	It was agreed that the tramway signalling be discussed under Item 7 below.	<b>See 7.0</b>
2.3(2.4)	Discussion of the rail laying defects was also deferred to Item 7.	<b>See 7.0</b>
2.4(2.8)	MDoy confirmed that communications had been issued in regard to the requirement for a short stretch of relaying works on Broadway.	<b>Closed</b>
2.5 (3.1.2)	MDoy had also prepared a leaflet showing a pedestrian route between Gaiety and Esplanade bus stops and distributed to affected hotels.	<b>Closed</b>
2.6(3.1.3)	It was noted that Manx Radio's request for an interview with TB had been declined at this stage.	<b>Closed</b>
2.7 (3.1.4)	MDoy advised that the myProm team would not be involved in the book launch event, but that the statue would be available and accessible via a safe surface.	<b>Closed</b>

2.8(4.1)	GS reported that all defects had been discussed in JR's recent meeting with the contractor and were now being addressed.	<b>Closed</b>
2.9(4.2)	IJL was pleased to note the removal of the 4-way traffic lights, which had now been replaced with 3-way operation.	<b>Closed</b>
2.10(5.4)	It was agreed that discussion on the rail and welding pots be deferred to Item 7 and raised with the contractor later in the meeting.	<b>See 7.0</b>
2.11(6.0)	GS reported that the proposal received is unlikely to be accepted on aesthetic grounds, and it was agreed this be further discussed under Item 6.	<b>See 6.0</b>
2.12(8.0)	AD advised that the proposed joint MU/DoI media release in regard to the water main on Queen's Promenade had been prepared and is to be issued once the remedial works are complete.	<b>Closed</b>
2.13(9.1)	Defects are being addressed as per 2.8 above.	<b>Closed</b>
2.14(9.3)	NB informed the meeting that further discussion with the contractor to progress TB's proposals for working together on joint media briefings/releases had unfortunately met with reluctance. MDoy did note, however, that the contractor had issued a media update in regard to wheelchair access, and PS noted recent press comment in regard to the overheating economy.	<b>Closed</b>
2.15(9.6)	MDoy confirmed that communications had been issued in respect of the delayed Broadway re-opening, highlighting the Department's identification of defects in the contractor's works.	<b>Closed</b>
2.16(10.1)	TB confirmed having delivered a statement at July's Tynwald, which had been well received. He emphasised that, continuing to be robust with the contractor is essential, with NB adding that no further variations in design or specification are to be issued without his approval.	<b>KP</b>
<b>3.0</b>	<b><u>Communications and Public Relations</u></b>	
3.1	<u>Communications Report</u>	
	The Liaison Team's monthly report had been circulated prior to the meeting, and was noted. KM presented a verbal summary of recent activities, from which the following additional points were noted:-	
3.1.1	The far end of the Promenade is now ready for final surfacing, and the contractor has been instructed to begin these works immediately the site is coned off.	
3.1.2	IJL reported that the yellow lines around the bus stop on Seaview Road and on the seaward side of King Edward Road are faded and requested re-lining as soon as possible.	<b>GS</b>
3.1.3	It was noted that a proposal to place adverts on Manx Radio in regard to use of the roundels had been declined, as the myProm team had communications fully in hand.	
<b>4.</b>	<b><u>Review of Contract Progress to Completion</u></b>	
4.1	KP flagged the discrepancy between the contractor's already	

	<p>rejected completion date of 23<sup>rd</sup> September and its surfacing programme, which currently reflects a completion date of 3<sup>rd</sup> November. He expressed the view that the latter date is likely to be more accurate, and advised he had asked the contractor to review and combine the two programmes and to resubmit. TB, in supporting this action, also proposed that the contractor be pressed in today's meeting for a credible plan which, he stated, is essential in order for the Department to manage communications.</p> <p>On discussion of possible reasons for the further delays indicated, KP advised that up to 10 days might be identified by the contractor as the Department's requirement for surfacing of the side roads. NB requested that KP submit an early proposal to retrieve these +/-10 days, possibly by de-scoping side road and pedestrian crossing works.</p>	<b>NB</b>
4.2	It was noted that delays in supply of quarry material had been resolved.	
<b>5.0</b>	<b><u>Report from Scheme Project Manager</u></b>	
5.1	AB's Monthly Progress Report had been circulated in advance of the meeting and was noted.	
5.2	MDa distributed the Finance Report at today's meeting, noting the growing disparity between the contractor's completion and planned completion dates, which is likely to impact on the Scheme Project Manager's final costs.	
5.3	NB noted with thanks MDa's advice that costs had now been agreed with MUA.	
5.4	MDa reported that only two of the options submitted in regard to resolving the signalling and points issues at Castle Mona had fulfilled the brief, and that in-house servicing by the Department would be preferred. The option proposals had been sent to the rail regulator for review. TB suggested that the tramway works be considered for reprogramming during the winter.	<b>MDa GS</b>
<b>6.0</b>	<b><u>Cracked Concrete</u></b>	
	The Department is to respond to the report outlining the solution developed jointly by the contractor and rail designer in the vein that its assertions are not sufficiently robust.	<b>GS</b>
<b>7.0</b>	<b><u>Douglas Tramway</u></b>	
	Minuted under 5.4 above.	
<b>8.0</b>	<b><u>Service Companies' / Authorities' Enhancements</u></b>	
	AD advised that the water main works will soon be complete, once	



	the one remaining hydrant is installed.	
<b>9.0</b>	<b><u>Discussion with Representatives of Auldyn Construction</u></b>	
9.1	CC and TOM were welcomed to the meeting.	
9.2	A discussion took place on the reliability of indicated completion dates, resulting in NB's request for a credible programme from the contractor by 20 <sup>th</sup> August. TOM provided a number of reasons for the 41-day delay most recently advised, including the loss of SCUK on the rail-laying due to a contractual dispute, additional works to plane out and relay the Regent Street junction and alleged problems with quarry deliveries. CC also accepted that a number of mistakes had been made on the contractor's side, and also advised he had been seeking additional resource via Colas Europe.	
9.3	TB emphasised that if any works could be expedited, they should be. He also asked that a joint explanation be issued of the reasons for the further delay to completion date as noted in 9.2 above, to which TOM agreed. MDoy would liaise to produce a joint media release.	<b>MDoy</b>
9.4	Reverting to the supply of quarry materials, TOM flagged up the requirement for deliveries six days each week. On discussion it was proposed that some of the contractor's operatives could be contracted to the Department's quarry to manage this, subject to sufficient notice periods being provided by the contractor, and GS was tasked with checking possibilities with Mark Ledsham.	<b>GS</b>
9.5	NB informed the contractor that the proposal to resolve concrete cracking issues, submitted jointly with the rail designer is unlikely to be accepted, and that a letter would be sent out to both parties shortly in this regard.	
<b>10.</b>	<b><u>Any Other Business</u></b>	
	There was no further business and the meeting closed at 12.15pm.	
<b>11.</b>	<b><u>Date of Next Meeting</u></b>	
	The next meeting has been arranged for Friday, 10 <sup>th</sup> September, 2021 at 10.30am in the Sea Terminal Board Room.	
<div style="display: flex; justify-content: space-between;"> <div>Signed</div> <div>Date</div> </div> <div style="display: flex; justify-content: space-between; align-items: flex-end; margin-top: 20px;"> <div>   <b>N J Black</b>  <b>Chairman</b> </div> <div>   10 Sept 2021 </div> </div>		