



Derby City Council

**URGENT LEADER OF THE COUNCIL
CABINET MEMBER MEETING
12 November 2018**

ITEM 5

Report of the Strategic Director of Communities
and Place

Alfreton Road Bridge Urgent Repairs

SUMMARY

- 1.1 On 9 August 2018 a Severn Trent Water (STW) major water main burst at Alfreton Road and caused significant damage to the road and adjacent bridge. The bridge is owned by the Council. It is Grade II listed and spans live Network Rail train lines. The damage required the closure of Alfreton Road to all through traffic because of the risk of a partial collapse.
- 1.2 This closure continues to have a substantial impact on the local area and the transport network. The Highways Authority has a responsibility to maintain public roads to a standard that ensures they are safe and passable.
- 1.3 To reopen the bridge fully requires re-strengthening work. Detailed investigations and structural assessment however, have identified that a partial re-opening to one direction of traffic could be done once the immediate water main repairs are complete.
- 1.4 STW repairs to the water main and associated damage to the road and footways are due to be completed by their contractor by 16 Nov 2018. At this point Alfreton Road will be able to be re-opened to one-way traffic until the re-strengthening is done.
- 1.5 The budget estimate for this work is £700k. The Council is working with STW to determine appropriate cost allocation and will seek formal admission of liability from STW, although this may be subject to caveats and 'in principle' only. As it is the Council's bridge and the work involved is not within STW usual expertise the Council is best placed to undertake the re-strengthening works. The Council has a duty to enable free movement of traffic and pedestrians wherever it is safe to do so. This report seeks approval for capital funding to allow the Council to comply with its duties and restore the bridge to its full operation as soon as possible.

RECOMMENDATION

- 2.1 To approve the addition of Alfreton Road Bridge project to the 2018/19 Highways and Transport Programme with a budget of £700k.
- 2.2 To approve entering into an appropriate contract with a contractor for the bridge re-strengthening work and associated one-way traffic management.

- 2.3 To approve the reallocation of £500k Highways and Transport Programme budget from various existing projects and £200k from Corporate Capital Contingency reserve to the Alfreton Road Bridge project.
- 2.4 To approve the reallocation of monies recovered from Severn Trent Water in relation to the project back into the Corporate Capital Contingency reserve as the priority up to £200k and any remaining monies into the appropriate years Highways and Transport Programme.

REASONS FOR RECOMMENDATION

- 3.1 Approval of a new project onto the Highways and Transport Programme over £250k requires cabinet approval in line with the Council's constitution.
- 3.2 Addition of a project into the 2018/19 Highways & Transport Programme requires an urgent approval in order that Alfreton Road can be partially re-opened to Derby bound traffic as soon as possible after STW have completed their work. This will help reduce the traffic congestion, reduce the economic impact on local businesses and reduce the rat running of adjacent streets whilst the bridge re-strengthening works are carried out.
- 3.3 As owner of the asset the Council has a statutory duty to make repairs as swiftly as possible and to ensure Alfreton Road Bridge is safe to use for the travelling public.

SUPPORTING INFORMATION

- 4.1 On 9 August 2018 a Severn Trent Water (STW) major water main burst at Alfreton Road and caused significant damage to the road and the adjacent Council owned bridge. The bridge is Grade II listed and spans live Network Rail lines. The damage has required the closure of Alfreton Road to all through traffic.
- 4.2 The severity of damage to the bridge was of significant concern to Council officers and Network Rail staff due to the risks associated with any partial bridge collapse. Detailed bridge investigations and structural assessment identified the bridge can only be re-opened to one direction of traffic until the bridge re-strengthening work has been carried out. Due to the nature of the work an accurate construction cost for the re-strengthening work is not possible. Therefore a project estimate of £700k has been developed which includes an allowance for associated risks as well as Network Rail costs, Council officer costs, etc. There is the potential that the costs of the work could be significantly less if the voids within the bridge are not as extensive as initially identified.
- 4.3 The Council is working with STW to determine appropriate cost allocation and officers will seek formal admission of liability from STW, although that is likely to be subject to caveats and 'in principle' only. Any STW financial contribution is expected after completion of the works and – In the meantime, the Council has a statutory duty to maintain Alfreton Road Bridge so it is fit for purpose for the travelling public. In order to deliver the project it is proposed that £500k budget be found from re-prioritising projects within the existing Highways and Transport Programme with the balance of £200k to come from Corporate Capital Contingency reserve. The appropriate costs

that can be re-charged to STW would then be returned to the original source. The value of the refunding will not be known until sometime after completion of the project and is expected to go through STW loss adjuster.

- 4.4 STW repairs to the water main and associated damage to the road and footways are programmed to be completed by their own contractor by 16 Nov 2018. At this point Alfreton Road will be physically available to be re-opened to one-way traffic until the re-strengthening works are complete.
- 4.5 The re-strengthening work to the bridge will require Network Rail approval in order to access the track to carry out the work. This approval can take 18 weeks from when a contractor is appointed. The current understanding is that Network Rail will grant access only overnight between Saturday and Sunday. The current programme of works is estimated to take fourteen Saturday night shifts. The approval timeframe and the current estimated programme means that the bridge may not open to two-way traffic flow for 32 weeks from when a contractor is appointed. The Council is working closely with Network Rail to see if these approval times and restrictions can be improved. There are risks associated with weather delay and Network Rail short notice cancellation of track access that could extend the programme and increase total project costs.
- 4.6 There are opportunities to improve on the costs and programme should negotiations with Network Rail improve approval timescales and relax the limitation on access to the track. The potential that there are fewer voids within the bridge would reduce the project costs.
- 4.7 Until such time as the bridge is fully re-strengthened it is necessary to limit traffic to a single flow over the bridge. In discussion with the Council Network Management Section the most effective way this can be achieved and assist traffic flows in the area is to have a one-way system towards Derby city centre. Local businesses and residents have contacted the Council to request that traffic signals or an alternating one-way system that switches to out-bound direction in the evening peak be provided. These have been reviewed and are not considered to be practical with the potential to cause more traffic congestion and potential safety concerns.
- 4.8 Requests have been received to signalise the Alfreton Road / Mansfield Road Junction. This is unlikely to have any significant traffic flow benefits to those exiting Alfreton Road businesses due to the lack of network capacity at peak traffic times. There would also be a significant maintenance element of traffic signals as the works are delivered and also an increase in the project costs.

OTHER OPTIONS CONSIDERED

- 5.1 There is the potential to request STW enter into a contract to deliver the repair works on the bridge. The risks involved in this approach are that they are not experts in bridge works and the approvals process for method statements and track access could take longer than the Council delivering the works directly on their own asset. Any delays have increased impact on the travelling public and local businesses due to the on-going road closure that remains in place.

- 5.2 Not undertaking repairs to the bridge and keeping Alfreton Road closed to traffic or implementing an appropriate weight restriction is not seen as an acceptable option due to the significance of this part of the road network for commuters and businesses and the major consultation that would be required to implement such a restriction.
- 5.3 Opening the bridge to one-way traffic flow controlled by temporary traffic signals to enable travel in both directions. This has been considered, however the significant traffic volumes generate the potential to cause significant traffic delays impacting the A61 Sir Frank Whittle Road and beyond to the A38.

This report has been approved by the following officers:

Legal officer Financial officer Human Resources officer Estates/Property officer Service Director(s) Other(s)	Paul McMahon, Principal Lawyer Jon Long, Principal Accountant Verna Bayliss, Acting Director of Planning and Transportation
For more information contact: Background papers: List of appendices:	Lincoln Smithers 01332 642494 lincoln.smithers@derby.gov.uk None Appendix 1 – Implications

IMPLICATIONS

Financial and Value for Money

- 1.1 This report proposes the addition of a £700k scheme to the Highway's and Transport (H&T) Capital Programme for works to Alfreton Road Bridge. Of this, £500k will be found from existing H&T schemes with £200k funded from Corporate Capital Contingency reserve.
- 1.2 A claim is being made to Severn Trent Water to recover the costs of this scheme. The amount and timing of any payment is unknown at this stage. The intention is to use any capital receipt to replenish Corporate Capital Contingency reserve as the priority followed by the H&T programme. If there is a shortfall in monies from STW to cover the cost of the project this will be met by the H&T Programme.
- 1.3 The contract for the bridge work will be procured via an existing Council tendered framework that contains a specific lot for structural work. The contract uses industry best practice terms and conditions and also enables the contractor to provide early involvement to assist in identifying risks and opportunities.

Legal

- 2.1 The Council's legal position in relation to the financial liability for bridge repair work contains an element of financial risk relating to the recovery of the cost of bridge re-strengthening work from Severn Trent Water.

Personnel

- 3.1 Due to staff availability consultant engineers have been appointed to work alongside the Council's engineers to ensure appropriate repair and working methodologies are established to ensure safety of the bridge, the rail network and those involved in the site operations.

IT

- 4.1 None

Equalities Impact

- 5.1 None

Health and Safety

- 6.1 The issue has been included in the corporate risk register. The associated risks have been reduced as more detail has been established via a number of site inspections. However working on an old bridge structure over operational rail lines has inherent health and safety risks. These risks are being managed by ensuring all those involved in the project have the required skills and competencies and also working collaboratively with Network Rail, STW, and the appointed contractor to understand the site risks.

Environmental Sustainability

7.1 None

Property and Asset Management

8.1 Asset management of the Council's bridge assets did not have this structure as a high priority for works. However the water main burst has escalated the structure to the highest priority due to its location and risks associated with not repairing this Grade II listed structure on a key transport route for the city.

Risk Management and Safeguarding

9.1 The project is included in the corporate risk register and mitigation measures established. There are no safeguarding issues associated with the project.

Corporate objectives and priorities for change

10.1 By maintaining traffic flow over Alfreton Road Bridge this aligns with the Council Plan and Derby Plan ambitions, in that making the most of our assets will work towards a safe, strong and ambitious city.