

COUNCIL MEETING

27 JULY 2017

ITEM 9A – URGENT ITEM OF BUSINESS

**ARC LEISURE MATLOCK – REPAIRS TO PEDESTRIAN
FOOTBRIDGE**

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Report of the Corporate Director and Deputy Chief Executive

ARC LEISURE MATLOCK – REPAIRS TO PEDESTRIAN FOOTBRIDGE

PURPOSE OF REPORT

This report outlines the problems experienced at the Arc Pedestrian Footbridge and the actions taken to arrange the necessary repairs. It outlines the additional capital funding required and recommends inclusion of this amount in the revised Capital Programme for 2017/18.

RECOMMENDATION

1. That the actions taken in commissioning DCC Structural Engineers to investigate the defective support brackets and structural bolts and Derwent Treescapes Limited to remove the deck surface and brackets from the bridge and provide scaffolding at an approximate cost of £6,500 to be funded from the revenue budget are noted.
2. That an additional sum of £25,000 is made available in the revised Capital Programme for 2017/18.

WARDS AFFECTED

Matlock All Saints

STRATEGIC LINK

The effective maintenance of the Council's property assets contributes to the aim of ensuring value for money and the aim of providing excellent services as outlined in the 2015-2019 Corporate Plan.

1 REASON FOR URGENCY

- 1.1 The Chairman has agreed to the inclusion of this report as an item of urgent business in accordance with the Council's Constitution in order to respond to the need to provide for urgent works.

2 BACKGROUND

- 2.1 The pedestrian footbridge at Arc Leisure Matlock which is of galvanised steel construction with a decking board surface provides access from the 2 tiers of car parking above the Centre to the main entrance. There is an alternative pedestrian route available via the access road footpaths which link to both car parks. Access from disabled parking areas does not utilise the footbridge.
- 2.2 Following a routine inspection of some raised areas of deck boarding on 23rd June 2017, some deterioration of the metal brackets holding the timber beams together and anchoring them to the bridge structure was noted. The bridge was immediately closed and Derbyshire County Council (DCC) Structural Engineers inspected the bridge structure.

- 2.3 They concluded that the majority of the metal brackets connecting the timber beams to the joists are heavily corroded, failing or failed and the metal brackets holding the beams to the bridge structure are heavily corroded but not yet failed.
- 2.4 As a result of these findings, Derwent Treescapes were instructed to strip the bridge deck and remove the corroded brackets to allow further detailed inspections to take place.

3 CURRENT SITUATION

- 3.1 Following the removal of the bridge deck and supporting timbers, the following additional items were noted.
- The fixing methods used for the timbers together with the corrosion around the brackets have caused the timbers to split such that they are not suitable for re-use.
 - Significant corrosion was found in the bolts securing the metal hand rails to the bridge structure.
 - Significant corrosion was identified in a number of the bolts holding together the various sections of the structural galvanised bridge framework.
- 3.2 DCC Structural Engineers have approached specialist steel fabricators and bracket manufacturers and have specified the type of brackets and bolts to be used.

4 PROPOSED WORKS

- 4.1 On the advice of DCC Structural Engineers, it is proposed to replace all the brackets with new stainless steel items and to replace all bolts securing the handrails and those holding together the framework with new items with either stainless steel or hot dipped galvanised finish as appropriate. The works proposed are outlined below:-
- Grind off rust damage to steel frame of bridge; grind off remaining screws flush and paint/patch repair coating with Galvafruid
 - Main connections bolts and nuts to be replaced with new hot dipped galvanised bolts. Handrail bolts to be replaced with new hot dip galvanised bolts. Provide drainage holes each end of steel beam sections.
 - Install new stainless steel heavy duty face fixed hangers, timber to timber and timber to steel frame including isolation backing membrane and stainless fixings.
 - Provide new 35 mm decking boards and grade C24 tanalised timbers to the original sizes and layout.
 - Works to be project managed by DCC.
- 4.2 The cost of the works as proposed above with associated professional fees is expected to be no more than £25,000. This is in addition to the cost of £6,500 already incurred in investigation works and removal of the bridge deck and brackets.

5 POSSIBLE CAUSES

- 5.1 The investigations which have taken place so far by a structural engineer have concluded that proprietary light galvanised brackets have been used which have lasted 6 years of external use with the corrosion accelerated by the use of rock salt. It was also found that certain sections of the bridge structure contained standing water and this, combined with the presence of rock salt had caused some of the fixing bolts to corrode.
- 5.2 The topography of the land and the location of the bridge causes it to be prone to icing over in winter conditions. As a result the bridge surface is treated with grit on a regular basis and the design of the supporting structure traps this against the fixing brackets.
- 5.3 At the time of writing, no latent defects have been identified but samples and photographs of the brackets and bolts removed from the structure have been retained and the original main contractor has been informed and invited to inspect for analysis.
- 5.4 By taking this approach, evidence has been retained such that an appropriate claim can be made should a latent defect in the construction of the foot bridge be identified.
- 5.5 Following completion of the works, a new treatment for ice on the bridge will be used which does not contain salt.

6 RISK ASSESSMENT

6.1 Legal

Investigations are continuing and if there is sufficient evidence to support that there have been contractual failures, appropriate legal action will be taken to seek to recover the costs of repair. The financial estimate of the work places the procurement route in the low threshold category in terms of Contract Standing Orders requiring three written quotations.

6.2 Financial

The costs of investigations and removal of the deck surface and brackets from the bridge amount to £6,500; these can be accommodated from the existing revenue budget.

There is no provision in the current capital programme for these repairs. The report recommends that £25,000 is made available in the revised capital programme for 2017/18 to fund the cost of repairs; this can be financed from the capital programme reserve.

As the report explains, should a latent defect be identified, a claim for compensation will be made.

The financial risk is assessed as medium.

7 OTHER CONSIDERATIONS

In preparing this report the relevance of the following factors has also been considered: prevention of crime and disorder, equality of opportunity, environmental health, legal and human rights, financial personal and property considerations.

8 CONTACT INFORMATION

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9 BACKGROUND PAPERS

None