



Report to: Cabinet Meeting - 21 February 2023.
 Portfolio Holder: David Lloyd – Strategy, Performance & Finance
 Director Lead: Sanjiv Kohli, Director - Resources, Deputy Chief Executive and S151 Officer
 Lead Officer: Mark Eyre, Business Manager - Corporate Property

Report Summary	
Type of Report	Open Report, Key Decision
Report Title	Funding Requirement for Jubilee Bridge Maintenance Costs
Purpose of Report	This report is intended to brief Members on the options and financial implementations in relation to Jubilee Bridge, Newark.
Recommendations	Members are requested to approve option three for the reasons cited within the contents of this report. This is recommended that given the prolonged lifespan of the more durable materials and the lower repair costs. On approval of option three an estimated budget cost of £333,499.67 + Vat will then be added to the capital programme.
Alternative Options Considered	Not completing the works would result in the eventual closure of the bridge and the detrimental impact to the area because of poorly maintained public infrastructure. This is not recommended.
Reason for Recommendations	To ensure the maintenance of the Jubilee Bridge is undertaken to provide safe use and enhancement of the area for local residents.

1.0 Background

- 1.1 The Jubilee Bridge was constructed circa 2002. The bridge acts as one of the principal pedestrian crossing points across the river Trent. At this point of the river providing access from the Maltings Retail Park/Aldi on the West to Waitrose and the Newark Castle train station.
- 1.2 It is believed that as part of a ‘value engineering’ exercise to save costs, the originally designed and specified steel trays with tarmacadam infill to the approach ramps were substituted for softwood decking boards. These pressure treated softwood timber approach ramps are now life expired and after years of costly repairs, are now requiring full replacement.

1.3 Public bridges are required to have a ‘Principal Inspection’ every 6-years to ensure health and safety and that they are suitable for purpose. The Jubilee Bridges current inspection certificate expires on the 25th May 2023 and in its current condition the bridge is unlikely to pass its next inspection without undergoing necessary repairs.

1.4 Failure to complete repairs to the bridge in the spring / early summer of 2023 could result in the bridge having to be closed to the public should it fail its periodic ‘Principal Inspection’. The Corporate Property Business Unit have commissioned a specialist consultant to survey the Jubilee Bridge structure, to compile a schedule of proposed works to complete a full refurbishment of the bridge and to provide an estimate of the costs associated with these works. This specification is detailed in appendix I.

2.0 Proposal/Details of Options Considered

2.1 There are a number of options available for replacing or upgrading the existing softwood timber approach ramps which are noted as life expired. The breakdown of these costs is in appendix II. These three options are:

	Repair / Upgrade Option	Life Expectancy	Estimated Cost
01	Replace the existing softwood timber decking to the approach ramp with hardwood planks (approximately 75mm in depth)	20 – 25 years	£314,296.67 + Vat
02	Upgrade the existing approach ramp with powder coated steel plates including an anti-slip (shell grip) finish. Please Note: that this option is subject to approval by a structural engineer.	30 – 35 years	£323,899.67 + Vat
03	Upgrade the existing approach ramp with steel trays infilled with tarmacadam / hot rolled stone chippings to match the existing. Please Note: that this option is subject to approval by a structural engineer.	30 – 35 years	£333,499.67 + Vat

2.2 In addition to the proposed replacement of the existing life expired softwood timber approach ramps, other works have been identified. These include:

1. Upgrading of the existing life expired lighting to a new minimal LED lighting system
2. Replacement of the electrical cabling throughout the bridge structure
3. Removal of the failed C.C.T.V. system (please note that no replacement system is proposed)
4. A full clean and redecoration of the bridge steel work structure to all areas (following a number of areas of vandalism and green algae growth) - national recognised bridge paint system to be used (full type IV highway maintenance system).
5. General removal of briars and brambles etc. and general tidying of the bridge area and grounds.

The costs of these additional works are included in the overall cost of the options highlighted above. Removal of the CCTV has been checked with the public protection team in order to assess the demand for the cameras in the area. The camera in situ was put in when the bridge was constructed, specifically to prevent or detect any vandalism to it. It's not on the wider public realm network and we can only recall one relatively recent incident where footage was requested, therefore the current opinion is that CCTV is not required at this property.

- 2.3 Minimum works could be undertaken to ensure compliance and the re-issuing of a new 'Principal Inspection' certificate in the summer of 2023. However, minimum works would not address the remaining defects with the bridge which include failing existing lighting, the removal of the failed CCTV system and the decoration of the generally poor appearance of the bridge steelwork structure (which includes both historic graffiti and green algae growth on the high level (and low level) steelwork.
- 2.4 The survey report identifies the estimated costs to complete all of the required works and to bring the bridge back up to a desired standard, which in turn would result in minimum maintenance and repair works on the bridge for the next 10 to 15 years. A repair and maintenance budget of approximately £5K per year will still need to be held to complete general repairs and to remove / repair wanton vandalism etc.
- 2.5 Please Note: that the above costs are estimated costs predicted by our consultant Quantity Surveyor and that these costs can only be confirmed following competitive tender on the open market. It should be noted that the majority of the above costs can be broken down into three sections;
- The replacement of the existing life expired softwood timber approach ramps
 - The redecoration of the entire steel bridge structure
 - The safe access and egress (scaffolding and roped access etc.) to complete the above works in line with Construction Design and Management Regulations 2015, the Safety at Work Act 1974 and the Work at Height Regulations.
- 2.6 In conjunction with the undertaking of the proposed works officers undertake to liaise with Nottinghamshire County Highways to discuss the adoption of the bridge as a publicly maintained asset (this is likely to be subject to a Dowry payment to cover for future maintenance). Officers will also ensure that the works proposed are not detrimental to this process.
- 2.7 Option three is the recommended option as it is the opinion of officers and the consultants appointed that this will provide a lower costing bridge repair obligation in the future compared with the other options. The costing of this option are detailed as below in the Financial Implications section of this report.

3.0 Implications

In writing this report and in putting forward recommendations officers have considered the following implications: Data Protection, Digital and Cyber Security, Equality and Diversity, Financial, Human Resources, Human Rights, Legal, Safeguarding, Sustainability, and Crime and Disorder and where appropriate they have made reference to these implications and added suitable expert comment where appropriate.

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- 3.1 The cost of option 3 £333,499.67 would need to be added to the Capital Programme, financed by borrowing. For the 35-year life span, this would cost £9,530 in Minimum Revenue Provision and £13,910 per year in interest.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

None