

Open Report on behalf of Andy Gutherson, Executive Director - Place

Report to:	Councillor M J Hill, OBE, Leader of the Council (Executive Councillor: Resources and Communications)
Date:	01 – 12 July 2020
Subject:	A52 Roman Bank, Skegness
Decision Reference:	I020097
Key decision?	Yes

Summary:

Approval is sought to award a contract for the main works for reconstruction works on the A52 at Skegness.

Recommendation(s):

That the Leader of the Council approves the award of a main contract for the A52 Roman Bank, Skegness reconstruction scheme.

Alternatives Considered:

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| 1. | Not to award a contract which will result in the remedial works not being completed and the inevitable consequence that the road condition will continue to deteriorate, with deeper structural failures and ultimately result in a larger future cost of repair. |
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Reasons for Recommendation:

To allow the works to proceed and provide a serviceable, and safe, running surface for the travelling public.

1. Background

- 1.1 The A52 Roman Bank in Skegness has been assessed by Lincs laboratory using a number of different techniques, including Dynamic Cone Penetration tests for bearing capacity, surface coring and deflectograph to inform the treatment schedule that has been tendered. The results of the testing placed this particular site on the list of resurfacing priorities three years ago.

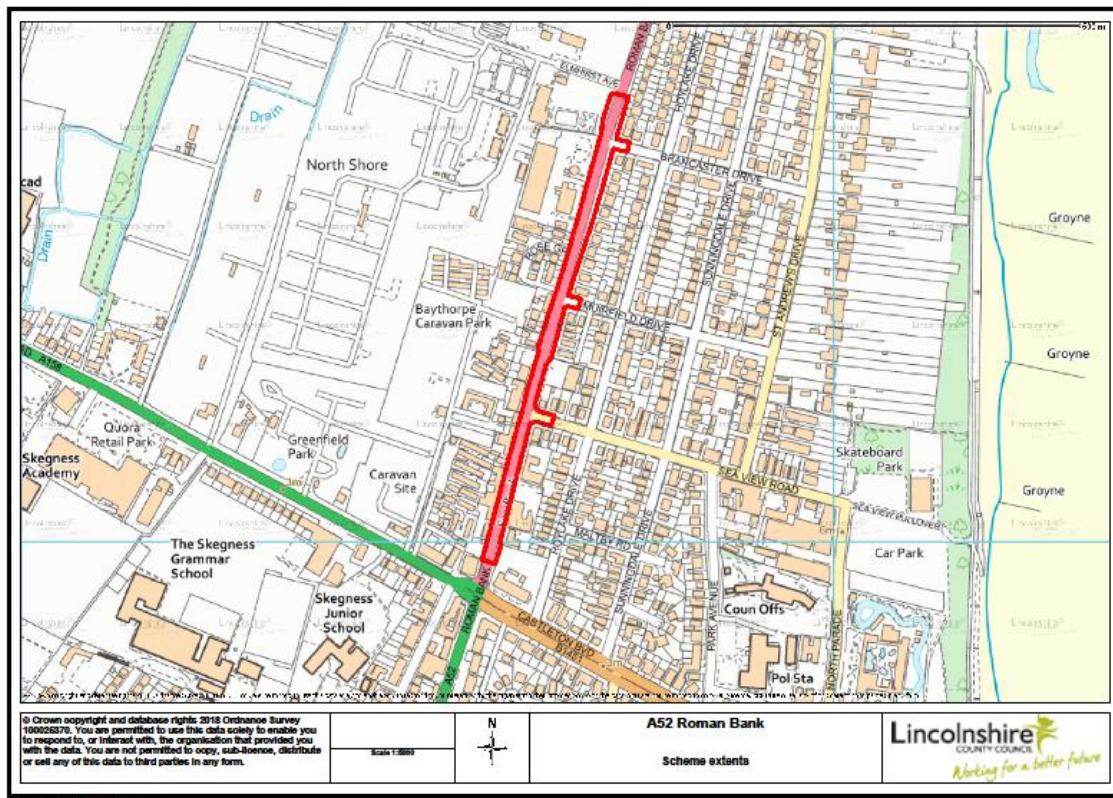
- 1.2 The construction details of the existing carriageway are a pavement quality concrete that has been subsequently overlaid with tarmac. The resultant profile of the carriageway is barrel shaped with significant level differences between the road and the channels between the road and kerbs. The shape of the carriageway does not comply with highway standards, and the level differences present a significant hazard to the road user. Many channel blocks and kerbs have been displaced or have shattered and the footways show extensive signs of distress.
- 1.3 Conventional resurfacing techniques of planing off the tarmac and relaying cannot be achieved without reinstating the current profile and level defects, none of which comply with highway standards. . The concrete base currently serves as the road foundation, so by removing it, a new foundation will need to be built which will provide a completed project which is safe for road users and complies with standards.
- 1.4 By fully reconstructing the carriageway, an ideal, cost effective, opportunity presents itself to replace the kerbs and footways.
- 1.5 The proposals are to fully reconstruct a total of 550m of the A52 by removing all of the current carriageway and foundation and replacing it with conventional tarmac layers topped with Hot Rolled Asphalt. The kerb stones and channel blocks will be replaced and footways resurfaced to a profile that complies with current standards. Any drainage defects will be attended to whilst on site.
- 1.6 Work will take place during daytime working hours, but the road will remain closed all day every day until the work is complete. Access to properties will be maintained. Access to the numerous businesses, will be maintained as far as possible; the work will be disaggregated such that no one business will be restricted for a significant period of time with a view to providing access from the most appropriate end of the works.
- 1.7 A phasing plan is appended to this paper to demonstrate how the work will be disaggregated in smaller sections. This is to ensure that no one individual business is adversely affected for an unreasonable period of time. Consultation with businesses did take place prior to the COVID lock down and most have been spoken to in person and are aware of our intentions and the impact it will have, but moreover, how we have taken measures to mitigate this impact.
- 1.8 Traffic will be managed by road closures with signed suitable alternative routes which will be provided and maintained in serviceable condition.

- 1.9 Full reconstruction of the carriageway, at this location, comes with complexity and risk. Removal of the concrete base, in stages, will be slow and labour intensive. The risks associated with this operation include working around utility services and the potential for weak substrate. This is known to be sand, but its condition is indeterminable. The estimated figure contained within this paper reflects these complexities and risk and, therefore, how a contractor may price the work.
- 1.10 The opportunity arose to bid for Department for Transport funding via the Challenge Fund in autumn 2019. We were successful in our bid and awarded the full amount bid for in March 2020 (which included £1.2m of LCC match funding). This money has been pivotal in delivering the correct engineering solution for this location.
- 1.11 The works will be tendered via Lincolnshire County Councils Select List Framework. The estimated cost of the works is £4,037,000.
- 1.12 The whole scheme costs are:
- Resurfacing contract - £4,037,000
 - Design Fees - £96,000
 - Supervision fees - £165,000
 - Laboratory / final product testing costs - £66,000
 - Utility Costs - £450,000
 - Surveys and Investigations - £35,000

TOTAL SCHEME COST - £4,849,000

- 1.13 The scheme will be funded thus:
- £3.649m from the Highways Maintenance Challenge Fund Tranche 2B 2019/20, and
 - £1.2m from the Lincolnshire Coastal Highway Pinchpoint Fund

1.14 Location Plan



2. Legal Issues:

Equality Act 2010

Under section 149 of the Equality Act 2010, the Council must, in the exercise of its functions, have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act.
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.

Having due regard to the need to advance equality of opportunity involves having due regard, in particular, to the need to:

- Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic.
- Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it.

- Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to tackle prejudice, and promote understanding.

Compliance with the duties in section 149 may involve treating some persons more favourably than others.

The duty cannot be delegated and must be discharged by the decision-maker. To discharge the statutory duty the decision-maker must analyse all the relevant material with the specific statutory obligations in mind. If a risk of adverse impact is identified consideration must be given to measures to avoid that impact as part of the decision making process.

An Equality Impact Assessment has not been undertaken. This work is considered neutral in its impact on protected characteristics groups.

Joint Strategic Needs Analysis (JSNA and the Joint Health and Wellbeing Strategy (JHWS)

The Council must have regard to the Joint Strategic Needs Assessment (JSNA) and the Joint Health & Well Being Strategy (JHWS) in coming to a decision.

Consideration has been given to the JSNA and the JHWS and there are not considered to be any significant impacts on the health and wellbeing of the people of Lincolnshire.

Crime and Disorder

Under section 17 of the Crime and Disorder Act 1998, the Council must exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment), the misuse of drugs, alcohol and other substances in its area and re-offending in its area.

The works outlined above are not considered to have an impact on Section 17 of the Crime and Disorder Act 1998 matters.

3. Conclusion

The results of Lincs Laboratory testing, subsequent investigations and consideration of numerous options have resulted in the promotion of this site for full reconstruction. This Report seeks approval for the award of a contract for the carrying out of the necessary works.

4. Legal Comments:

The Council has the power to enter into the contract proposed.

The decision is consistent with the Policy Framework and within the remit of the Leader of the Council.

5. Resource Comments:

The works proposed in this paper are to be funded by a £3.649m Department for Transport Highways Maintenance Challenge Fund Grant and £1.200m from the Local Highways Improvements (Pinchpoints) to support Coastal Route Programme which is budgeted for in the Council's approved 2020/21 Capital Programme.

6. Consultation

a) **Has Local Member Been Consulted?** Yes

b) **Has Executive Councillor Been Consulted?** Yes

c) **Scrutiny Comments**

The decision has not been considered by a scrutiny committee.

c) **Have Risks and Impact Analysis been carried out?** Yes

e) **Risks and Impact Analysis**

See the body of the report

7. Background Papers

No Background Papers within the meaning of section 100D of the Local Government Act 1972 were used in the preparation of this Report.

This report was written by Steve Brooks, who can be contacted on 01522 552940 or steve.brooks@lincolnshire.gov.uk .