

A52 Carriageway Maintenance Scheme

SUMMARY

- 1.1 The condition of the A52 Eastbound carriageway between the Pentagon Island and A5111 Raynesway, has deteriorated significantly over the last few weeks following the recent period of extreme winter weather conditions.
- 1.2 This report seeks approval to carry out a full carriageway resurfacing scheme along this length, at an estimated cost of up to £750,000. Other options have been considered and are explained within the report, but this approach is considered to be the most appropriate and cost effective.
- 1.3 A number of funding sources have been identified to contribute to the scheme cost, including underspends from; existing capital projects, corporate and Local Transport Plan funding, and revenue underspends. These funding sources will contribute £400,000 and the remaining £350,000 will be funded from Council corporate reserves, due to the urgent need to carry out these works. Options to repay the £350,000 funding from corporate reserves will be explored from any underspends from the 2010/11 and 2011/12 LTP block allocation.

RECOMMENDATION

- 2.1 To approve the completion of the A52 Carriageway maintenance scheme, from Pentagon to A5111 Raynesway, at an estimated cost of up to £750,000, as soon as it can be practically programmed.
- 2.2 To approve in principal that funding be provided from a range of existing capital and revenue sources in 2009/10 and 2010/11, with the balance coming from Council reserves.
- 2.3 To note that the works will be completed as soon as practical to bring the road surface up to an appropriate standard for this route out of Derby.

REASONS FOR RECOMMENDATION

- 3.1 Works to repair the outbound A52 carriageway are urgently required following the deterioration of the road surface. It is proposed that a full resurfacing is carried out as the most cost effective and appropriate approach to repairing this key route out of the city.

SUPPORTING INFORMATION

- 4.1 Several years ago a new wearing course was placed on the out bound A52 from Pentagon to A5111 Raynesway. During the winter of 2007/08 this started to strip off and for each of the two years since, permanent repairs had to be carried out. It is thought that rain and snow are getting through the increasing number of cracks in the wearing course and then into the joint between that and the old wearing course. Freezing action, coupled with the passage of large volumes of fast traffic, then strips the top course away. Fortunately the course below is showing little sign of failure, except to some longitudinal and transverse joints coming from the concrete base slabs at the bottom of the road.
- 4.2 Inspection of the top surface has been undertaken throughout the last two years and following the recent spell of severe winter conditions this surface now has a considerable amount of cracking. The continued failure of this surface is therefore certain.
- 4.3 A number of options for repairing the road have been considered and are discussed below. The preferred action recommended to Members is to completely plane off and resurface the road as soon as possible. This approach would provide a long term maintenance solution for this key route within the city.
- 4.4 Although a temporary speed limit has been introduced the road surface continues to deteriorate and it is desirable to carry out the works in March, by which time the winter weather should have abated sufficiently for resurfacing to proceed.
- 4.5 Urgent discussions have been held within the Derbyroads partnership to obtain the services of a surfacing sub contractor. A more accurate estimate of the works costs will be determined before the works commence and we are confident will be less than £750,000. It is anticipated that the work will take about a week to complete and will be carried out at night under road closures. If the recommendations are accepted then we would work with the press office to communicate a range of information to the public about the scheme, including details of the works, timetable and road closures.
- 4.6 The total cost of the works is estimated at £750,000 as this also includes any design and supervision costs incurred by the Councils engineers, as well as construction costs.

OTHER OPTIONS CONSIDERED

- 5.1 There are two other options that have been considered.
- 5.2 First, a scheme could be developed that would patch up the worst parts of the carriageway. This is estimated to cost around £250,000 but there would still be a need within the next few years to carry out the full resurfacing scheme.
- 5.3 Secondly, a scheme could be developed to carry out a resurfacing on the first half of the stretch of road with the worst deterioration and then carry out patching beyond this point. This is estimated to cost around £450,000, but an element of these costs would still be abortive work as further work would be required in the future.
- 5.4 It is considered that both of these options represent poor value for money as there would be an element of abortive work. The options would provide a poor road surface and aesthetically this would look poor on one of the key routes within the city. There would also be additional disruption to road users, though this would be kept to a minimum as works would be done over night.

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Background papers:	None
List of appendices:	Appendix 1 – Implications

IMPLICATIONS

Financial

- 1.1 The estimated scheme cost is up to £750,000, which includes any design and supervision costs incurred by the Councils engineers as well as the construction costs.
- 1.2 A number of funding sources have been identified to contribute to the scheme costs, including underspends from existing capital projects, corporate and LTP, and revenue underspends. This is expected to be able to contribute around £400,000. It is proposed that the balancing £350,000 of funding is provided from Council reserves, due to the urgent need to carry out these works. Options to repay the £350,000 funding from corporate reserves will be explored from any underspends from the 2010/11 and 2011/12 LTP block allocation.
- 1.2 Details of the final funding arrangements, and the estimated costs to be incurred in 2009/10 and 2010/11 financial years will be incorporated into future financial matters reports to Cabinet as appropriate.

Legal

- 2.1 As Highway Authority we have a general duty to maintain the highways in a condition that is safe for users.

Personnel

- 3.1 None.

Equalities Impact

- 4.1 None.

Corporate objectives and priorities for change

- 5.1 This scheme contributes to the Councils 2009-12 priorities and associated outcomes of
 - Creating a 21st Century city centre
 - Giving you excellent services and value for money