

Bolsover District Council

Executive

16 July 2018

Resurfacing works at Pleasley Vale Business Park

Report of the Portfolio Holder for Property and Commercial Services

This report is public

Purpose of the Report

- To inform Executive of the need for capital works to undertake extensive repairs to the road surface in areas through the business park;
- To seek approval to undertake these works, using an approved contractor through the Council's surfacing framework.

1 Report Details

- 1.1 Pleasley Vale Business Park (PVBP) is made up of three former textile mills and provides a range of office and industrial / storage accommodation to Small and Medium-sized Enterprises (SME) ranging from 92sq. ft. - 10,466 sq. ft.
- 1.2 The site is serviced by Outgang Lane, an adopted highway up to the entrance of the site, and a private road through the site which is the maintenance responsibility of Bolsover District Council. The road is a bridle path, offering a through route to walkers and horse riders as a part of the Archaeological Way, as well as being the main service road to vehicles and HGV's of tenants, visitors and residents within the business park.
- 1.3 The main road through the site has been damaged in some areas as a result of the bad weather and heavy snow over the winter of 2017/18 as well as the volume of vehicles through the site, and HGV deliveries to businesses over time.
- 1.4 There are also parts of the site which have been damaged as a result of the continual use by forklift trucks and the weight loading being unsuitable for tarmac. These areas will be considered for an alternative surface material to offer more resilience in future.
- 1.5 The current condition of these areas present a health and safety concern, as there are a number of pot holes and uneven surfaces which both present a trip hazard to users, as well as uneven surfaces for fork lift trucks which operate across the site.
- 1.6 A survey of the site was undertaken in Feb 2017, the survey identified areas throughout the site in need of repair and resurfacing. The works were not undertaken

at the time due to budget constraints on the Capital Programme and the allocation of monies to other priorities on site.

- 1.7 Since this initial survey, over the winter months of 2017 and early 2018, the bad weather has significantly affected the road surfacing across the country, not just at Pleasley Vale. Damage is caused by heavy rain pooling and getting into and under the road surface where there are pot holes and cracks already in situ. With the cold winter temperatures this water then freezes, expands and causes further cracking and damage. The constant freezing and thawing of the already damaged road surface has led to further asphalt cracks and damage across the site, in areas previously surveyed as well as others.
- 1.8 A survey of the site has been carried out by Engineering Services in the last month to reassess the extent of works required. This includes pot hole repairs or replacement of tarmac for concrete (in areas where forklifts un/load). There are areas which are able to be filled and repaired, but there are other areas where a wider resurfacing job is required, where there are a greater number of pot holes in a small area and it is a more effective repair when removed and resurfaced rather than filled.
- 1.9 The areas have been measured and when compared against a framework for schedule of works rates, the approximate cost for the works totals £87,100. A procurement contingency of 10% has been included to make the total estimate £95,100.
- 1.10 Property and Estates have reviewed the Asset Management Capital Programme as the route to fund this work. However the capital budget is already fully allocated with priority works and cannot be re-profiled to include for this work during the coming years' programme.
- 1.11 It is proposed that the Executive fund this work in addition to the existing capital programme, to allow the works to be complete as soon as possible and mitigate any risks.

2 Conclusions and Reasons for Recommendation

- 2.1 Following the site survey, it is evident that there are areas of the road through the site which are in a poor state of repair, made worse by the freezing conditions on a number of different occasions through the recent winters.
- 2.2 Because the road through the site is a Bridlepath for walkers and visitors, there is an increased likelihood of personal injury to those unfamiliar with the site and underfoot conditions, especially in the rain. This leaves the Council open to an increased risk of personal injury claims.
- 2.3 The uneven road surface in areas where forklift trucks operate also presents an increased risk of injury / accident, as the forklifts carrying a load are more likely to have an accident on an uneven road surface. Whilst this risk should be assessed and mitigated by the employer, the Council has a role to play in the maintenance of common areas.

- 2.4 Unfortunately, alternative routes are not available for vehicles, forklifts, and footfall across the site. The low bridge at Mansfield Woodhouse also restricts HGV's to only using Outgang Lane.
- 2.5 We can undertake short term fills of the repairs on site, but due to the number of pot holes the time and cost to undertake these repairs would be more expensive in the long term than undertaking the comprehensive repairs now. In addition, this type of repair in a heavy use area is unlikely to last through the winter period

3 Consultation and Equality Impact

- 3.1 There are no equality implications arising directly from this report.
- 3.2 As with all decisions relation to the Council's assets, consultation has taken place with Asset Management Group and the works are supported.

4 Alternative Options and Reasons for Rejection

- 4.1 By not undertaking the works, the site would continue its operation and the roads would be passable. However this would continue to deteriorate and worsen in time requiring further works and cost at a later date. Whilst ever the repairs are not undertaken the risk of injury/claim remain.
- 4.2 There are some works which can be carried out without undertaking the full schedule. The pricing schedule is broken down in to 5no. different 'lots' across the site This has been discounted, as undertaking the works in stages will result in increased contractor mobilisation costs as there will be multiple site set up costs resultant in an overall cost increase to the Council.

5 Implications

5.1 Finance and Risk Implications

- 5.1.1 The capital works of £95,100 would be a one-off cost for the works funded through the Capital Reserve.

5.2 Legal Implications including Data Protection

- 5.2.1 The Council is required to ensure maintenance and upkeep of Outgang Lane road through the site under the Bridlepath Order, and this resurfacing works could be enforced by the highways agency – Derbyshire County Council. This could be to a greater extent than the proposed works.

5.3 Human Resources Implications

- 5.3.1 The works are capital with no direct HR implications.

6 Recommendations

- 6.1 That Executive agrees to allocate the additional sum of £95,100 from the transformation reserve to the current asset management capital programme budget to enable the completion of these works.

- 6.2 That Executive agrees to delegate authority to the Head of Property and Commercial Services to appoint the contractors to undertake the works.

7 Decision Information

<p>Is the decision a Key Decision? A Key Decision is an executive decision which has a significant impact on two or more District wards or which results in income or expenditure to the Council above the following thresholds: <i>BDC: Revenue - £75,000</i> <input type="checkbox"/> <i>Capital - £150,000</i> <input type="checkbox"/> <i>NEDDC: Revenue - £100,000</i> <input type="checkbox"/> <i>Capital - £250,000</i> <input type="checkbox"/> <input checked="" type="checkbox"/> <i>Please indicate which threshold applies</i></p>	No
<p>Is the decision subject to Call-In? (Only Key Decisions are subject to Call-In)</p>	No
<p>Has the relevant Portfolio Holder been informed</p>	Yes
<p>District Wards Affected</p>	All
<p>Links to Corporate Plan priorities or Policy Framework</p>	All

8 Document Information

Appendix No	Title
<p>Background Papers (These are unpublished works which have been relied on to a material extent when preparing the report. They must be listed in the section below. If the report is going to Cabinet (NEDDC) or Executive (BDC) you must provide copies of the background papers)</p>	
Report Author	Contact Number
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Report Reference –