
TITLE OF REPORT **Andrew's Passage, Margate- Guardrail and Footway**

To: **Thanet District Council – date of meeting**

By: **District Manager - Thanet**

Classification: **Unrestricted**

Ward: **Margate**

Summary: **Report on condition with options for closure or repair**

For Decision

1.0 Introduction and Background

1.1 Andrew's Passage is a defined public highway U23615 which lies between Margate High Street and Albert Terrace. There is regular pedestrian traffic along this footway which lies within the Margate Town Centre Conservation Area and is used as a pedestrian link between the seafront and the High Street.

The highway authority accepts responsibility for the highway surface and needs to provide adequate edge protection to this footway. There is no existing highway lighting provision.

The footway surface and railings have deteriorated markedly in recent years and due to failures of areas of the guardrail and the supporting stone coping remedial action is required if the route is to continue to be used safely.

This report outlines issues to be resolved and estimates for remedial work.

2.0 The Current Situation

2.1 The surface of the passage is predominantly a mixture of stone/concrete slabs and bituminous material. The highway surface is supported by a combination of privately owned basements and brick arch structures. These are all in poor condition. The ownership of the brick arches is currently unknown and will be complicated to define given the historical development of the town.

The existing railings are heavily rusted and broken in places. The supporting stone coping has also begun to fall away in a few locations.

A fire escape exits onto the passageway from the local Primark store.

Temporary fencing has been erected by KCC along the passageway in front of the existing guardrail to improve the existing edge protection. Without this temporary fencing the route could be deemed to be unsafe and would need to be closed causing inconvenience to residents, shopkeepers and visitors to the town.

3.0 Future Options

3.1 Take no action

In the event of no action being taken the current route will become unsafe due to the continued deterioration of the footway, guardrail and the supporting stone coping. The section of open footway protected by railings will almost certainly need to be closed probably within the next year.

The estimated costs of permanently closing the route will be in the region of £6,500-£9,500. This would include for legal fees, notices and engineering work.

3.2 Short term temporary measures

To ensure the route remains open in the immediate future, temporary fencing (Heras) has been placed along the footway by the highway authority. The cantilevered stone sections of the footway have been propped to ensure that further sections of the existing stonework do not fall to the open basement area below.

It must be noted that there is a fire escape exit and gate leading to the footway from the open basement at the rear of the Primark building.

Temporary measures should not be expected to be in place for a period exceeding two years. Within this period a decision to complete permanent repairs or permanently close the route should be taken. It will cost approximately £3,000 - £6,000 to supply and maintain the necessary temporary measures to ensure the route remains open for a period of up to 2 years.

3.3 Permanent Remedial Works

General

Prior to any permanent remedial works being carried out it would be necessary to confirm the ownership and condition of the various structures supporting the footway. A full structural survey would be required and an intrusive investigation on adjacent private property may also be necessary.

As carrying out permanent remedial works would entail closure of the route for a period of up to 3 months, discussion with the owner of the northern fire escape (Primark) and Thanet District Council regarding temporary arrangements for potential staff / customer escape would be needed.

The existing open footway is partially supported at the eastern end by brick arches and at the western end by exposed steel support beams, columns and concrete blockwork. Before completing work to the railings and footway surface, repairs would be required to the brick arches and steelwork which are privately owned. The steelwork is heavily rusted and requires protective treatment.

Temporary works (ie scaffolding) would need to be erected on private property (ie the open basement area) to enable the permanent works to proceed.

As the route lies within the town centre conservation area the technical details of any proposed repair would need to be discussed with Thanet District Council.

Two options are offered for consideration for remedial work to the railings, footway surfacing and coping:-

Option 1

A functional design/specification employing standard unpainted pedestrian railings and bituminous surfacing would satisfy the requirements of the highway authority. A new reinforced concrete slab or coping to contain the new railings would be required.

The estimated cost of the preparation, surveys, design and works is £83,500-£101,000. (See section 5.1.1)

Option 2

An alternative solution would be to replace the footway surface, coping, corbels and railings with similar 'lookalike' materials. As the existing railings and coping are probably beyond economic repair it would be necessary to design a new reinforced coping or slab to mirror the existing stonework and enable low maintenance railings similar in appearance to the existing to be erected. The existing railings although heavily corroded are of architectural merit and will be expensive to replace. It would be more economic and require less maintenance if the new railings were fabricated in panels rather than bespoke 'drill and fix' bars. A robust marine paint specification would be required for the railings. Where condition permits the existing stone paving slabs could be reused.

The estimated cost of the preparation, surveys, design and works is £122,000-£141,000 (See section 5.1.1)

4.0 Next Steps

- 4.1 Maintain temporary measures to protect the public until a decision is taken to either:-
- a) Close Andrews Passage permanently due to the condition of the existing guardrail and footway surface.
 - b) Effect permanent repairs to a functional standard to the footway surface, railings and private structures where appropriate (Option 1).
 - c) Effect permanent 'like for like' repairs to the footway surface, railings and private structures where appropriate (Option 2).

5.0 Corporate Implications

5.1 Financial and VAT

- 5.1.1 The estimated costs of temporary measures to protect the public are £3,000-£6,000.
- 5.1.2 The Estimated costs of closing the route to the public are £6,500-£9,500.
- 5.1.3 The full estimated costs of remedial works are £83,000 to £101,000(See Table 1-Option 1).
- 5.1.4 The full estimated costs of the more expensive option for remedial work are £122,000-£141,000 (See Table 1-Option2).

Funding for work to complete the repair work up to Option 1 will need to be found from the highway budget. **Contributions from other sources would be required if Option 2 were selected.**

Table 1 - Estimate details for permanent remedial work.

Description	Estimate –Option 1 Highway minimum permanent repairs	Estimate –Option 2 Like for like' permanent repairs
Temporary fencing (interim)-	£3,000-£6000	£3,000-£6,000
Consultation (residents, shopkeepers, TDC, members, statutory undertakers, Emergency services, ecology)	£10,000-£15,000	£10,000-£15,000
Legal Services (land searches, easements, rights of way, agents fees)	£15,000-£25,000	£15,000- £25,000
Permits and TRO. (Works and closure)	£1000	£1000
Structural survey	£5,000	£5,000
Intrusive Investigation and report	£5,000	£5,000
Design, drawings, specification	£13,000	£25,000
Site supervision		
<u>Works</u>		
Temporary Works	£10,000	£10,000
Railings	£3,000	£15,000
Coping /slab	£10,000	£15,000
Footway Surfacing	£2,000	£8,000
Painting	£1,000	£5,000
Structural repairs	£2,000	£2,000
CDMC	£1,000	£1,000
As-built drawings	£1,000	£1,000
.Health and Safety File	£1000	£1000
Total	£ 83,000-£101,000	£122,000- £141,000

5.2 Legal

- 5.2.1 Legal advice is required to establish existing land ownership, the rights and responsibilities of private owners of the support structures to the highway, any existing rights of way and/or easements.

5.3 Corporate

5.3.1 The highway authority has a responsibility to maintain the public highway in a safe condition. The state of the existing guardrail and the footway surface in Andrew's Passage is now a cause for concern. Temporary measures have been undertaken to ensure the safety of pedestrians. A decision to either permanently close the route or carry out permanent remedial work is required.

5.4 Equity and Equalities

The route is used by residents, local businesses and visitors to the town. It forms a pedestrian link from the High Street to the seafront. The access from the High Street is via a covered walkway which is dark and has poor forward visibility. Access from the seafront is via steps. The overall appearance of the passageway is intimidating.

6.0 Recommendation(s)

- 6.1 Effect temporary measures (for a period not exceeding two years) to allow Andrew's Passage to remain open and enabling a subsequent decision to be made to close the route or carry out permanent remedial work.
- 7.0 Reason for urgency. Ensure a safe local pedestrian link remains open.

Contact Officer:	Paul Valek – District Manager
Reporting to:	Toby Howe – Highway Manager East Kent

Annex List

Annex 1	Location Plan and photo
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