

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	31 March 2016
<b>Title:</b>	Holmsley Bridge New Forest
<b>Reference:</b>	7365
<b>Report From:</b>	Director of Economy, Transport and Environment

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#### 1. Executive Summary

- 1.1. The purpose of this paper is to seek authorisation to progress design options and commence liaison with outside bodies in connection with the replacement of Holmsley Rail Bridge located in the heart of the New Forest.

#### 2. Contextual information

- 2.1. Holmsley Rail Bridge carries the A35 Lyndhurst to Christchurch road over the C10 Burley to Sway/Brockenhurst road (see attached maps). It is adjacent to the former Holmsley Railway Station, which is now a tea shop and restaurant.
- 2.2. The original bridge, a brick arch constructed around 1847, was built to carry the road over the Brockenhurst to Ringwood railway. This bridge was replaced in 1908 with the present three span 25m steel structure (see attached photographs). The railway originally passed through the central span and a path, which remains, passed through the northern span. In 1964 the railway below was closed and a few years later replaced with the C10 Station Road on the same alignment.
- 2.3. The bridge has a three span continuous deck, formed of riveted steel plate girders, with curved steel hogging-plates spanning transversely between the main girders (see attached photographs). The bridge parapets are also of riveted steel plate construction, connected directly to the edge beams of the deck. The deck is supported on brick abutments, with the two intermediate supports formed from steel trestles.

- 2.4. Because of the age of the bridge, and its form of construction, its general condition has been steadily deteriorating over the years, primarily due to corrosion of the steel plates and rivets, although there is also evidence of settlement of one of the abutments. The County Council has kept a watching brief over the structure, to record its worsening condition, and monitor the settlement of the abutment. At various times, the County Council has also undertaken assessments of the structure, to ensure that it can continue to support the required traffic loadings, despite its deteriorating condition.
- 2.5. Due to the loss of steel plate thickness and effectiveness of rivets through corrosion it is now necessary to prepare a scheme to replace the bridge before its ability to carry traffic loading is compromised. The containment capacity of the existing parapets is also sub-standard. Unfortunately, the form of construction used means that no practical forms of maintenance or strengthening are feasible or cost effective.

### **3. Ownership**

- 3.1. When the road below was constructed ownership of the track-bed was transferred from the railway company to Hampshire County Council. Ownership of the bridge, however, was retained by the railway, even though the bridge carried a public highway over a public highway.
- 3.2. The bridge was finally transferred to the County Council in 2012.

### **4. Replacement Options**

- 4.1. The options currently being considered are briefly outlined below; others may be identified through further work. All will have a major impact on the A35 and surrounding area.
  - 4.1.1 Do nothing – the bridge will need to be regularly assessed taking into account deteriorating condition. Gradual weight restrictions will need to be imposed affecting the A35 and the bridge parapets will remain sub-standard while continuing to deteriorate. Propping may need to be provided which could mean closure of the C10 underneath. Ultimately the bridge would need to be closed.
  - 4.1.2 Remove the bridge completely – the cutting would be infilled and the C10 closed either side. The existing path would need to be accommodated, probably passing through a new box structure. C10 traffic would run to the south and a new major junction would be required. The A35 would need to be closed during works.
  - 4.1.3 Replace the bridge with a new bridge on the current alignment – there are two scenarios:

Close the A35 during demolition and construction and implement a diversion route.

Construct a temporary bridge to the east to take A35 traffic during demolition and construction and then switch the traffic back once the new bridge is built.

Forms of construction could include:

Concrete precast pre-stressed beams

Concrete precast box sections

Composite deck – steel beams and concrete deck

- 4.1.4 Replace the bridge on a new horizontal alignment – the A35 would be kept running whilst a new bridge was constructed approximately 3m to the east. On completion, traffic would be switched to the new bridge and the existing one dismantled. New land would be required with consequent removal of trees and vegetation to enable tie-ins. Once demolished, the old road could be taken up and returned as land swap. A number of forms of construction could be considered as per 4.1.3 above.

- 4.2. Each option will require very careful consideration of cost, land take, traffic implications, environmental issues, and support/diversion of utilities.

## **5. Other key issues**

- 5.1. Because of its location within the New Forest National Park, an extended period will need to be allowed for consultation.

## **6. Finance**

- 6.1. Development of detailed options and liaison with outside bodies will be funded within existing resources. It is estimated that this work will cost in the region of £60,000.
- 6.2. Funds have been built up specifically for the reconstruction phase of this bridge from the Bridges Capital Maintenance budget over a number of years and these now stand at £2m.

## **7. Future direction**

- 7.1. If authorised, and once a preferred option has been selected, work will commence on detailed design leading to the replacement of Holmsley Rail Bridge.

**8. Recommendation**

- 8.1. That the Executive Member for Environment and Transport authorises progression of an options analysis for the future of Holmsley Bridge, New Forest, to include liaison with external bodies with a view to bringing recommendations for a proposed way forward to a subsequent decision day.

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	yes

**Section 100 D - Local Government Act 1972 - background documents**

**The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)**

<u>Document</u>	<u>Location</u>
Scheme working files	Engineering Consultancy HantsFile

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### **1.2. Equalities Impact Assessment:**

The proposals will have minimal impact upon groups with protected characteristics. The bridge is located within a rural area where there are no footways passing over the structure. Underneath, the existing footpath/bridleway will be kept and during any works a safe route for pedestrians, horse riders and cyclists will be maintained.

### **2. Impact on Crime and Disorder:**

2.1. The scheme will have no impact upon rates of crime or disorder.

### **3. Climate Change:**

3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

If the bridge is removed completely or a concrete structure is designed there will be no maintenance painting required and hence the carbon footprint and energy consumption will be reduced.

3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Any new structure will be designed for 120 year life, reducing future maintenance needs.



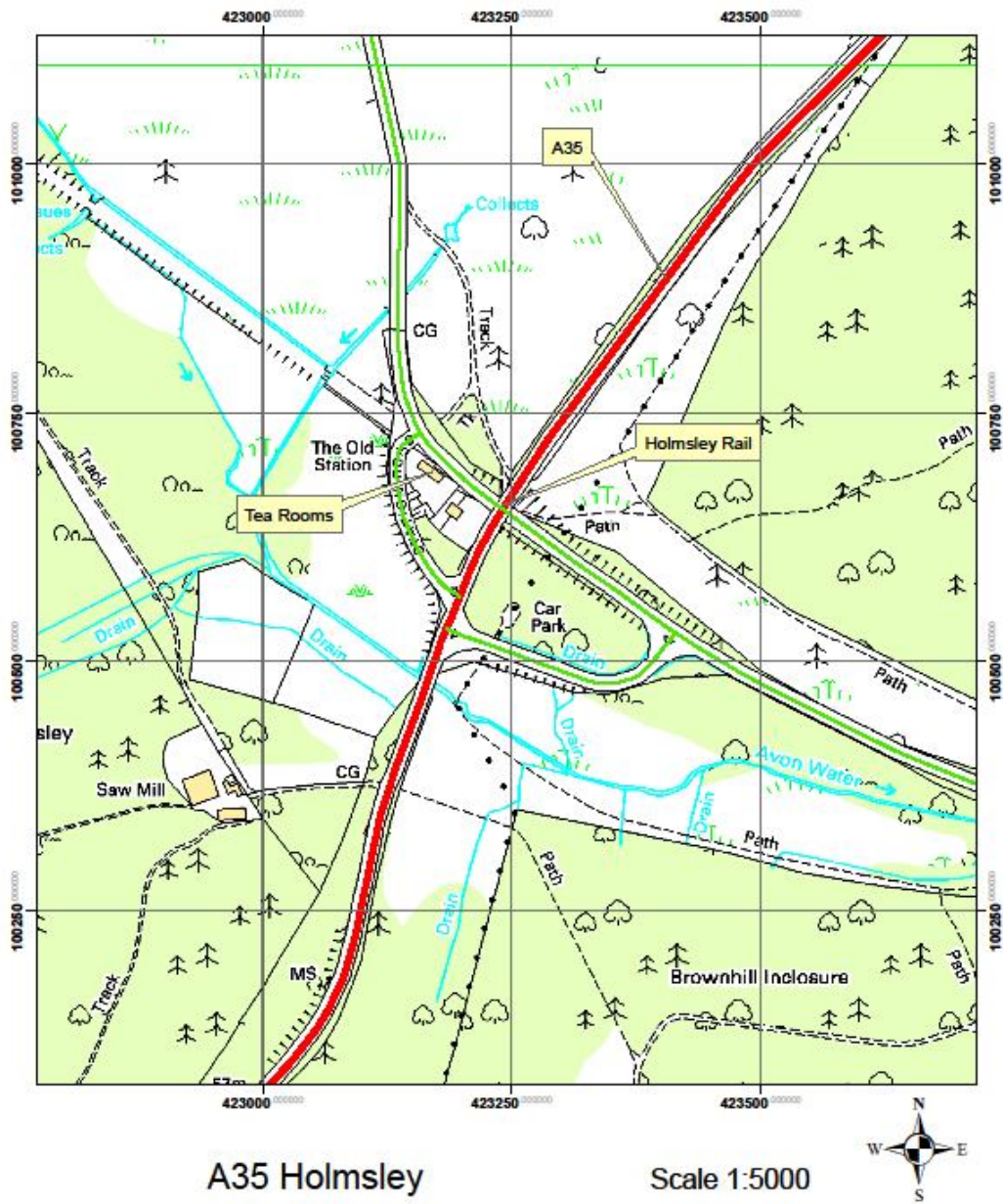
A35 Holmsley

Scale 1:50000



**Hampshire**  
County Council

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A35 Holmsley

Scale 1:5000



Hampshire  
County Council

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