

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member for Economy, Transport, and Environment
Date:	4 March 2014
Title:	Project Appraisal: Fulsome Bridges, Parapets Replacements, Hook
Reference:	5660
Report From:	Director of Economy, Transport, and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to seek approval for the implementation of Fulsome Bridges Parapets Replacement scheme, at an estimated cost of £330,000.
- 1.2. The planned date of the contract is 7 April 2014, and the duration of the contract will be 26 weeks.
- 1.3. The proposed scheme will deliver the following measures at Fulsome Bridge and Fulsome South Bridge:
 - a) Strengthening of the edges of the bridges deck to receive parapets, complying with current standards;
 - b) New bridge parapets in accordance with highways standards;
 - c) New safety barriers;
 - d) Waterproofing of the existing decks.

Items a, b and c above are considered essential for the safety of the road users, reducing/eliminating the chances of any errant vehicle falling into the river below.

2. Background

- 2.1. Fulsome Bridge (B307) and Fulsome South Bridge (B307A) are located on the A30, west of Murrell Green (near to the Crooked Billet Public House), over

the Whitewater River. Eastbound the A30 runs over B307, while westbound the A30 runs over B307A.

2.2. The present parapets are not capable of restraining errant vehicles impacting the parapets.

2.3. The condition of the bridges, in accordance with inspections undertaken is described below:

- Fulsome South Bridge: both parapets are in a very poor condition, with total loss of functionality. For safety, temporary concrete barriers were installed in front of both parapets.
- Fulsome Bridge: rust is starting to appear through paint on cast iron posts of both parapets, with some paint flaking from galvanised rails. South parapet has a section collapsed due to vehicular impact, and concrete barriers were installed in front of it for safety.

2.4. The present parapets cannot be strengthened due to their present condition and non compliance with existing standard. The concrete barriers placed in front of existing parapets provide a temporary solution.

2.5. The parapets replacement works can be combined with waterproofing of the existing decks to reduce further maintenance works.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	--	--	Total funds available	330
	Client Fee	--	--	from Structural	
	Supervision	20	6.0	Maintenance Bridges	
	Construction	310	94	Capital Programme	
	Land	--	--	2013/14.	
	Total	<u>330</u>	<u>100</u>	Total	<u>330</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	N/A	N/A
	Capital Charge		
	Total Expenditure	<u> </u>	<u> </u>

4. Programme

- 4.1. It is intended that construction will commence on 7 April 2014. This is in order to meet a deadline to complete part of the works by 15 June 2014, which has been agreed with the landlord of the adjacent Crooked Billet pub. Works on the pub side require access to the pub garden and car park, and in the summer time ongoing works in these locations are likely to disrupt trade. In order to meet the agreed deadline of 15 June 2014, the Contractor will need to commence works in early April, and to facilitate this the contract will need to be awarded in early March so as to allow the Contractor a sufficient period to mobilise between the award date and start date, as required by the Construction (Design and Management) Regulations.
- 4.2. The full length of the contract, to encompass the full works on both bridges, will be of twenty six weeks duration.

5. Scheme Details

5.1. Fulsome Bridge (B307) carries the A30 eastbound, and Fulsome South Bridge (B307A) carries it westbound over the Whitewater River. Both are located near The Crooked Billet public house west of Murrell Green in Hook.

5.2. The proposed scheme consists of the following works on both bridges:

- a) Strengthening of the edges of the bridge decks to receive parapets, complying with current standards;
- b) New bridge parapets in accordance with highways standards;
- c) New safety barriers in accordance with highways standards;
- d) Waterproofing of the existing decks.

Items a, b and c above are considered essential for the safety of the road users, reducing / eliminating the chances of any errant vehicle falling into the river below.

6. Departures from Standards

6.1. Lengths of safety fencing: due to the geometry of the site and physical impossibility, some of the approach and departure lengths have been reduced from the recommended lengths. A risk assessment has been carried out to justify this action.

7. Community Engagement

7.1. All the local councillors and the residents affected, including the adjacent pub land lord, have been kept informed.

8. Statutory Procedures

- 8.1. The Environment Agency's formal consent (EA Approval) has been obtained.
- 8.2. Road Space for the works has been booked.
- 8.3. A temporary speed reduction during the works from 70 mph to 40 mph has been obtained.

9. Land Requirements

- 9.1. Formal agreement has been reached with the adjacent pub land lord for temporary access and use of his private land during the construction period.

10. Maintenance Implications

- 10.1. The proposed installation of aluminium parapets will require no future maintenance painting.
- 10.2. Waterproofing of the bridge deck will reduce future maintenance requirements.

11. Recommendation

- 11.1. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to Fulsome Bridges, as set out in this report, at an estimated cost of £330,000 to be funded from the Structures Capital Maintenance Budget 2013/14.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

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

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	
OR	
This proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because:	
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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.)

Document

Scheme working files

LocationEngineering Consultancy
HANTSFILE

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. An assessment of the impacts on "[Developing Hampshire's Highways Network and Transport Systems](#)" can be viewed on the County Council's website.

It is considered that the issues covered by this report will not have impacts requiring further specific actions by the council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

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

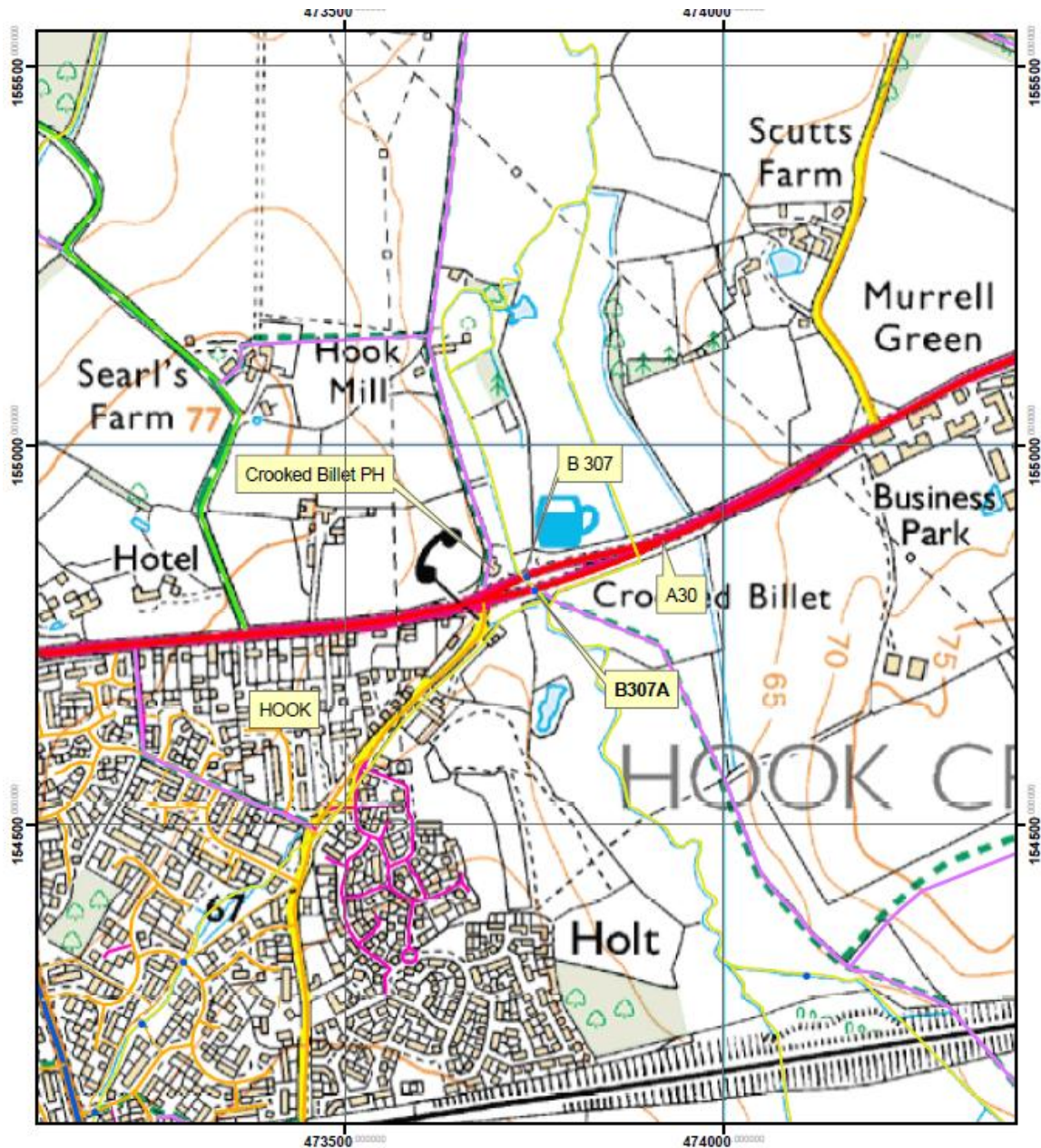
3. Climate Change:

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

The aluminium parapets will need no maintenance painting and hence reduce future carbon footprint and energy consumption.

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

The provision of bridge deck waterproofing will extend the life of the bridges, reducing future maintenance needs.



**FULSOME BRIDGES
PARAPET REPLACEMENT**



Hampshire
County Council

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