



B374 WEYBRIDGE STATION RAILWAY BRIDGE

SURREY COUNTY COUNCIL'S LOCAL COMMITTEE (ELMBRIDGE AREA) 23 March 2005

KEY ISSUE:

To seek the approval of the Committee for the implementation of mitigation measures against vehicle incursion onto the railway at Weybridge Station Railway Bridge. (Network Rail Bridge No 2/70, also referred to as Brooklands Roads Bridge).

SUMMARY:

Following the road/rail accident at Great Heck, Selby in February 2001, the Secretary of State for Transport agreed to recommendations made by the Health and Safety Commission and the Highways Agency about how to mitigate as far as possible against similar incursions in future.

Weybridge Station Railway Bridge is one of three sites in the County identified as being at high risk of vehicle incursion onto the railway.

This bridge is owned and maintained by Network Rail. A scheme to mitigate against incursion by vehicles using the bridge approaches has been developed jointly by Network Rail and Surrey County Council. Temporary interim measures to reduce the risk of vehicle incursion were installed by the County Council in November 2004 to protect the most vulnerable southwestern corner of the bridge, pending a permanent solution.

In conjunction with Network Rail, the County has now developed a scheme to provide mitigation measures against incursion onto the railway from vehicles using the bridge approaches and to reduce the risk of vehicle impact on the bridge parapets. The opportunity has also been taken to include in the scheme measures to improve traffic and pedestrian safety.

The works are expected to take 8 weeks and would be jointly funded by the County Council and Network Rail. Temporary traffic signal control would be utilised during the works to maintain single lane traffic flow.

ELECTORAL DIVISION AND MEMBER:

Weybridge – Ian Lake

OFFICER RECOMMENDATIONS:

That the Elmbridge Local Committee:

- 1) Approve the scheme shown on drawing 3386/206 & 3386/209.
- 2) Empower the Local Transportation Director (LTD), after consultation with the Chairman, to advertise the Traffic Regulation Order, to prohibit right turn movement out of the public car park on the south side of the railway; consider and, if possible, resolve any objections.

LEAD/CONTACT OFFICER: Clement Bamgbade – Project Manager

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BACKGROUND PAPERS: “Managing the accidental obstruction of the railway by road vehicles” published by the Department for Transport, February 2003

1 INTRODUCTION AND BACKGROUND

- 1.1 After the road/rail accident at Great Heck in February 2001, the Secretary of State for Transport agreed to recommendations made by the Health and Safety Commission and the Highways Agency about how best to mitigate as far as possible against similar incursions in future.
- 1.2 This mitigation included a joint programme of work by highway authorities and Network Rail to assess and prioritise the risk of vehicles leaving the road and getting onto the railway at sites for which they were responsible. Network Rail and the highway authorities would jointly fund measures at those sites identified as high risk.
- 1.3 In conjunction with Network Rail, the County Council has completed the risk ranking exercise of all road over rail sites in Surrey. Weybridge Station Railway Bridge is one of three sites identified in the County as being at high risk.
- 1.4 The County have developed, in association with Network Rail, a scheme to mitigate against the high risk of incursion at the Weybridge Station Railway Bridge site.
- 1.5 The risk ranking and the proposed mitigation measures are in accordance with the Government's guideline: "Managing the accidental obstruction of the railway by road vehicles" published by the Department for Transport, February 2003.

2 ANALYSIS AND COMMENTARY

- 2.1 Weybridge Station Bridge is a single carriageway brick arch structure carrying a 30-mph non-principal road over the London – Portsmouth main line railway immediately northeast of Weybridge station. The railway runs approximately northeast/southwest and the road north/south.
- 2.2 Three of the four approaches to the bridge have acceptable containment barriers. However, the southwest corner has a substandard barrier and a vehicle impact at this point is at high risk of resulting in incursion onto the railway track below.
- 2.3 Pending development of mitigation measures, the County Council installed temporary concrete barriers in November 2004 to protect the most vulnerable southwestern corner of the bridge.
- 2.4 A scheme has been developed to mitigate against incursion onto the railway from vehicles using the bridge approaches and to reduce the risk of vehicle impact on the bridge parapets. The opportunity has also been taken to improve traffic and pedestrian safety.
- 2.5 The works would include:
 - Modification of the road junction layouts at each end of the bridge

- Introduction of “No Right Turn” out of the public car park
- Introduction of safety kerbing over the bridge
- Introduction of additional pedestrian facilities
- Widening of the footways over the bridge

2.6 The carriageway is only 6m wide at the bridge. It would not be feasible to carry out the works whilst maintaining two-lanes of traffic. One lane on the bridge would therefore need to be closed during the works. It is proposed therefore, to install temporary traffic signal control during the off peak (time to be agreed with appropriate authorities) to maintain single alternate lane traffic flow. Pedestrian access across the bridge would be maintained at all times. The works are expected to take 8 weeks.

3 CONSULTATION

1. Elmbridge Borough Council
2. The Utility Companies
3. Surrey County Council's Local Transportation Office
4. Network Rail

4 FINANCIAL IMPLICATIONS

4.1 The estimated cost of the scheme is £65,000 (excluding Statutory Undertakers works). This would be funded jointly by Network Rail and the County Council. The County Council has made funds available for mitigation measures from the County's budget for Bridge Strengthening. Measures included over and above those required for mitigation would be met by the Local Transportation Service budget. (The level of contribution from each funding stream has yet to be agreed).

5 SUSTAINABLE DEVELOPMENT IMPLICATIONS

5.1 Single alternate lane traffic control during the works is likely to cause short traffic queues. The environmental impact of implementing the above is insignificant compared with the alternative traffic management measures i.e. temporary road closure at the bridge and traffic diversion.

6 CRIME & DISORDER IMPLICATIONS

6.1 There are no direct implications related to crime and disorder.

7 EQUALITIES IMPLICATIONS

7.1 There are no direct implications related to equalities.

LTD COMMENT

- L.1 Although not a principal road, this is an important link between Weybridge and the A245 and it is pleasing that the work can be carried out with off-peak traffic signal control only.
- L.2 Besides the importance of the structural protection I am pleased that we can achieve significant improvements for pedestrians with widened footways, additional pedestrian refuges and protection from the carriageway. The £15,000 contribution towards this work is set out for approval in the agenda item for Local Capital Allocation 2005/06.
- L.3 The Project Manager's proposals include the requirement for a permanent order to prohibit right turn movements out of the public car park. This restriction is to improve road safety, and will need to be made by this Committee. It is suggested that the process be delegated to myself, in consultation with the Committee Chairman/Divisional Member, if the case is made after consultation.