



**OFFICER REPORT TO LOCAL COMMITTEE
(ELMBRIDGE)**

A244/2 Albany Bridge, Esher

16 June 2008

KEY ISSUE

Albany Bridge has failed a strength assessment and there are traffic restrictions in place to ensure that it is not over loaded. This report is for information and sets out current progress on work to determine the future maintenance strategy for the bridge.

SUMMARY

This report outlines current activities and is for information only.

OFFICER RECOMMENDATIONS

The Local Committee (Elmbridge) is asked to agree:

- (i) To note the contents of the report.

1 INTRODUCTION AND BACKGROUND

- 1.1 A strength assessment of Albany Bridge was carried out in 2006. The assessment found that the edges of the bridge beneath the carriageways and footways were not strong enough to take full highway loading. As a result, the road was reduced to a single lane in each direction to remove load in the weak areas. Refer to background papers for further information.

2 ANALYSIS

- 2.1 The detailed theoretical analysis referred to at the meeting in September 2007 has been completed. This shows that the main carriageway of the bridge can carry full highway loading but areas beneath the footways and central reserve are weak. The traffic management will need to be modified to protect the central reserve as well as the footways.
- 2.2 The completed assessment now allows the advanced testing of the concrete reinforcement to be targeted in the most appropriate areas. This will enable the 'condition factor' used in the assessment to be confirmed as appropriate. Documents for the testing will be ready in July this year.

3 OPTIONS

- 3.1 Options for both the short and long term management of the bridge are being investigated. In the short term the bridge must be safe to use for all users. In the long term it needs to be considered whether the current bridge can be strengthened or whether it needs to be replaced. The outcome of this study will inevitably affect the date of completion.
- 3.2 The current traffic arrangement can increase congestion problems at peak times. At the previous informal committee meeting it was suggested that there could be the possibility of opening two lanes in each direction. However, this is now no longer possible because of the need to protect the central reserve and also accommodate the safe passage of cyclists across the bridge.

4 CONSULTATIONS

- 4.1 We will be consulting the Local Transportation Service, Cycling Officer and other stakeholders.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 Financial provision has been made in the Bridge Strengthening budget 08/09 for necessary in this year..

6 EQUALITIES AND DIVERSITY IMPLICATIONS

6.1 There are no equality and diversity implications.

7 CRIME AND DISORDER IMPLICATIONS

7.1 There are no crime and disorder implications.

8 CONCLUSION AND RECOMMENDATIONS

8.1 For information only.

9 REASONS FOR RECOMMENDATIONS

9.1 N/A

10 WHAT HAPPENS NEXT

10.1 For information only

LEAD OFFICER:	G.Cole, Structures Group Manager
TELEPHONE NUMBER:	020-8541-7317
E-MAIL:	graham.cole@surreycc.gov.uk
CONTACT OFFICER:	C.Atkins, Principal Engineer
TELEPHONE NUMBER:	020-8541-7330
E-MAIL:	chris.atkins@surreycc.gov.uk
BACKGROUND PAPERS:	Report to Local Committee 26 March 2007 Presentation to the Informal Local Committee Meeting 3 September 2007