



TILTHAMS CORNER ROAD BRIDGE PROPOSED TRAFFIC SIGNALS

SURREY COUNTY COUNCIL LOCAL COMMITTEE (GUILDFORD)

22nd SEPTEMBER 2010

KEY ISSUE

This report seeks approval to install permanent traffic signals on Tilthams Canal Bridge.

SUMMARY

The report sets out the proposal to install permanent traffic signals at Tilthams Canal Bridge on the D203 Tilthams Corner Road. Temporary traffic signals have been in place at the bridge as an emergency measure following a vehicular impact to the parapets. The temporary traffic signals, and a barrier, are protecting the damaged parapets. It is proposed to strengthen the bridge in the 2010/2011 financial year and this has been approved by Cabinet. It is not possible to widen the bridge as part of these works. The report puts forward a design for the proposed permanent traffic signals, for approval.

Report by

HEAD OF SURREY HIGHWAYS

Surrey Atlas Ref.

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GUILDFORD B.C. WARD (S)

SHALFORD

COUNTY ELECTORAL DIVISION (S)

SHALFORD

OFFICER RECOMMENDATIONS

The Committee is asked to agree that:

- (i) the proposed permanent traffic signals scheme be approved.

INTRODUCTION and BACKGROUND

- 1 The proposed permanent traffic signals are required to control traffic at Tilthams Canal Bridge. The Tilthams Canal Bridge carries the D203 Tilthams Corner Road over the River Wey Navigation. The bridge is located between Shalford and Peasmarsh, to the north of Godalming, at OS grid reference SU 49906 14555.
- 2 The carriageway width is 4.8m, measured between parapets, and this is too narrow to provide two-way traffic over the bridge. There have been 5 reported injury accidents in the vicinity of the bridge in the past 5 years. Three of these accidents occurred due to drivers not giving way to oncoming traffic and swerving in to the parapet. There have been many further unreported collisions with the parapets over the years that have resulted in repair work to the parapets.
- 3 Temporary traffic signals, to have single way traffic over the bridge, were installed in June 2009 to protect the parapets from impact damage and to reduce the risk of injuries. This was an emergency measure following a report of vehicular damage to the parapets. Barriers were installed in front of the parapets to reduce the risk of further impact damage. The bridge strengthening scheme was promoted up the programme for works as a result of this incident.
- 4 A Road Safety Audit Stage 1 was carried out at the bridge in November 1995. This audit recommended that a minimum carriageway width of 5.5m should be provided across the bridge, that warning signs for a hump back bridge and narrow carriageway be installed. The audit also considered voluntary shuttle working with appropriate priority signing. It was concluded that this was not appropriate at this site because drivers would be unable to see or assess oncoming vehicles at this location.

- 5 A single way traffic system was considered, but there are farms and other rural industries located between this bridge and two narrow weight restricted bridges on Trunley Heath Road. There would also be a requirement for two way access to maintain the highway, bridges and adjacent land.
- 6 The bridge is located adjacent to designated Nature Conservation Areas and within 1km of Ancient Woodland. The Wey Valley Meadows, designated a Site of Special Scientific Interest (SSSI), is to the east of the River Wey and is directly to the south and north of the bridge. An Environmental Impact Survey has taken place as part of this scheme. The River Wey Navigation is owned and managed by the National Trust. The proposed works would be required to be carried out in the winter months to reduce disruption to the canal and to prevent impact on any protected species.
- 7 It is not feasible with the time and financial constraints for the bridge works, to purchase land and gain permission to build on protected land to widen the bridge and carriageway. This was investigated in 1995 and received considerable local opposition, and opposition from Natural England and the National Trust.
- 8 The proposed permanent traffic signals are essential to provide the loading conditions for the bridge that enable the bridge to remain in use without a weight restriction.
- 9 The proposed permanent traffic signals design would retain a minimum width of 3.9m for the single carriageway. This would maintain access for farm vehicles.

CONSULTATIONS

- 10 The proposal in this report has been developed following several meetings of the Project Task Team. There have been external consultations with the National Trust and Natural England.

EQUALITIES AND DIVERSITY IMPLICATIONS

- 11 There are no Equality and Diversity implications as a result of this report.

CRIME AND DISORDER IMPLICATIONS

- 12 There are no Crime and Disorder implications as a result of this report.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 13 The proposed permanent traffic signals would reduce costs from the hire of the temporary traffic signals and reduce the quantity of inspections of the signals. This would also reduce the amount of maintenance of the parapets following from vehicular impacts. The cost of the proposed permanent traffic signals would come from the Bridge Strengthening Budget.

CONCLUSIONS & REASONS FOR RECOMMENDATIONS

- 14 It is recommended that the Guildford Local Committee agree to the introduction of permanent traffic signals to control the traffic at Tilthams Canal Bridge. Alternatives to reduce the risk of vehicular impact at this site are not feasible. The proposed traffic signals will reduce the speed of traffic using the bridge and prevent conflict between drivers at the bridge. The proposal will reduce the cost of maintaining the temporary traffic signals and for repairing the bridge parapets.

WHAT HAPPENS NEXT

- 15 Subject to Guildford Local Committee approval the proposed permanent traffic signals scheme will be installed from November 2010.

LEAD OFFICER

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BACKGROUND PAPERS

Road Traffic Accident Data
Design of Proposed Permanent Traffic Signals
Photographs of Tilthams Canal Bridge and the
existing temporary traffic signals.
