

Item 20

**A322 BRACKNELL ROAD, BAGSHOT
PROPOSED CENTRAL SAFETY BARRIER IMPROVEMENT**
SURREY COUNTY COUNCIL'S LOCAL COMMITTEE IN SURREY
HEATH
22nd September 2005

KEY ISSUE:

To approve the scheme and seek authority to advertise a traffic regulation Order to close the central reservation gap along the A322 Bracknell Road, Bagshot as part of safety improvements.

SUMMARY:

The Local Committee on the 10th March 2005 approved the 2005/06 integrated transport programme. This included a scheme to provide a safety barrier along the central reservation of the A322 Bracknell Road, Bagshot north of the A30 Cricketer's Bridge. The design work is complete and a costing recently obtained for the work. The estimated cost of the safety fence work is £177,000 and is substantially more than the original budget allocated by the Committee although this is likely to reflect the worst case. As a result either a reduced scheme needs to be provided or additional funding allocated to accommodate the whole scheme.

In addition the installation of the safety fence, at this location, requires the closure of one of the central reservation gaps situated outside the property 'Bovingdon Cottage'. This gap enables southbound vehicles to undertake a u-turn movement and proceed northbound along the dual carriageway. This primarily serves six private residential dwellings but clearly the installation of the safety fence would prevent this current movement to those residents and result in an additional journey of approximately 1 mile.

It is recommended that the entire scheme is constructed under one contract as this will minimise disruption to the travelling public and preclude the need for the Committee to address this section again at a future stage.

OFFICER RECOMMENDATIONS:

That the Local Committee in Surrey Heath approve:

- (a) the scheme to provide central safety barrier along the A322 Bracknell Road, Bagshot as shown in Annex A,
- (b) that funding from the local budget, if required, is re-allocated from the A319 Bagshot Road/Benner Lane scheme with budget provision for this scheme being made available in 2006/07
- (c) a permanent traffic order be advertised under the Road Traffic Regulation Act 1984, the purpose of which will be to close the central reservation gap along the A322 Bracknell Road, Bagshot outside 'Bovingdon Cottage', and subject to no objections being maintained, the traffic Order be made,
- (d) the Local Transportation Director or his subsequent successor in consultation with the Chairman of the Local Committee resolve any objections received in connection with the proposal.

INTRODUCTION AND BACKGROUND

1. The Local Committee on the 10th March 2005 approved the 2005/06 integrated transport programme. This included a scheme to provide a safety barrier along the central reservation of the A322 Bracknell Road, Bagshot north of the A30 Cricketer's Bridge.
2. The budget provision for the scheme was £75,000 based on the provision of approximately 300 metres along the central reserve. However, whilst drafting the design brief it was deemed appropriate to extend the length required in line with revised Highway Agency Advice Notes. The brief therefore requested a design based on the revised length of 400 metres of the central reserve.
3. The brief also required the designer to consider the needs of all road users, an extremely important aspect for motorcyclists directly and for the Transportation Office and Local Committee where a reduction in collision injury severity is a priority. Whilst the provision of safety fences works well in containing most vehicles following an impact, safety fences can be notoriously lethal to a motorcyclist thrown off in a collision or fall. The safety fence, particularly the upright supports, can cause serious if not fatal injuries and for this reason the designer was required to offer a practical and maintenance free solution to the problem.

ANALYSIS AND COMMENTARY

4. The design work is complete and a costing recently obtained for the work. Whilst the length of the scheme designed is for 400 metres of safety fence along the central reserve the actual amount of safety fencing required is 623 metres. The main reason for this is that over some sections, two separate lengths of safety fence are required due to the gradient of the central reserve and to protect existing and proposed sign locations. Also included in the costing are approximately 825 metres of 'bike guard'. Both factors have reflected the estimates received.
5. The estimated cost of the designed scheme is £217,000. However, £40,000 of this figure is related to maintenance works that would be undertaken alongside the main scheme. The estimated cost of the safety fence work is

£177,000 and is substantially more than the original budget allocated by the Committee although this is likely to reflect the worst case.

6. As a result either a reduced scheme needs to be provided or additional funding allocated to accommodate the whole scheme. It is likely that a reduced scheme would need to provide a minimum of 350 metres of safety fence and this is estimated to cost between £100,000 and £115,000.
7. To allow the full scheme to proceed would require additional funding either external to the Local Committee's budget or from the re-allocation of its own existing 2005/06 and 2006/07 budgets. These issues are discussed below under financial implications.
8. The installation of the safety fence within the central reservation, at this location, requires the closure of one of the central reservation gaps situated outside the property 'Bovingdon Cottage'. This gap enables southbound vehicles to undertake a u-turn movement and proceed northbound along the dual carriageway. This primarily serves six private residential dwellings (one property of which operates a business). Clearly the installation of the safety fence would prevent this current movement to residents and result in an additional journey of approximately 1 mile.
9. The designer has recommended the use of a Bike Guard to deal with the motorcycle safety problem. This consists of a secondary rail, attached both sides and mounted below the normal box beam. It provides a maintenance free solution and will protect a rider that has fallen from hitting the upright posts. Bike Guard has been specified along those lengths around the bends where riders will be most vulnerable.

CONSULTATION

10. Letters have recently been sent to the six residents directly affected by the central reservation gap closure advising them of the proposed scheme. A summary of any comments received will be tabled at the meeting.

FINANCIAL IMPLICATIONS

11. Central Budget

A request for central funding to help support the scheme has been made and whilst this was met favourably any allocation is reliant on the outturn costs of other works around the County. At the time of writing confirmation has not been received as to whether a supplementary allocation is possible. A verbal update will be given at the meeting.

12. Re-allocation of Local Committee Budget

Should additional central funding not be available, then the Local Committee may wish to consider re-allocating its budgets to accommodate the full scheme. The Local Committee has allocated funding next financial year (2006/07) for further safety barrier work along the A322. It also cannot be guaranteed that the construction of the scheme at the A319 Bagshot Road/Benner Lane will be able to proceed this financial year resulting in a potential under spend. Re-allocating

these two budgets would then allow the full scheme to proceed. Budget allocations are shown below:

Scheme	CURRENT		PROPOSED	
	05/06 budget £0'000	06/07 budget £0'000	05/06 budget £0'000	06/07 budget £0'000
A319 Bagshot Road/ Benner Lane	120.98	0	20.98	100,000
A322 Bracknell Road	75	100	175	0

SUSTAINABLE DEVELOPMENT IMPLICATIONS

13. Surrey has embraced the concept of sustainable development, which is the foundation of Surrey's Local Transport Plan and is committed to the vision of making Surrey a better place. Funding from the integrated transport budget will be expended on projects and schemes in line with this vision whilst fulfilling its key commitments.

EQUALITIES IMPLICATIONS

14. Across the range of transportation issues and problems to be addressed the needs of all highway users require equal consideration. Proposals may benefit a particular group or individuals but it is important to consider and address how one impact may worsen others. In this case there are two relevant issues.

(a) The impact on residents by closing the existing central reservation gap.

The transportation office has considered the impact on the six directly affected residents and whilst additional journey time is regrettable the safety fence scheme is promoted to improve the overall safety of this section of the Bracknell Road and must take a higher priority.

(b) The impact on motorcyclists by introducing safety fencing.

The Transportation Office has considered the injury risk to vulnerable road users and in particular motorcyclists due to the provision of new safety fencing. The provision of bike guard is therefore an important element of the design to help promote 'inclusive safety'.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

15. Whilst the estimated cost of the overall scheme is higher than anticipated there is a clear need to implement a scheme on road safety grounds. It is recommended that the entire scheme is constructed under one contract as this will minimise disruption to the travelling public and preclude the need for the Committee to address this section again at a future stage. The additional costs, if not obtainable through other external budgets, can be accommodated with planned changes to the 2005/06 and 2006/07 budgets as set out in the report.

RECOMMENDATIONS

That the Local Committee in Surrey Heath approve:

- (a) the scheme to provide central safety barrier along the A322 Bracknell Road, Bagshot as shown in Annex A,
- (b) that funding from the local budget, if required, is re-allocated from the A319 Bagshot Road/Benner Lane scheme with budget provision for this scheme being made available in 2006/07
- (c) a permanent traffic order be advertised under the Road Traffic Regulation Act 1984, the purpose of which will be to close the central reservation gap along the A322 Bracknell Road, Bagshot outside 'Bovingdon Cottage', and subject to no objections being maintained, the traffic Order be made,
- (d) the Local Transportation Director or his subsequent successor in consultation with the Chairman of the Local Committee resolve any objections received in connection with the proposal.

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BACKGROUND PAPERS:	None
Number of Annexes:	1