



## **OFFICER REPORT TO LOCAL COMMITTEE (TANDRIDGE)**

**D431/1015 Grants Lane Bridge**

**14 December 2010**

### **KEY ISSUE**

A strength assessment of Grants Lane Bridge has found that it only has capacity to carry vehicles of 3 tonnes gross vehicle weight. The committee is asked to approve the imposition of a permanent 3 tonne weight restriction and 6'6" width restriction.

### **SUMMARY**

The committee approved the 3 tonne weight restriction and 6'6" width restriction at the committee meeting of 5 March 2010. The committee required that if objections to the proposed Traffic Orders were received they be reported to the committee.

### **OFFICER RECOMMENDATIONS**

**The Local Committee (Tandridge) is asked to agree that:**

- (i) a permanent weight restriction of 3 tonnes combined with a 6'6" width restriction be imposed on Grants Lane Bridge.

## 1 INTRODUCTION AND BACKGROUND

- 1.1 Grants Lane Bridge is situated to the east of Hurst Green and carries Grants Lane over the railway next to Hillview Farm.
- 1.2 The bridge has failed a strength assessment and the committee approved the imposition of a 3 tonne weight restriction and 6'6" width restriction at the meeting on 5 March 2010.
- 1.3 The committee asked that objections to the traffic orders were reported back to the committee. We have received ten objections and copies are appended to this report for consideration.

## 2 ANALYSIS

- 2.1 A bridge which fails a strength assessment must be replaced or managed to ensure the safety of highway users.
- 2.2 The assessment standard BD 21 '*The Assessment of Highway Bridges and Structures*' published by the Highways Agency requires bridges which cannot carry 40 tonnes assessment live loading to be restricted in terms of gross vehicle weight at the appropriate level. In this case a 3 tonne restriction would be required.
- 2.3 The national standard BD 79 '*The Management of Sub-standard Highway Structures*' published by the Highways Agency allows a structure which has failed strength assessment to remain open unrestricted if certain criteria are met.

## 3 OPTIONS

- 3.1 Monitoring - In this case the standard BD 79 would require that
  - a) the bridge is of a type that would give early warning of failure and
  - b) that the structure is subject to an increased inspection frequency of three to six months in the areas of theoretical failure.

Although point a) could apply it would not be possible to carry out inspections at increased frequency because the bridge is over a railway. Inspections of railway bridges are extremely expensive and difficult to arrange. There would be no guarantee that inspections could be carried out at the required frequency and the budget could not sustain this expense for an unspecified period.

- 3.2 Traffic Management – It is possible to reduce the load on a bridge by reducing the number of traffic lanes. The capacity of Grants Lane bridge would not be increased to 40 tonnes by using this method. Additionally, traffic signals would be required which would be very difficult to accommodate on this narrow rural road.

- 3.3 Weight Restriction – A weight restriction would ensure that the bridge only carries vehicles within its capacity. Guildables Lane offers an alternative, parallel, route to the east, which can be used by excluded vehicles. A 3 tonne weight restriction completely excludes heavy goods vehicles. Weight restrictions can be difficult to enforce and the application of a 6'6" width restriction would ensure that the bridge could only be used by permitted vehicles.
- 3.4 Strengthening – It may be possible to strengthen the bridge. However, there is no budget available within the next two years and a scheme of this complexity over a railway could take a several years to reach construction.
- 3.5 Reconstruction – The bridge could be reconstructed. However, there is no budget available within the next two years and a scheme of this complexity over a railway could take several years to reach construction.

#### **4 CONSULTATIONS**

- 4.1 Emergency services have been consulted during the preparation of traffic orders and have raised no objections.
- 4.2 Ten objections have been received from members of the public as a result of publication of the Traffic Orders. Copies of the objection letters are appended as Annex A to this report.

#### **5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 5.1 The scheme will be financed by the Structures Capital Maintenance budget.

#### **6 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 6.1 The recommendations would apply equally to all road users without disadvantage to any minority group.

#### **7 CRIME AND DISORDER IMPLICATIONS**

- 7.1 The recommendations are not perceived to have any significant impact on crime and disorder.

#### **8 CONCLUSION AND RECOMMENDATIONS**

- 8.1 It is recommended that a combined 3 tonne weight restriction and 6'6" width restriction is placed on Grants Lane Bridge.

## 9 REASONS FOR RECOMMENDATIONS

- 9.1 In order for Grants Lane Bridge to carry 40 tonne vehicles it will be necessary for it to be strengthened or replaced. No funds are available at the present time for this work. A temporary traffic order will only last for 18 months. As a scheme of this nature is likely to take several years to construction a permanent order is requested which will protect the structure until work can be carried out.
- 9.2 The imposition of a 3 tonne weight restriction combined with a 6'6" width restriction on Grants Lane Bridge would be the simplest and cheapest option to protect the bridge and highway users and would not create undue inconvenience for immediate residents. Guildables Lane offers an alternative, parallel, route to the east which can be used by excluded vehicles. Red Lane to the west can be used by vehicles less than 14 feet high.
- 9.3 Although objections have been received to the proposed orders, the issue is one of public safety. The bridge has been assessed at 3 tonnes and it would be unacceptable to allow continued use by unrestricted traffic which can have a gross weight of up to 40 tonnes.

## 10 WHAT HAPPENS NEXT

- 10.1 Traffic orders will be sealed with the weight and width restriction expected to be in force at the beginning of 2011.

<b>LEAD OFFICER:</b>	Graham Cole, Structures Manager
<b>TELEPHONE NUMBER:</b>	0300 200 1003
<b>E-MAIL:</b>	graham.cole@surreycc.gov.uk
<b>CONTACT OFFICER:</b>	Christopher Atkins, Structures Projects Team Leader
<b>TELEPHONE NUMBER:</b>	0300 200 1003
<b>E-MAIL:</b>	chris.atkins@surreycc.gov.uk