

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	15 January 2019
Title:	Project Appraisal for the Replacement of A35 Holmsley Rail Bridge, New Forest
Report From:	Director of Economy, Transport and Environment

Contact name: Brian Hill

Tel: 01962 846905

Email: brian.hill@hants.gov.uk

1. Recommendations

- 1.1. That the Executive Member for Environment and Transport approve the Project Appraisal for replacement of A35 Holmsley Rail Bridge in the New Forest, as outlined in the supporting report, subject to the conclusion of the required land processes.
- 1.2. That authority be delegated to the Director of Economy Transport and Environment (in consultation with the Head of Legal Services) to progress any appropriate Orders, Notices or Statutory Procedures and obtain any consents, rights, permissions or easements that are necessary to enable implementation of the proposed replacement of the A35 Holmsley Rail Bridge and associated highway improvements.
- 1.3. That approval be given to procure and spend and enter into the necessary contractual arrangements to implement the proposed replacement of A35 Holmsley Rail Bridge and highway improvements, as set out in the supporting report, at an estimated cost of £5.5million to be funded from the Structures Capital Maintenance budget.
- 1.4. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

2. Executive Summary

- 2.1. The purpose of this paper is to seek approval to replace Holmsley Rail Bridge on the A35 in the New Forest at an estimated cost of £5.5million. The scheme involves construction of a new single span bridge alongside the existing bridge, removal of the old steel bridge and improvements to the road layout either side of the bridge.

3. Contextual information

- 3.1. Holmsley Rail Bridge carries the A35 Lyndhurst to Christchurch road over the C10 Burley to Sway/Brockenhurst road (see attached maps). It is adjacent to the former Holmsley Railway Station, which is now a tea rooms and restaurant.
- 3.2. The original bridge, a brick arch constructed around 1847, was built to carry the road over the Brockenhurst to Ringwood railway. This bridge was replaced in 1908 with the present three span 25m steel structure (see attached photographs). The railway originally passed through the central span and a path, which remains, passed through the northern span. In 1964 the railway below was closed and a few years later replaced with the C10 Station Road on the same alignment.
- 3.3. When the road below was constructed ownership of the track-bed was transferred from the railway company to Hampshire County Council. However, ownership of the bridge was retained by the railway, even though the bridge carried a public highway over a public highway. The bridge was finally transferred to the County Council in 2012.
- 3.4. Because of the age of the bridge and its form of construction its general condition has been steadily deteriorating over the years, primarily due to corrosion of the steel plates and rivets although there is also evidence of settlement of one of the abutments. At various times, the County Council has assessed the structure, to ensure that it can continue to support the required traffic loadings, despite its deteriorating condition.
- 3.5. In August 2018 props were installed in some areas under the bridge to keep it functional until it could be replaced. These measures have ensured the A35 is kept unrestricted but are not a permanent solution.

4. Finance

- 4.1. Funds have been built up specifically for this replacement scheme from the Bridge's Capital Maintenance budget over several years and full funding is now in place.
- 4.2. The works will be tendered via the existing GEN3-2 Framework.

4.3. <u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	579	10.5	County Council Structural Maintenance Funding	5,500*
Client Fee	82	1.5		
Supervision	129	2.4		
Construction	4,710	85.6		
Total	<u>5,500</u>	<u>100</u>	Total	<u>5,500</u>

**Includes £3.5m of one-off funding from the County Council for identified capital priorities as agreed by Cabinet and County Council in February 2018*

<u>Revenue implications</u>	<u>£'000</u>	<u>% Variation to Committee's</u>
-----------------------------	--------------	-----------------------------------

Net increase in current expenditure	2.0	0.000%
-------------------------------------	-----	--------

The existing bridge currently has quarterly monitoring inspections and would require further propping and repairs at an approximate annual cost of £120k if not replaced. There will be a significant reduction in annual maintenance costs by providing the new bridge which has been designed as an integral structure meaning that there will be no joints or bearings to maintain, therefore reducing the ongoing maintenance liability.

Capital

Increase in Current expenditure	0.0	0.000%
---------------------------------	-----	--------

Capital charges	529	0.331%
-----------------	-----	--------

5. Programme

- 5.1. It is anticipated that service diversions and ecological clearance work will commence in autumn 2019 with the main works starting in early 2020.
- 5.2. The contract is expected to be of 40 weeks duration. A detailed programme will be prepared by the successful tenderer.
- 5.3. Traffic management in the form of full closures and lane closures on the A35 may be required for some operations, these will be minimised as far as possible. The road below the bridge, the C10, will be temporarily closed while new piled foundations and deck are installed and when the existing structure is demolished.

6. Departures from Standard

- 6.1. The proposed bridge soffit level will match the existing bridge soffit level and thus the existing substandard headroom will remain. This is not seen to create major issues in vehicle movements as there are several bridges in the area with limiting headroom, width or weight. Keeping with the existing headroom avoids increasing costs, works duration and further impact on the environment.

6.2. The existing alignment of the A35 does not meet current standards. The proposed scheme provides improvement to both the vertical and horizontal alignment over 320m of the A35 which will improve safety for road users.

7. Stakeholder Engagement

7.1. The Project Team have been working closely with the New Forest National Park Authority, Verderers, Natural England and Forestry Commission to find solutions which satisfy the varying needs of each of these parties whilst delivering scheme objectives.

7.2. Local Councillors, residents, and local businesses have all been contacted as part of the scheme development and this will continue during the construction phases.

7.3. The Communications Team will continue to release information via social media posts and direct to local papers and radio stations.

8. Land Requirements

8.1. Land Registry searches confirmed that land adjacent to the bridge, except the areas deemed to be maintainable highway and owned by Hampshire County Council, is registered to the Secretary of State for Environment Food and Rural Affairs and is in the care of the Forestry Commission.

8.2. Exchange land for the land lost in constructing the new bridge and road is being offered to the Forestry Commission and this includes transferring ownership of the areas resulting from demolition of the existing bridge and road, together with areas along the A35 owned by Hampshire County Council. This exchange land is still subject to agreement and statutory processes will need to be followed to give effect to this exchange, including those set out in the Highways Act 1980. Where licences are required, for instance for trial holes, utility diversions etc., these will be in place before entry on to land.

8.3. As this land all falls within the New Forest, the New Forest Act (1949) is applicable and the verderers' agreement is necessary for transfer of any land to the Highways Authority.

8.4. In addition to the land exchange requirements, there will also be a need to stop up some sections of already existing highway and accept dedications of highway rights over other parcels of land. The relevant statutory processes will need to be followed where applicable.

8.5. Several ecological surveys have been carried out and assessment reports prepared to determine impact and mitigation measures necessary to eliminate, where possible, or to reduce the negative impact of the works on the area. As part of this work an Environmental Impact Assessment (EIA) is being undertaken in accordance with the requirements of the New Forest National Parks Authority and Natural England.

9. Other Key Issues

9.1. Because of its location within the New Forest National Park an extended period of consultation has taken place and Officers have worked closely with the National Parks Authority, Forestry Commission, Verderers and Natural England.

10. Future Direction

10.1. If approved, work will commence in 2019 on service diversions and ecological clearance work in preparation for commencement of construction in 2020.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

Archive and scheme working files

Engineering Consultancy
SharePoint

IMPACT ASSESSMENTS:

1. Equality Duty

- 1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
 - Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

It is considered that there will be no impact upon people with protected characteristics.

2. Impact on Crime and Disorder:

- 2.1. The scheme will have no impact upon rates of crime or disorder.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

The proposed bridge is of single span concrete construction with no painting required and minimal maintenance; hence the carbon footprint and energy consumption will be reduced.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer-term impacts?

The new structure will be designed for 120-year life, reducing future maintenance needs.