

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Economy, Transport and Environment
<b>Date:</b>	23 September 2021
<b>Title:</b>	Project Appraisal: A35 Redbridge Causeway Work Package 3
<b>Report From:</b>	Director of Economy, Transport and Environment

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### Purpose of this Report

1. The purpose of this report is to provide details of the A35 Redbridge Causeway refurbishment project and set out details of the next phase of works, Work Package 3.

### Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment approve the Project Appraisal for Redbridge Causeway Work Package 3 between Totton and Southampton, as outlined in this report.
3. That approval be given to utilise existing contractual arrangements with the Hampshire Highways Service Contract (HHSC) supplier, Milestone, to implement the proposed works once the necessary consents have been received at an estimated cost of £13.82million, as set out in this report.
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.

### Executive Summary

5. This report seeks approval for the refurbishment of bridges supporting the Eastbound A35 leading into Southampton.
6. The bridge works estimate of £13.82million is funded from a combination of the County Council's Structural Maintenance budget and a successful Department for Transport (DfT) bid for £13.4million, which included £1.98million for cycle enhancements in the locality. The cycle enhancements scheme, Redbridge Causeway Work Package 4, will be covered in a separate Project Appraisal at a future Executive Member Decision Day.

7. The scheme involves critical maintenance in the form of major concrete repairs, cathodic protection, and bridge deck waterproofing and resurfacing of the bridges on the Eastbound carriageway leading into Southampton.
8. Work Package 3 will make use of the existing site set-up put in place for Work Package 2.

### Contextual Information

9. The A35 dual carriageway over Redbridge Causeway (4 bridges) carries in excess of 60,000 vehicles a day and is an important route for pedestrians and cyclists providing safe passage over the River Test, the Southampton to Romsey railway line, and Redbridge Road. It is a vital link between the New Forest waterside area and Southampton, is also a tactical diversion route for the Strategic Road Network and connects key economic hubs such as the Port of Southampton.
10. The older eastbound carriageway has two three span bridges, Redbridge West and Redbridge East, and one single span bridge, Redbridge Road (see Figure 1). Issues with these structures were identified during routine bridge inspections and comprehensive testing.
11. The design of refurbishment works is subject to a number of complex constraints: high traffic flows, significant bus use, adjacent grade separated junctions, proximity to Highways England and Southampton City Council networks, a Network Rail railway line, and two scheduled ancient monuments, as well as environmental constraints (the site adjoins a Special Protection Area (SPA), a Special Area of Conservation (SAC) a Site of Special Scientific Interest (SSSI) and crosses the River Test, which is important for salmon and trout).
12. Between November 2017 and February 2018 Work Package 1 commenced replacing 21 carriageway joints on the Redbridge Viaduct and in January 2020 Work Package 2 started on site and is due for completion in November 2021.

### Finance

13.	<u>Estimates</u>	<u>£'000</u>	<u>%of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	1,006	7.3	County Council Structural Mtce Funds	2,400
	Client Fee	65	0.5		
	Supervision	700	5.0	DfT MRN Fund	11,420
	Construction	12,049	87.2		
	Land	0	0		
	<b>Total</b>	<b>13,820</b>	<b>100.0</b>	<b>Total</b>	<b>13,820</b>

14.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	0	0.000%
	Capital Charge	1,329	0.875%

## **Programme**

15. It is anticipated that construction will commence immediately after Work Package 2 is completed in November 2021 to take advantage of the existing site compound and pontoons.
16. The contract is expected to run for 18 months with work being carried out simultaneously on land based and marine areas. Tidal work and Network Rail possessions will inevitably dictate some aspects of the programme.
17. Traffic management in the form of lane closures and full closures of the A35 will be required for some operations on top of the bridges, for example waterproofing of bridge decks, but these will be kept to a minimum with the bulk of the work being under the bridges. Closures of Test Lane/Redbridge Road will also be required to complete the works on Redbridge Road bridge.

## **Scheme Details**

18. Work Package 3 Details

### Substantive works

- a) Breaking out of defective concrete in a sequential manner and cutting chases for the impressed current cathodic protection (ICCP) wiring on supports.
- b) Concrete and steel reinforcement repair/replacement.
- c) Installation of ICCP wiring, electrodes, and control boxes.
- d) Testing of ICCP system.

### Enabling works

- a) Diversion of Gas and Water utilities currently attached to the underside of the bridges.
- b) Mooring of open barges adjacent to marine work areas to enable plant and materials to be safely contained.
- c) Installation of access scaffolds and walkways.

- d) Installation of fixed and movable platforms over and around the railway.

### **Consultation and Equalities**

19. Collaboration is ongoing with Southampton City Council, Highways England, Network Rail, the Environment Agency, and the Marine Management Organisation in order to consider network management programming and environmental mitigation measures.
20. Local Councillors, residents and businesses were all contacted prior to Work Packages 1 and 2 commencing, and the same process will be followed for Work Package 3. Good relations have been built up during the course of the previous two packages.
21. Closure of Redbridge Road in Southampton to allow work on Redbridge Road bridge and a Gas main diversion could negatively impact on pedestrians and particularly those with disabilities, such as wheelchair users, by requiring them to take long diversions along busy roads. To avoid this, the contractor, Milestone will be required to keep a protected route available along Old Redbridge Road under the bridge. Diversions for pedestrians and cyclists during closures of the northern footway on the A35 will utilise the Redbridge Viaduct foot/cycleway and be advertised in advance of closures. Existing crossing points will be utilised.
22. The Communications Team will continue to release information via social media posts and direct to local papers and radio stations, particularly in advance of traffic management/diversions.

### **Climate Change Impact Assessments**

23. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

### **Climate Change Adaptation**

24. Using the Adaptation Project Screening Tool, the scheme is considered somewhat vulnerable to extreme storm events which could cause flooding and scour but no more than any other coastal highway structure. The structures in this work package are existing bridges and sheltered from the south by the railway causeway and the adjacent Redbridge Viaduct, and to the east and north by the railway and two northern bridges.

25. The scheme supports strategic priorities for economic growth and providing a safe, well maintained and more resilient road network. The funding for cycle and pedestrian enhancements secured as part of the Causeway bid will enable improvements to the pedestrian and cycle network in the vicinity.

### **Carbon Mitigation**

26. Carbon emissions from this project arise from the use of highway materials for bridge works, e.g., concrete and steel, from plant and equipment needed to undertake the work, and from re-routing of traffic during operations which require the closure of the A35 over the bridges.
27. Carbon emissions will be mitigated by minimising the number of closures required through careful sequencing of construction operations, by sourcing materials and plant locally wherever possible, and will be developed further with Milestone's Environmental Advisor. On completion the scheme will ensure the Causeway bridges remain unrestricted and open to all traffic and by moving Gas and Water services out of the main carriageway, restrictions and closures in the future will be minimised, avoiding lengthy diversions.

### **Statutory Procedures**

28. Forward planning notices under the New Roads and Street Works Act for booking road space have been completed.

### **Land Requirements**

29. County Council land to the north of the Causeway will continue to be utilised for the site compound. Land under the eastern end of the Viaduct is owned by Southampton City Council and the City has made access available for use during the works.

### **Maintenance Implications**

30. There will be no change to the inspection regime for the bridges once all works are complete, they will remain on an annual inspection rota. The installation of the ICCP system will provide increased resilience for the structures, reducing the frequency of future interventions.

## LTP3 Priorities and Policy Objectives

### 3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

### 14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
  -
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

**Other**

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

Document

Location

Archive and scheme working files

Engineering Consultancy  
SharePoint

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

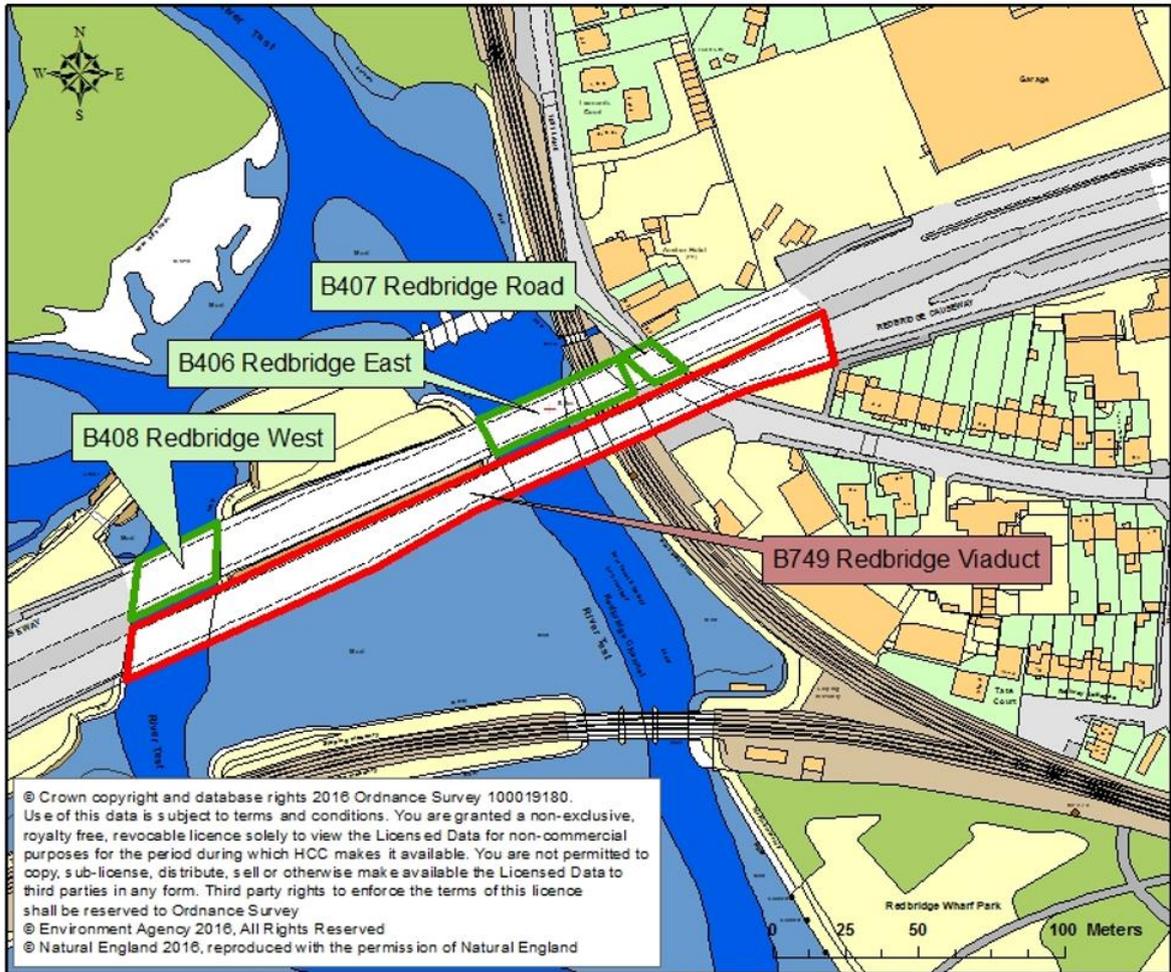
Due regard in this context involves having due regard in particular to:

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

### **2. Equalities Impact Assessment:**

- 2.1 Closure of Redbridge Road in Southampton to allow work on Redbridge Road bridge and a Gas main diversion could negatively impact on pedestrians and particularly those with disabilities, such as wheelchair users, by requiring them to take long diversions along busy roads. To avoid this, the contractor, Milestone will be required to keep a protected route available along Old Redbridge Road under the bridge. Diversions for pedestrians and cyclists during closures of the northern footway on the A35 will utilise the Redbridge Viaduct foot/cycleway and be advertised in advance of closures. Existing crossing points will be utilised.

Figure 1



Redbridge Viaduct – Work Package 2

Redbridge West, Redbridge East, Redbridge Road – Work Package 3  
(this Project Appraisal)