

**AGENDA MANAGEMENT SHEET**

**Name of Committee** **Stratford on Avon Area Committee**

**Date of Committee** **23rd November 2005**

**Report Title** **B4451/07 Harbury Station Bridge**

**Summary** This report outlines proposals for protecting the weak edges of the road bridge over the rail bridge.

**For further information please contact** Stephen O'Connor  
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**Would the recommended decision be contrary to the Budget and Policy Framework?** Yes/No

**Background Papers** None.

**CONSULTATION ALREADY UNDERTAKEN:-**

*Details to be specified*

- Other Committees  .....
- Local Member(s)  Councillor R A Stevens  
(With brief comments, if appropriate)
- Other Elected Members  .....
- Cabinet Member  .....  
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)
- Chief Executive  .....
- Legal  I Marriott – comments incorporated
- Finance  .....
- Other Chief Officers  .....
- District Councils  .....
- Health Authority  .....

Police  .....

Other Bodies/Individuals  .....

**FINAL DECISION**                      **YES/NO**      *(If 'No' complete Suggested Next Steps)*

**SUGGESTED NEXT STEPS :**

*Details to be specified*

Further consideration by this Committee  .....

To Council  .....

To Cabinet  .....

To an O & S Committee  .....

To an Area Committee  .....

Further Consultation  .....

**Stratford on Avon Area Committee - 23rd November 2005**

**B4451/07 Harbury Station Bridge**

**Report of the Director of Planning, Transport and  
Economic Strategy**

**Recommendation**

That Committee approves the proposed measures to protect the weak edges of Harbury Station Bridge by the provision of high kerbs and traffic signals.

**1. Introduction**

- 1.1 Harbury Station Bridge is a four span bridge which carries the B4451 over the Didcot to Chester railway line. The bridge is owned by Network Rail and was originally constructed in about 1895. A location plan is attached as **Appendix A**.
- 1.2. The bridge was assessed in June 2000 and it was found that although the main carriageway had a capacity of 40 Tonnes, the footways were only suitable for 7.5 Tonnes.
- 1.3 Network Rail does not have a legal responsibility for verge strengths to current standards whereas the County Council has to consider the possibility of a large vehicle straying from the carriageway and overloading the footway.
- 1.4 The existing bridge parapets are of brick construction with a concrete core and although they provide some vehicle containment they do not satisfy current standards for parapets above railways. Network Rail does not have a legal responsibility for parapets to current standards.
- 1.5 The bridge does not currently have a weight limit as it is satisfactory for normal usage and it is envisaged that remedial measures will be in place in the near future.

**2. Possible Remedial Options**

- 2.1 Implement a 7.5 T Permanent Weight Limit with the appropriate signing.
- 2.2 Install high kerbs (Trief kerbs) across the bridge to reduce the risk of vehicles straying onto the verges. This would reduce the carriageway width so that only one lane of traffic could be accommodated. It would require the use of traffic

signals to control traffic flows over the bridge and at the adjacent B4451/B4452 junction.

- 2.3 Install safety barriers across the bridge and use signals as above to control traffic flows.

### **3. Choice of Option**

- 3.1 Imposition of a weight limit would be the cheapest option but it would be contrary to County Council policy which is to avoid the use of weight limits wherever possible. It is not normal to impose a weight limit on a B Class road. The most suitable diversion in terms of road class would be in excess of 9km. Shorter diversions do exist but these involve unsuitable roads through Bishops Itchington. It would be very difficult to enforce a weight limit on the bridge itself and to prevent the use of unsuitable roads by heavy vehicles.
- 3.2 High kerbs would be less visually obtrusive than safety barriers and the cost would be expected to be less. However, a major cost element of this option would be traffic signals. It has been found at other locations in the County that an arrangement of this type has a beneficial traffic calming effect.
- 3.3 Continuous safety barriers across the bridge would provide a higher level of containment than high kerbs. As above, a major cost of this option would be the traffic signal installation.

### **4. Possible Additional Work**

- 4.1 The County Council have been working with Network Rail to evaluate the risks of vehicles leaving the carriageway and straying onto railway lines. All road over rail sites in the County have been assessed and this crossing has been highly ranked as needing attention. It is therefore likely that new safety barriers will be installed on the bridge approaches as part of the overall scheme irrespective of whether high kerbs or barriers are used on the bridge itself. This work would be partly funded by Network Rail.

### **5. Financial Issues**

- 5.1 The cost of the high kerb option would be of the order of £150,000. The scheme has been included in the Bridge Maintenance Capital Programme for 2005/2006
- 5.2 The installation of safety barriers on the bridge approaches at an estimated cost of around £30,000 would be funded from the road over rail safety element of the Programme and a 50% contribution would be expected from Network Rail.

### **6. Disruption During Construction**

- 6.1 For a substantial part of the construction works, it would be necessary to close the road so as to comply with safety requirements for operatives working on the bridge. A temporary diversion would be signed for this period.

## **7. Consultation**

- 7.1 A meeting was held on 8th September 2005 between the local County and District Councillors, officers of the County Council and representatives of Harbury, Bishops Itchington and Ladbrooke Parish Councils.
- 7.2 It was agreed after discussion of the alternatives that the proposed scheme for installing high kerbs and Traffic signals should proceed.
- 7.3 It was also agreed that the County Council would inform the Parish Councils of progress and would advise them of contact details for the engineers responsible for the site works.

## **8. Conclusion**

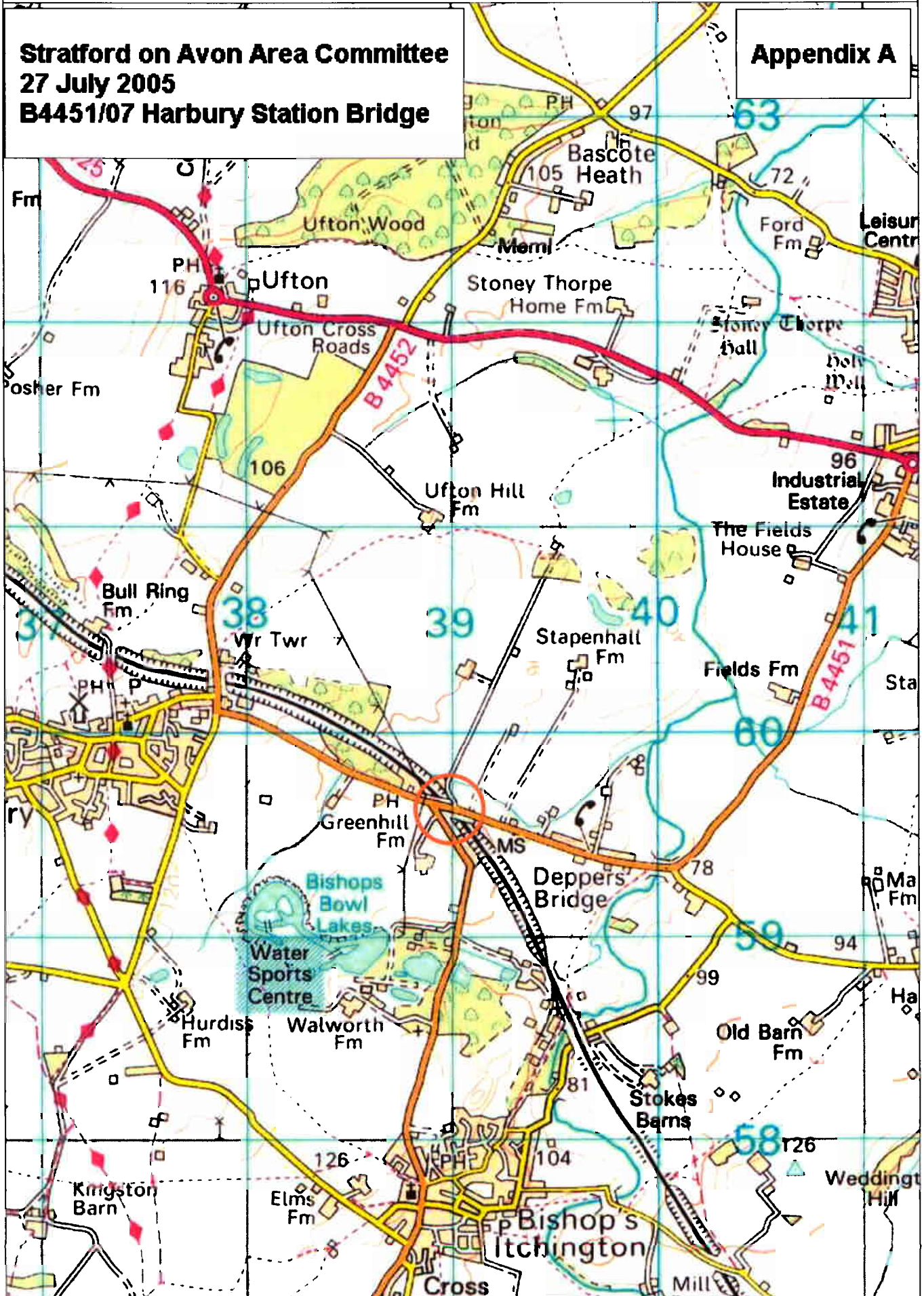
- 8.1 There is a clear choice between high kerbs and safety barriers. In both options traffic signals would be necessary to control traffic with a reduced carriageway width.
- 8.2 The containment provided by high kerbs is not directly comparable with that of barriers. However experience over many years has shown high kerbs to be very effective in this type of situation. They have been widely used in the county. High kerbs are far less visually intrusive in a rural location and they would be less costly than barriers to install and maintain.
- 8.3 The high kerbs and traffic signal option would therefore appear to be the most appropriate permanent solution and Committee is asked to approve this option.

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Director of Planning, Transport and Economic Strategy  
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Warwick

31st October 2005

**Stratford on Avon Area Committee  
27 July 2005  
B4451/07 Harbury Station Bridge**

**Appendix A**



Scale 1:25000

0 1km.

Based upon OS 1:50000 Raster (5x5Km) with the permission of the controller of Her Majesty's Stationery Office ©

