

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	8 October 2020
<b>Title:</b>	Network Rail Millway Bridge, Andover
<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 explain the reasons for expenditure on Millway Bridge Andover.

#### Recommendations

2. That the Executive Member for Economy, Transport and Environment approves spend from the Structural Maintenance budget of £407,340 to enable Millway Bridge Andover to be brought up to 40t capacity during Network Rail's refurbishment of the bridge, as set out in this report.
3. That approval be given to spend and enter into the necessary contractual arrangements, including any funding agreements that may be necessary, with Network Rail.
4. That authority to make the arrangements to implement contracts, including minor variations, be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services.

#### Executive Summary

5. This paper seeks to gain approval for spend of £407,340 during the financial year 2020/21 to enable Millway Bridge Andover to be brought up to 40t capacity during Network Rail's refurbishment scheme. This will ensure no restrictions are required on the highway being carried by the bridge.

#### Contextual information

6. Millway Bridge carries the C13 Millway Road over five non-electrified tracks of the Basingstoke to Salisbury line (BAE1) and the Ludgershall Branch line approximately 250 metres southwest of Andover Station (see Appendix). The structure is a twin span wrought iron bridge with a skew of approximately 43-degrees. It consists of two longitudinally spanning wrought iron girders

supporting transverse spanning cross girders and flat metallic deck plates. The longitudinal girders also form the bridge parapets.

7. Structural assessments by both Network Rail and Hampshire County Council have identified that the bridge is weak and does not reach the 40t assessment live loading requirement for highways. Whilst Network Rail has been undertaking feasibility options for strengthening, it has introduced an enhanced inspection regime for the bridge, and this will continue until strengthening work is complete. In addition to this, Hampshire County Council has introduced white lining to visually narrow the bridge, and road narrowing signage.
8. A preferred strengthening option has now been developed, which requires removal of the existing deck down to deck plate level, and installation of shear connectors to beams combined with a new reinforced concrete slab. There will be no changes to structure geometry, vertical clearance, or levels on the highway above.
9. Network Rail's load bearing obligations are set out in Section 117 of the 1968 Transport Act, and Statutory Instrument 1705/1972, and require them to maintain a load bearing capacity of 24t. Beyond this level, Local Authorities have the opportunity to contribute financially to achieve 40t highway loading.
10. Without a contribution from Hampshire County Council, Network Rail will strengthen to their legal obligation of 24t, and restrictions will need to be introduced on the highway above. These could be a weight restriction, physical road narrowing, traffic lights, or a combination of all the above. These features would be a long-term constraint on the highway and ongoing maintenance liability for the Council.

### **Finance**

11. The scheme estimate is £2.96million, of which Hampshire is being asked to contribute £407,340 (13.8%) to ensure 40t capacity is achieved. The Hampshire contribution will come from the Structural Maintenance budget and is limited to the amount stated in this report. Any increase in costs during the course of the project would not be borne by Hampshire County Council.

### **Procurement**

12. As this is a Network Rail led scheme, procurement is being undertaken through its contracts teams.

### **Consultation**

13. Network Rail has consulted with the Bridges and Highways Teams of Hampshire County Council to ensure specifications for materials are agreed, e.g. surfacing, and is currently in discussion with Streetworks coordinators to agree closures and traffic management restrictions/requirements during the works.

**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

Bridge Files

Location

Network Rail's Offices  
SharePoint and Capital House  
Winchester

## **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 characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic 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 which participation by such persons is disproportionately low.

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

This scheme will ensure Millway bridge remains safe and fit for purpose for all. The scheme has therefore been assessed as having a neutral impact on people with protected characteristics.