

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Member for Highways Operations
<b>Date:</b>	18 November 2021
<b>Title:</b>	Network Rail Campbell Road Bridge, Eastleigh
<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 Campbell Road Bridge Eastleigh.

### Recommendations

2. That the Executive Member for Highways Operations approves spend from the Structural Maintenance budget up to a maximum of £1.14million to enable Campbell Road Bridge Eastleigh to be brought up to 40 tonne 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 with Network Rail.
4. That authority to make the arrangements to implement contracts, including minor variations, and entering into the funding agreement 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 to spend up to a maximum of £1.14million during the financial year 2022/23 to enable Campbell Road Bridge Eastleigh to be brought up to 40 tonne 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. Campbell Road Bridge over the Bournemouth Main Line (BML) in Eastleigh carries the sole access into a rail locked island area to the east of Eastleigh Town Centre (see Appendix 1). It is owned by Network Rail and was built circa 1901 to allow access over three lines of the BML and two lines of the Eastleigh Yard sidings. It is currently unrestricted to HGV traffic which uses it to access

business units. It is also the only route over the railway for residents, employees of local businesses and emergency vehicles.

7. The bridge structure is a three-span half through overbridge approximately 30m in length comprising six wrought iron edge girders and a troughing deck. It is supported on two piers consisting of wrought iron crossheads and columns and has brickwork abutments and approach walls.
8. 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 and refurbishment work is completed.
9. A preferred strengthening option to achieve 40t has now been developed which requires installation of stiffeners to one of the edge girders and strengthening of the crosshead pier supports from underneath the bridge. There will be no changes to structure geometry, vertical clearance, or levels on the highway above. Network Rail will also be carrying out web repairs to the girders, rivet replacement and painting of the bridge.
10. 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 24 tonnes. Beyond this level Local Authorities have the opportunity to contribute financially to achieve 40 tonne highway loading if required.
11. Without a contribution from Hampshire County Council, Network Rail will strengthen to its legal obligation of 24t and a weight restriction of 18t will need to be applied to the bridge. As this bridge is the only access to an otherwise rail locked area this will have a detrimental effect for businesses and residents. Furthermore, it could stifle future development in the locality.

## **Finance**

12. Hampshire County Council is being asked to contribute up to a maximum of £1.14million. This figure assumes a worst-case scenario where the County Council is the only contributor to the railway possession costs whilst the 40t bridge strengthening aspect is undertaken during closure of the Bournemouth Main Line. There is a very strong possibility that other works will take place elsewhere along the line at the same time during the line closures. This would see the possession costs shared amongst all those who were working on the line bringing Hampshire's share of costs down.
13. It is recommended that the Hampshire County Council contribution comes from a combination of funds already set aside in the Structural Maintenance budget (£300,000), and savings secured as a result of the successful target-cost contractual arrangement used at Redbridge Causeway Work Package 2. This avoids the need for a possible reduction in the number of highway maintenance schemes being planned for 2022/23.

## **Procurement**

14. As this is a Network Rail led scheme procurement is being undertaken through its contracts Teams. This aspect is expected to be undertaken in the early part of next year with work on the ground anticipated for Autumn 2022.

## **Consultation and Equalities**

15. Network Rail has consulted with a number of Hampshire County Council teams to ensure specifications for materials are agreed and is liaising with relevant coordinators to agree traffic management restrictions during both preliminary investigations and the main refurbishment works.
16. This scheme will ensure Campbell Road Bridge remains safe and fit for purpose for all, so is considered to have a neutral impact on people with protected characteristics.

## **Climate Change Impact Assessments**

17. 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**

18. Using the Adaptation Project Screening Tool, the scheme is considered somewhat vulnerable to extreme storm events but no more than any other bridge within a railway corridor. The bridge is an existing structure partially protected by adjacent buildings. It is not affected by flooding as it is on the high point of Campbell Road.
19. The scheme supports strategic priorities for economic growth and providing a safe, well maintained and more resilient road network.

## **Carbon Mitigation**

20. Carbon emissions from this scheme arise from the use of highway materials for bridge works, in this case manufacture and transport of steel components and from plant and equipment needed for repair and refurbishment. Network Rail will try to reduce the number of possessions required as these result in coaches and buses having to be used while the rail lines are out of action.
21. The strengthening of this Network rail bridge to 40t will ensure large freight loads will not need to be broken down into smaller consignments which would result in an increase in vehicle movements.

## Maintenance Implications

22. There will be no change to ownership of this bridge on completion of the scheme it will remain the responsibility of Network Rail.

### Appendix 1



Campbell Road bridge location and area served.



Aerial view of Campbell Road bridge over the Bournemouth Main Line (left) and sidings (right).



Elevation of bridge from track level



View on top of bridge

**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

None

## **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 Campbell Road Bridge remains safe and fit for purpose for all, so is considered to have a neutral impact on people with protected characteristics.