

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 3 March 2015
AGENDA ITEM:	13
SUBJECT:	AMENDMENT TO WEIGHT RESTRICTIONS OF HIGHWAY BRIDGES
LEAD OFFICER:	Executive Director of Development & Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Addiscombe, Ashburton, Kenley, Purley, Selhurst, South Norwood, Woodside

CORPORATE PRIORITY/POLICY CONTEXT:

The benefits of the recommendation as set out below are in line with Croydon's Community Strategy of creating a connected and sustainable city and improving the environment section 6.1C and also The Croydon Plan 2013-15.

- Competing as a place
- Manage need and grow independence
- Protect the priorities of our residents and customers.
- Caring City; Improving health and wellbeing by reducing congestion.

FINANCIAL IMPACT:

The estimated cost of implementing the scheme as recommended in this report is £12,000.

FORWARD PLAN KEY DECISION REFERENCE NO.:

Not a key decision

1. RECOMMENDATIONS

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they agree:-

- 1.1 The proposal to the making of a traffic management order to implement a weight restriction of 7.5 Tonnes to vehicular movement on the Higher Drive Bridge with an exemption for buses and fire engines under the new Road Traffic Regulation Act 1984 (as amended).

- 1.2 The proposal to the amendment of the existing Traffic Management Order to implement a reduced weight restriction of 7.5 Tonnes to vehicular movement on Blackhorse Lane (North) bridge with an exemption for buses and fire engines under the new Road Traffic Regulation Act 1984 (as amended).
- 1.3 The proposal to the removal of existing weight restrictions by revoking the associated Traffic Management Orders for Goat House, Spring Lane, Tennison Road, Woodcote Grove Road Bridge and Coombe Road Bridges under the new Road Traffic Regulation Act 1984 (as amended).
- 1.4 Authorise the Executive Director of Planning & Environment to give notice of the proposals and subject to receiving no material objections on the giving of public notice make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).
- 1.5 Note that any material objections received on the giving of public notice will be reported to a future Traffic Management Cabinet Committee for Members' consideration.

2. EXECUTIVE SUMMARY

- 2.1 The bridge assessment programme whereby highway structures' load carrying capacities are assessed against current vehicular loads has been continuing for a number of years. Details of this programme have been provided in various Transport Plans, Borough Spending Plan etc. The current bridge assessment programme is funded by Transport for London.
- 2.2 This report addresses issues for seven of these bridges, namely Higher Drive, Blackhorse Lane (North), Goat House, Spring Lane, Tennison Road, Woodcote Grove Road and Coombe Road Bridges. Recommendations resulting from these assessments have been identified.

3. DETAILS

- 3.1 The current bridge assessment work carried out by Network Rail identified that the existing weight restrictions on the Higher Drive, Blackhorse Lane (north), Goat House, Spring Lane, Tennison Road, Woodcote Grove Road and Coombe Road Bridges would need to be amended due to changes in their structural integrity. A summary of the required amendments for each bridge has been provided below.

Higher Drive Bridge

- 3.1 The Higher Drive Bridge is located within the ward boundaries of Kenley and Purley. The bridge structure spans across the Tramlink lines 1, 2 and 4. The bridge is owned by Croydon Council and does not have an existing weight limit.

- 3.2 The assessment work identified that the bridge has a structural weakness and for safety purposes a maximum load capacity of 7.5 Tonnes for current vehicular loading is required.
- 3.3 Buses and fire engines would be exempt from this weight restriction. However, this exemption is subject to any further changes to the condition of the bridge structure.
- 3.4 A Traffic Management Order under the new Road Traffic Regulation Act 1984 (as amended) would need to be put in place to enforce this restriction.
- 3.5 Warning signs for the weight restriction would need to be erected on the approach to the bridge at a suitable location to allow for any necessary diversions by drivers.
- 3.6 Diversion routes for vehicles exceeding the 7.5 Tonne weight restriction will depend on their origin and destination. Nearby alternative routes are available.

Blackhorse Lane (North) Bridge

- 3.7 The Blackhorse Lane (North) bridge is located within the ward boundaries of Woodside, Ashburton and Addiscombe. The bridge structure spans across the railway tracks served by Southern trains to Caterham, London Bridge and London Victoria. The bridge is owned by Croydon Council and currently has a weight restriction of 18 Tonnes enforced.
- 3.8 The assessment work identified that the bridge structure has been further weakened and for safety purposes, the existing maximum load capacity of 18 Tonnes for current vehicle load should be reduced to 7.5 Tonnes.
- 3.9 Buses and fire engines would be exempt from this weight restriction. However, this exemption is subject to any further changes to the condition of the bridge structure.
- 3.10 A Traffic Management Order under the new Road Traffic Regulation Act 1984 (as amended) for the existing weight restriction is in place. This will need to be amended to reflect the change in load capacity of the bridge.
- 3.11 Existing warning signs for the 18 Tonne weight restriction warning will be replaced to show the new 7.5 Tonne weight restriction.
- 3.12 Diversion routes for vehicles exceeding the 7.5 Tonne weight restriction will depend on their origin and destination. Nearby alternative routes are available.

Strengthened Bridges

- 3.13 Previous bridge assessments undertaken on Goat House, Spring Lane, Tennison Road, Woodcote Grove Road Bridge and Coombe Road bridges identified the need to enforce weight restrictions on these bridges. Following a programme of recent strengthening works within the borough, these bridges are all now able to withstand a load capacity of 40 Tonnes.

3.14 The existing Traffic Management Orders for the weight restrictions currently enforced on these bridges can therefore be revoked under the new Road Traffic Regulation Act 1984 (as amended) and all warning signage removed.

Summary of Amendments Required

3.15 The location of each bridge and other information is given in Appendix 1 to 5 and the following table summarises the amendments required to existing weight restrictions for each bridge.

Bridges	Drawing Reference No.	Associated TMO	Existing weight restriction	Proposed weight restriction	Reason for amendment	Action Required
Higher Drive	D&E/PRHS/2015/A112	N/A	No restriction	7.5 Tonne	Structurally unsound	Create new TMO
Blackhorse Lane (North)	D&E/PRHS/2015/A124	2012/55	18 Tonne	7.5 Tonne	Structurally unsound	Amend TMO
Goat House	D&E/PRHS/2015/A125	2006/34	26 Tonne	None	Structure has been strengthened to 40T	Revoke TMO
Spring Lane	D&E/PRHS/2015/A119A	1998/67	25 Tonne	None	Structure has been strengthened	Revoke TMO
Tennison Road	D&E/PRHS/2015/A126	2013/13	3 Tonne	None	Structure has been strengthened	Revoke TMO
Woodcote Grove Road	D&E/PRHS/2015/A111A	2006/45	18 Tonne	None	Structure has been strengthened	Revoke TMO
Coombe Road	D&E/PRHS/2015/A109	2006/45	3 Tonne	None	Structure has been strengthened	Revoke TMO

4. CONSULTATION

4.1 Formal consultation will be undertaken as part of the Traffic Regulation Order making process and with respect of the Public Notices. The legal process requires that formal consultation takes place in the form of Public Notices published in a local paper (Croydon Guardian).

4.2 Official bodies such as the Fire Brigade, Cyclists' Touring Club, The Pedestrian Association, Age UK, The Owner Drivers' Society, and The Confederation of Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations

1996. Additional bodies, up to 27 in total, are consulted depending on the relevance of the proposals.

5. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

	Medium Term Financial Strategy			
	2014/15	2015/16	2016/17	2017/18
	£'000	£'000	£'000	£'000
Revenue Budget				
Expenditure	0	0	0	0
Income				
Effect of Decision				
Expenditure	0	0	0	0
Income				
Remaining				
Capital Budget				
Expenditure	12	0	0	0
Effect of Decision				
Expenditure	12	0	0	0
Remaining				

5.2 The effect of the decision

The total cost of introducing the new weight restrictions on Higher Drive and Blackhorse Lane (North) Bridges and revoking the existing weight restrictions on the Goat House, Spring Lane, Tennison Road, Woodcote Grove Road Bridges and Coombe Road Bridge is estimated to be £12,000. The scheme will be met by Transport for London (TfL), funded through LoBEG in the 2015/2016 financial year. A decision to proceed will result in that allocation being spent partially or wholly.

5.3 Risks

There is no financial risk to the Council as the proposals are fully funded by Transport for London. If the scheme does not go ahead then the funding would need to be reallocated or returned to TfL unspent.

5.4 Options

There are no other financial options available for this scheme.

5.5 Savings/ future efficiencies

There are no savings or future efficiencies arising from this report.

For approval by: Graham Oliver, Finance Business Partner, D&E.

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

6.1 The Council Solicitor comments that the Council has the power to make the necessary traffic management order pursuant to The Road Traffic Regulation Act 1984 to secure the safe movement of traffic. The recommended weight restriction amendments on Higher Drive and Blackhorse Lane (north) bridges are considered to be a necessary safety measure in relation to the proper exercise of that power.

6.2 In order to introduce a weight restriction on Higher Drive Bridge, it would be necessary to make a Traffic Management Order under the provisions of the Road Traffic Regulation Act 1984 (as amended)

6.3 In order to amend the existing weight restriction on Blackhorse Lane (north) Bridge, it would be necessary to amend the existing Traffic Management Order for the bridge under the provisions of the Road Traffic Regulation Act 1984 (as amended)

6.4 In order to remove the existing weight restrictions on Goat House, Spring Lane, Tennison Road, Woodcote Grove Road Bridge and Coombe Road bridges, the existing Traffic Management Orders would need to be revoked under the provisions of the Road Traffic Regulation Act 1984 (as amended).

6.5 Approved by Gabriel Macgregor, Head of Corporate Law on behalf of the Council Solicitor and Monitoring Officer.

7. HUMAN RESOURCES IMPACT

7.1 There are no additional staffing considerations arising from this report as the design and supervision of the works will be carried out by existing engineering staff.

7.2 Approved by Adrian Prescod, HR business partner, for and on behalf of Director of HR, Resources Department.

8. EQUALITIES IMPACT

8.1 There are no equality considerations arising from this report. The recommended weight restriction is purely intended as an essential safety measure.

9. ENVIRONMENTAL IMPACT

9.1 Restricting certain vehicles from using Blackhorse Lane (North) Bridge and Higher Drive Bridge could have a detrimental effect on the longer diversionary

route that would need to be undertaken. Using a longer route will result in greater fuel usage and more CO2 emissions.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 There are no Crime and Disorder reduction impact in this report.

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

11.1 The recommended enforcement of weight restrictions on Blackhorse Lane (North) Bridge and Higher Drive Bridge is intended as an essential safety measure.

11.2 Strengthening works to 40 Tonnes has been undertaken on the Goat House, Spring Lane, Tennison Road, Woodcote Grove Road and Coombe Road Bridges. Therefore, the existing weight restrictions on these bridges should be revoked.

12. OPTIONS CONSIDERED AND REJECTED

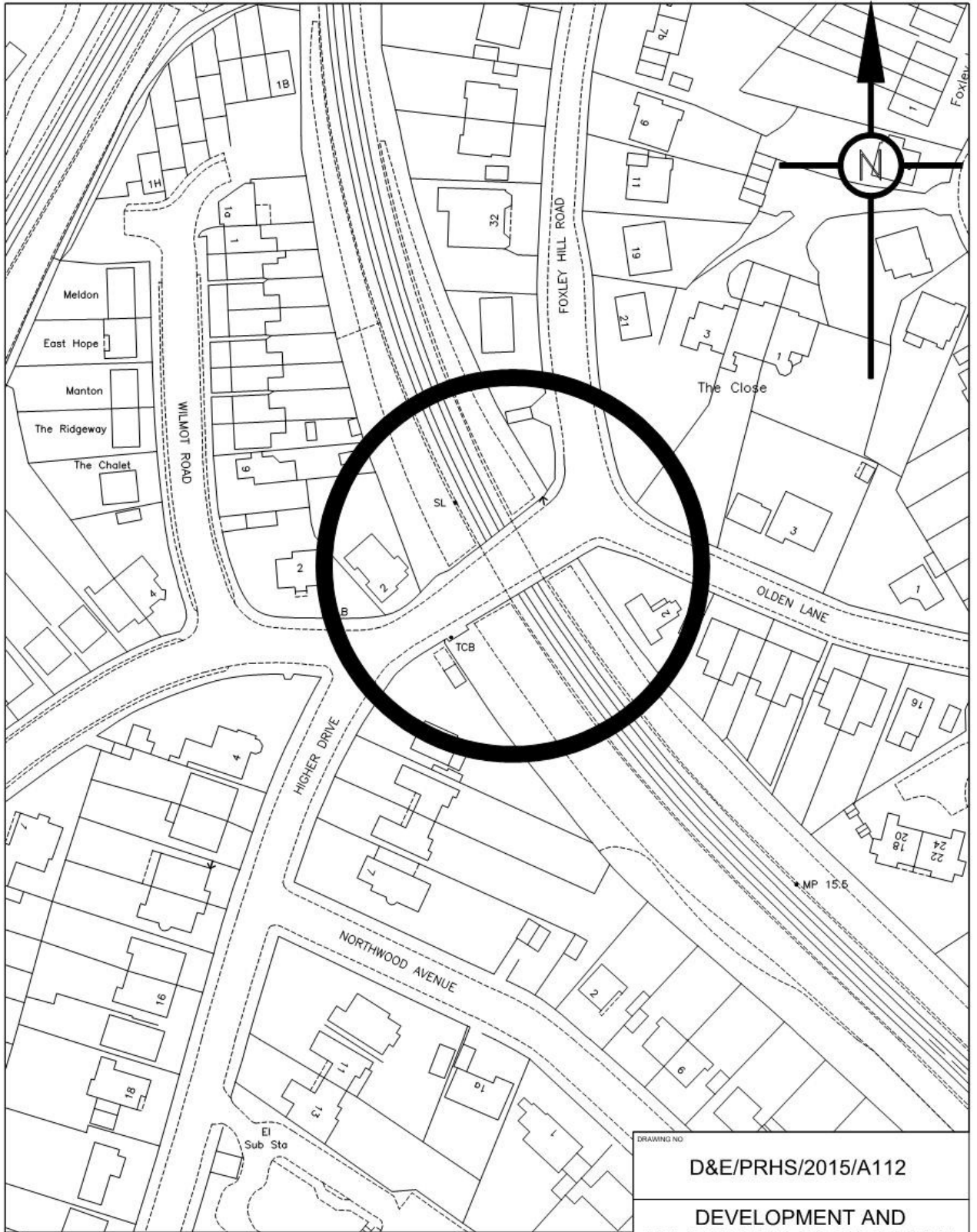
12.1 Alternative design options have been explored and it has been concluded that the recommended plans and proposals are efficient and best respond to the needs and objectives of the project. These will be reviewed as part of the consultation process.

CONTACT OFFICER:

Mr Indra Patel, Senior Structures Engineer, Development and Environment, Highways Team 0208 726 6000 ext 64058

Samantha Thirlwell, Structures Engineer, Development and Environment, Highways Team 0208 726 6000 ext 64058

BACKGROUND DOCUMENTS: None



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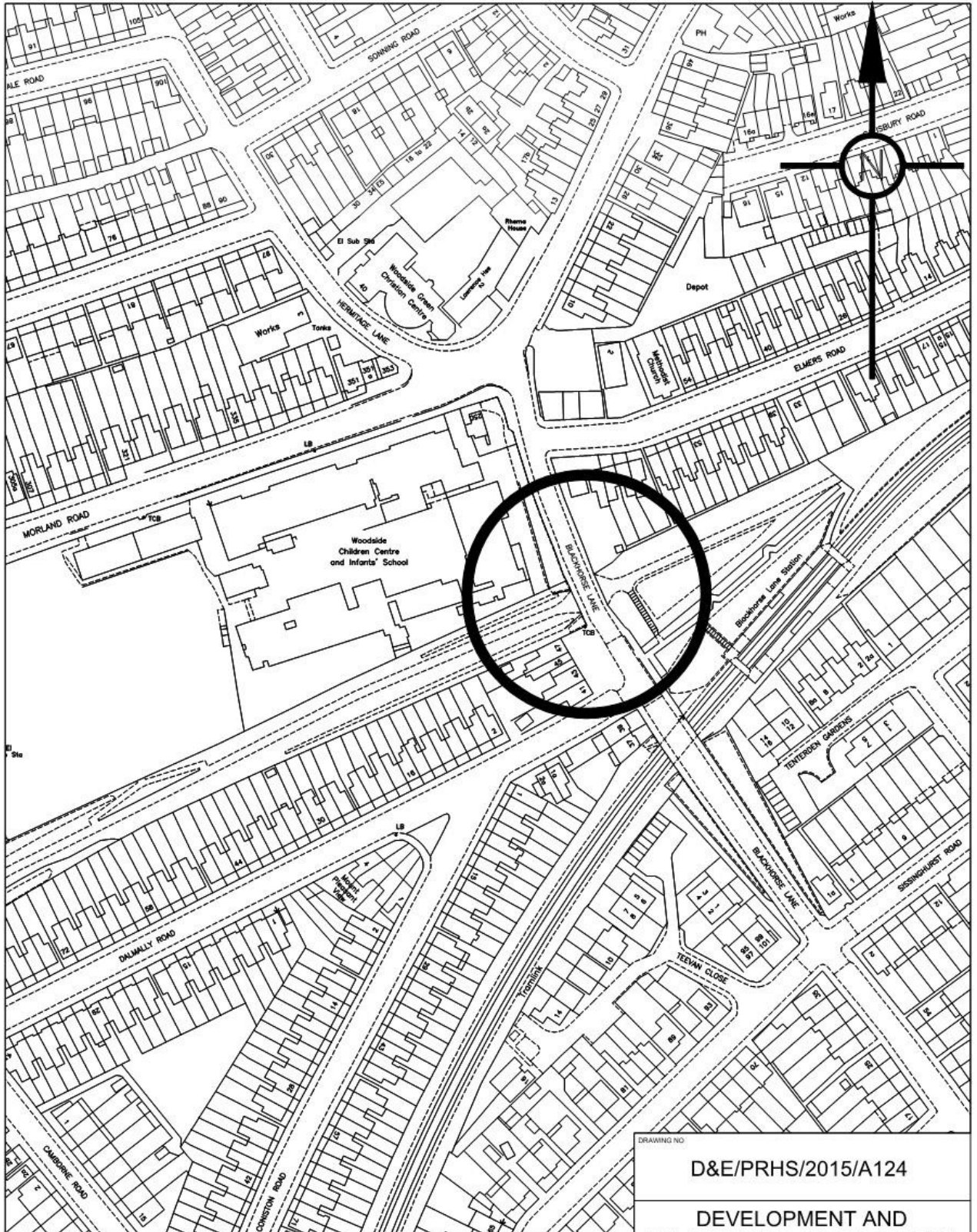
JOB NAME HIGHER DRIVE BRIDGE			
DRAWING TITLE NEW 7.5Tonne WEIGHT LIMIT			
DESIGNER IP	VERIFIED IP	SCALE AT A4 NTS	DATE 26/01/15

DRAWING NO.
D&E/PRHS/2015/A112

DEVELOPMENT AND ENVIRONMENT DEPARTMENT
DIRECTOR - ANTHONY BROOKS

HIGHWAY MAINTENANCE

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JOB NAME			
BLACKHORSE LANE (NORTH) BRIDGE			
DRAWING TITLE			
AMEND EXISTING 18T TO 7.5T WEIGHT LIMIT			
DESIGNER	VERIFIED	SCALE AT A4	DATE
IP	IP	NTS	26/01/15

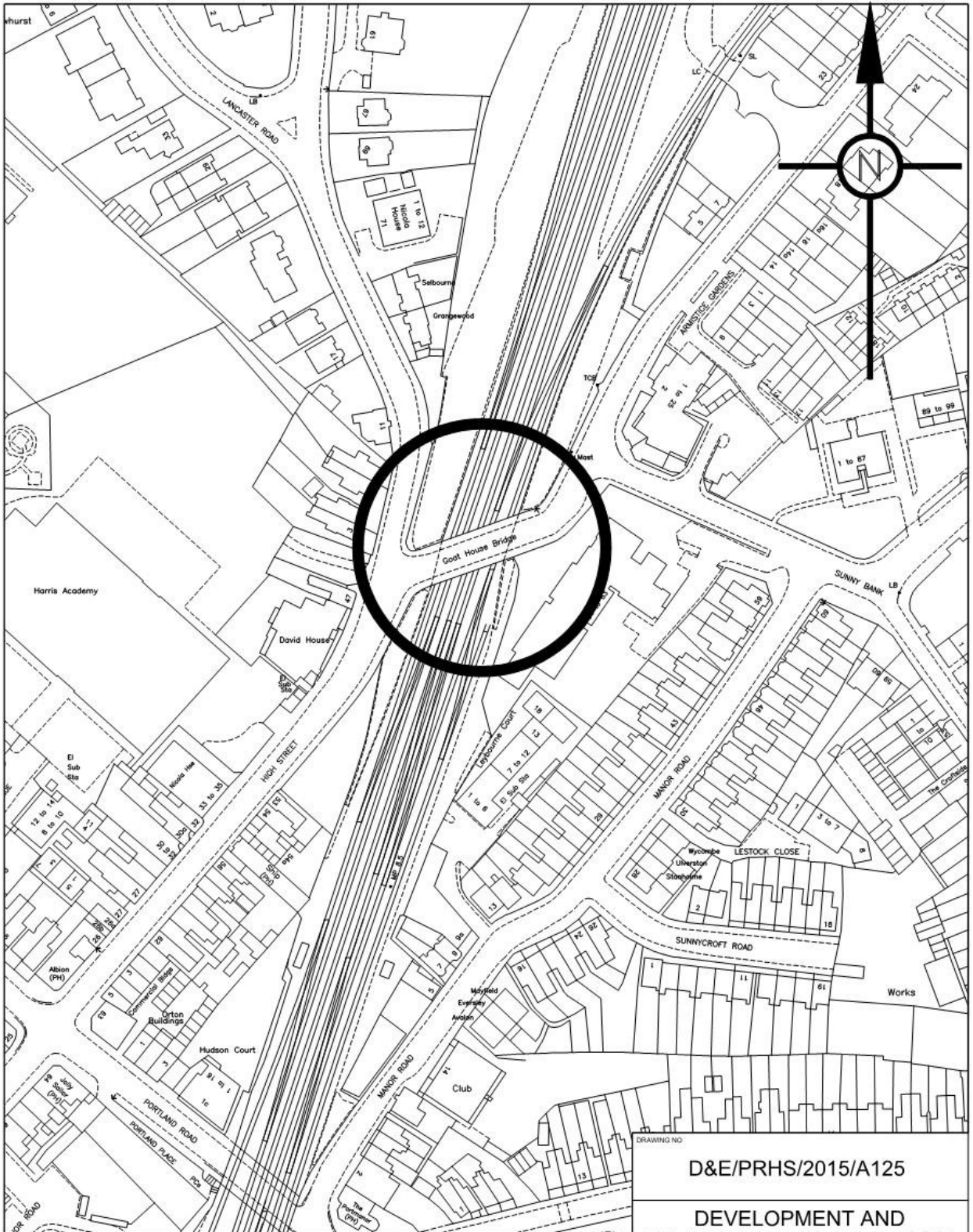
DRAWING NO
D&E/PRHS/2015/A124

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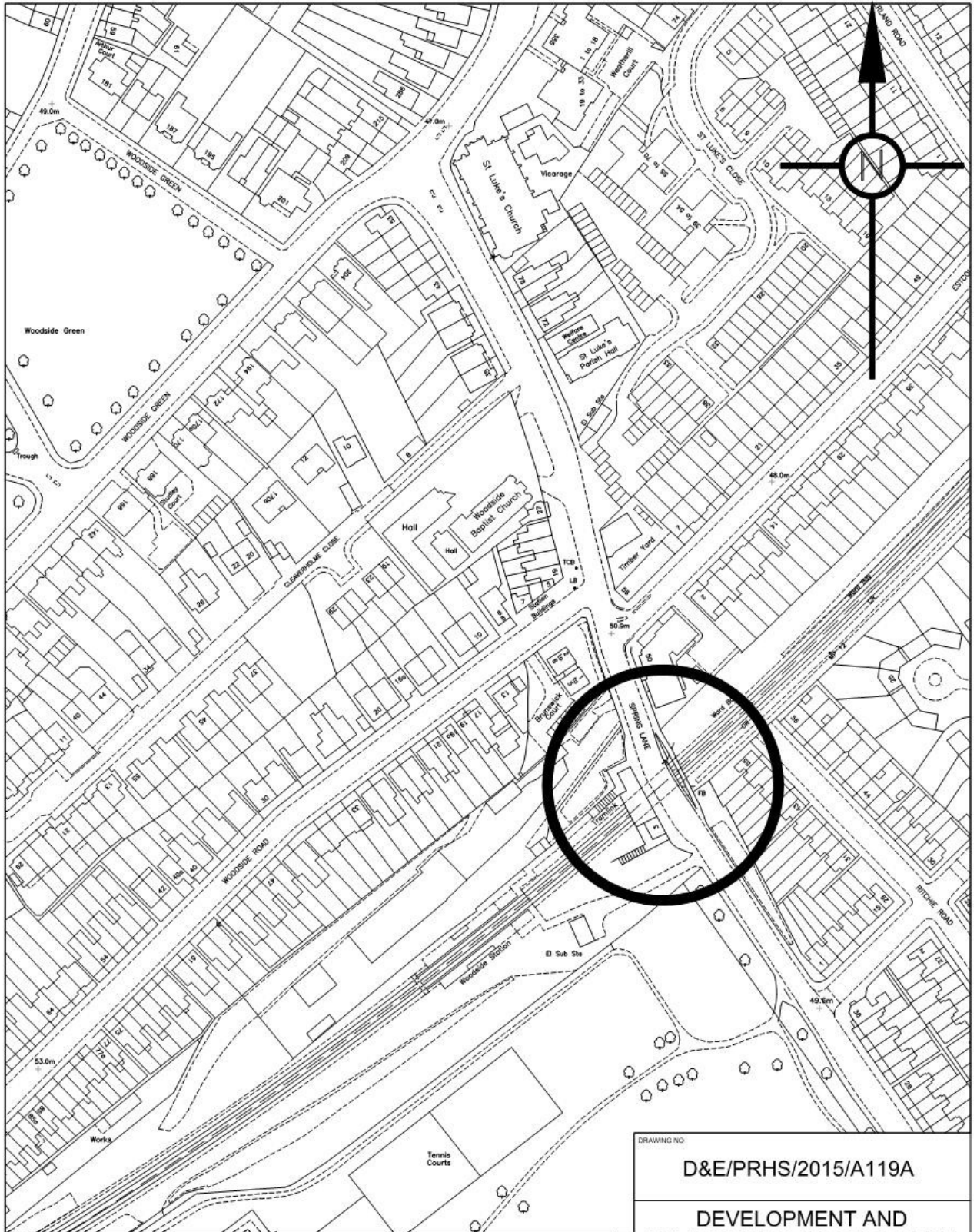
DRAWING NO
D&E/PRHS/2015/A125
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JOB NAME GOATHOUSE BRIDGE - PENGE ROAD				
DRAWING TITLE REVOKE EXISTING 26Tonne WEIGHT LIMIT				
DESIGNER IP	VERIFIED IP	SCALE AT A4 NTS	DATE 26/01/15	

HIGHWAY MAINTENANCE

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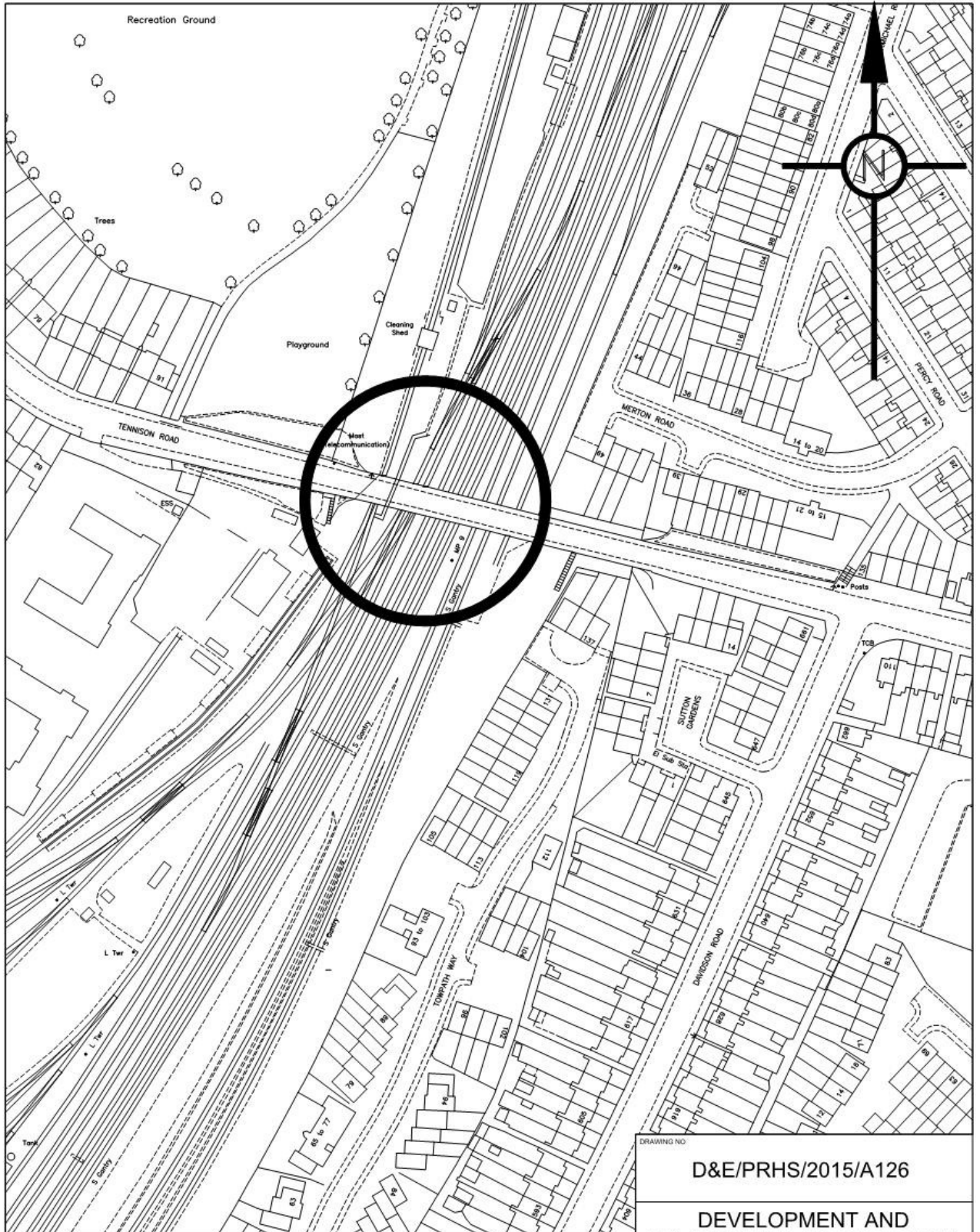
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JOB NAME				SPRING LANE BRIDGE	
DRAWING TITLE				REVOKE EXISTING 25Tonne WEIGHT LIMIT	
DESIGNER	VERIFIED	SCALE AT A4	DATE		
IP	IP	NTS	26/01/15		

DRAWING NO	D&E/PRHS/2015/A119A
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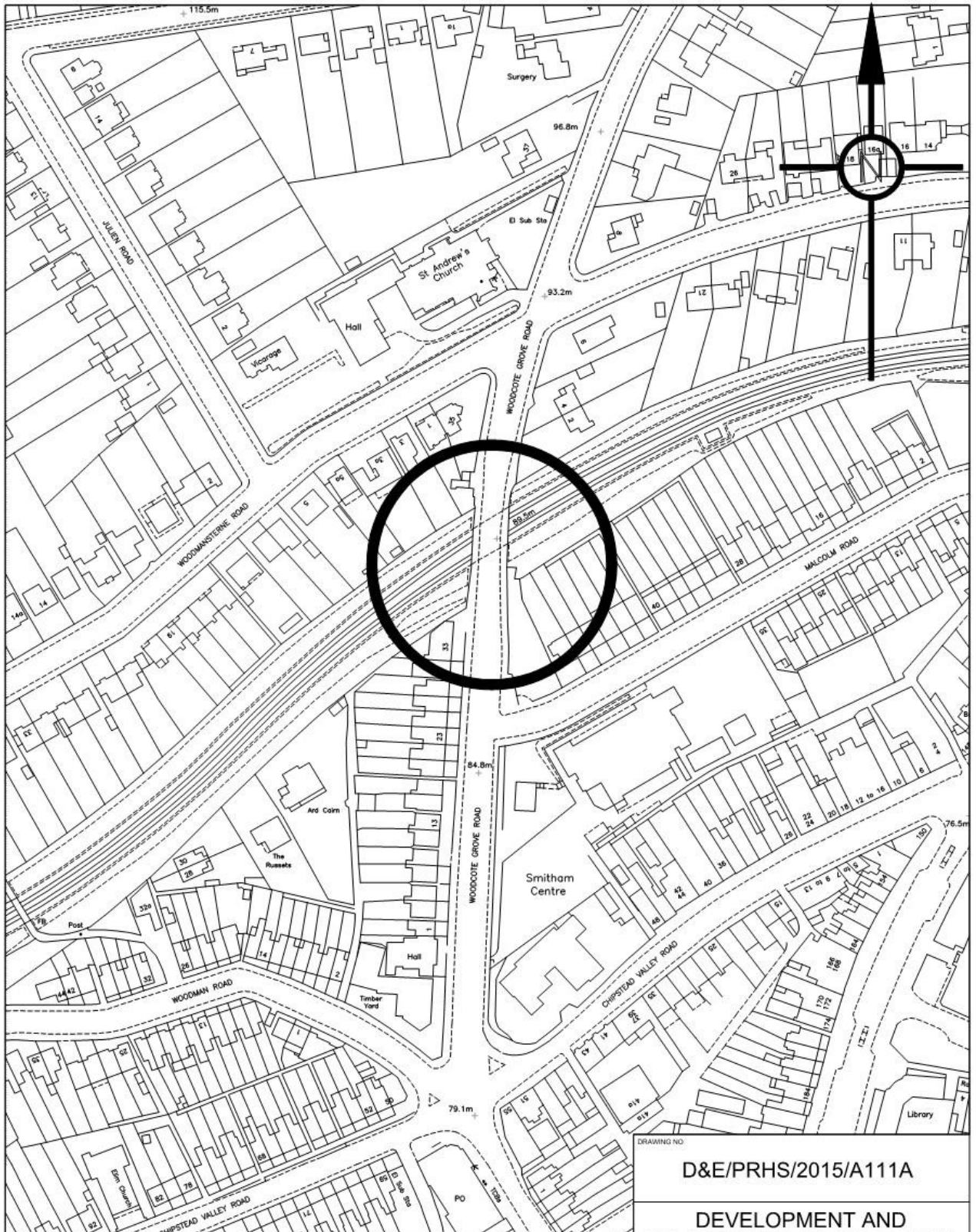
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JOB NAME		TENNISON ROAD BRIDGE	
DRAWING TITLE		REVOKE EXISTING 3Tonne WEIGHT LIMIT	

DRAWING NO
D&E/PRHS/2015/A126
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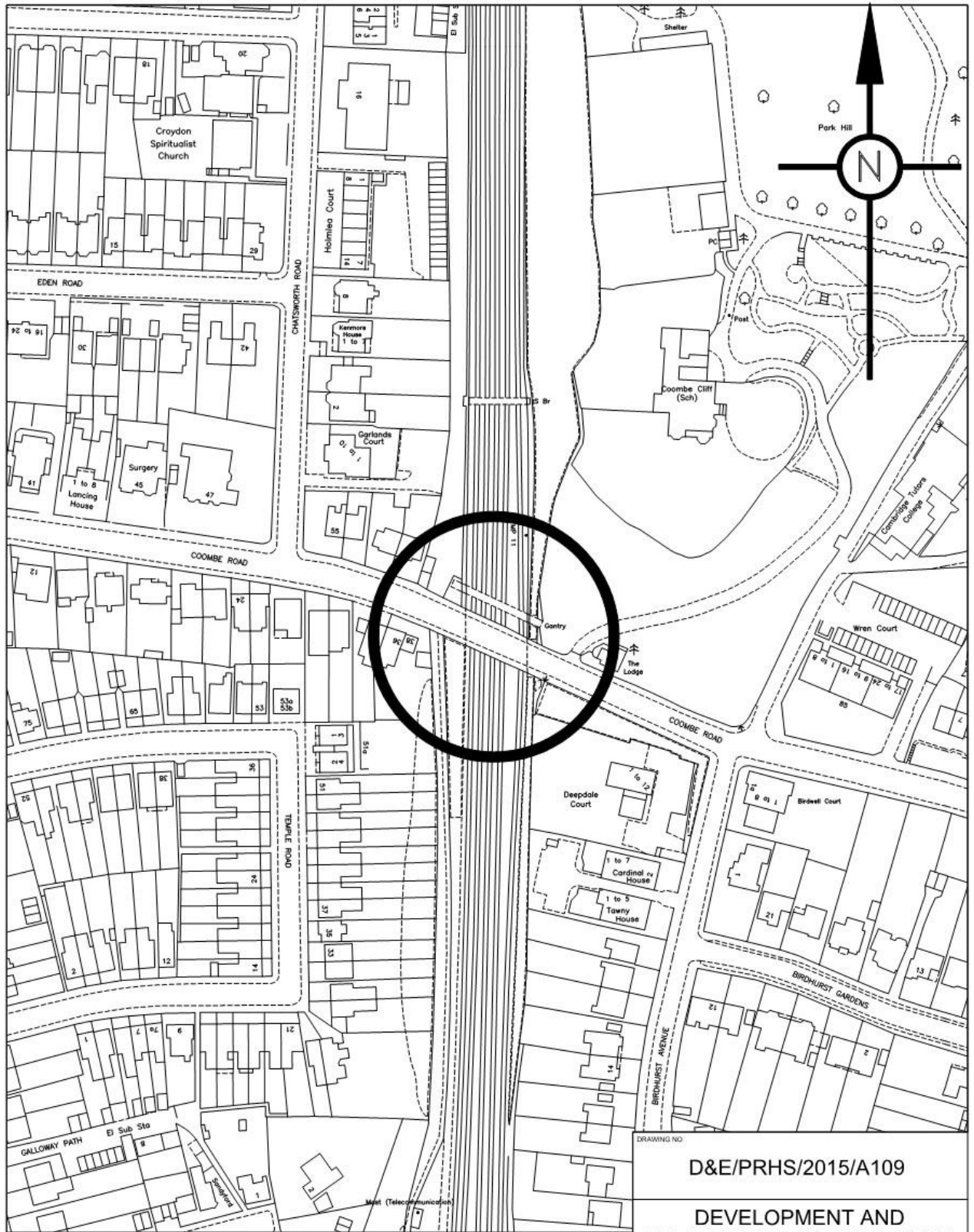
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D&E/PRHS/2015/A111A
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JOB NAME
WOODCOTE GROVE RD BRIDGE
 DRAWING TITLE
REVOKE EXISTING 18Tonne WEIGHT LIMIT

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CROYDON

DESIGNER **IP** VERIFIED **IP** SCALE AT A4 **NTS** DATE **26/01/15**

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JOB NAME COOMBE ROAD BRIDGE			
DRAWING TITLE REVOKE EXISTING 3Tonne WEIGHT LIMIT			
DESIGNER IP	VERIFIED IP	SCALE AT A4 NTS	DATE 26/01/15

DRAWING NO
D&E/PRHS/2015/A109

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