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Talks begin on safe solution for bridge

TRAFFIC FIXTURES: County consult over Wivenhoe high street problem

By Elliot Farnham

TEMPORARY road safety measures on a bridge in picturesque Essex town are to be replaced in a permanent traffic fixtures, it has been revealed.

More than two years after they were first installed on the bridge on Wivenhoe High Street, which crosses the railway line close to the station, Essex County Council has said it will be looking with town councillors and residents to discuss a permanent solution.

The short stretch of road was narrowed to one lane in January 2006 after an assessment found it fell short of Department for Transport road-bearing requirements, even though it met the safety standards of owners Network Rail.

The bridge is located in a conservation area and the red and white plastic bollards are seen as an "eyesore" and one concerned resident said the news would not go down well with many residents.

Peter Kay, a Wivenhoe conservation activist, said the bollards were only put in on the premise of being temporary and any long-term measures would not be popular.

He said: "It's certainly going to upset people. The highways people seem to be a law unto themselves and don't take any notice of conservation areas, as far as I can see."

Julie Young, Essex County Council's for the Wivenhoe St Andrew ward, said that in light of the news, she would be holding consultations with all parties to gauge local feeling.

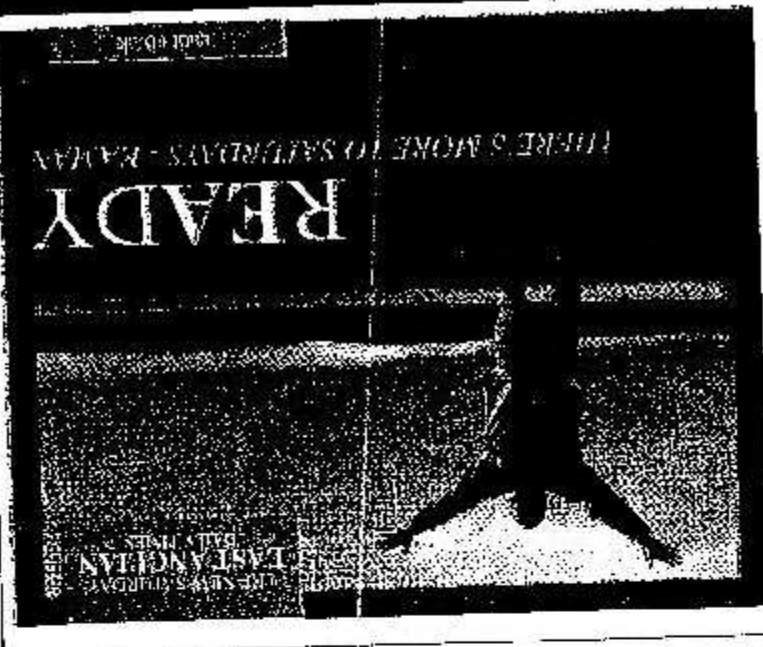
She said: "I will speak to local residents to find a way forward that is suitable for local people and will be making representations to the highways department once the consultation has taken place."

Norman Hume, Essex County Council's head of highways and transportation, said the bridge belonged to Network Rail and met its current requirements, however for safety reasons council engineers recommended traffic be restricted to one way flow only.

He said: "Following consultation with Wivenhoe Town Council, we intend to replace temporary traffic controls with permanent fixtures which will enhance the contraflow system on the bridge."

He said the temporary measures did not need planning permission and they would be renewed until a permanent solution was reached.

Network Rail said it would be actively involved in the consultation and would discuss the matter with the council.



ROAD SAFETY: The railway bridge going into Wivenhoe.
Photograph: ANDREW PARTMIDGE

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Peter Kay

From: "Danny Jennings HT Structures Engineer" <Danny.Jennings@essex.gov.uk>
To: "Sonia Church Engineer" <Sonia.Church@essex.gov.uk>; "Clive Woodruff HT County Structures Manager" <Clive.Woodruff@essex.gov.uk>
Cc: "Julie Young Member CC" <Julie.Young@essex.gov.uk>; "Peter Kay" <peterkay.essex@btinternet.com>
Sent: 05 August 2009 15:50
Subject: RE: Consultation for Wivenhoe Speed Cushions and 20mph Zone

E3

Hi Sonia

You probably already received Clives out of office – he won't be back in the office for two weeks. My understanding on progress is that Network Rail were recently requesting an extremely high amount of money to allow us to carry out the bridge works. This was viewed as being unacceptable considering the works are for the benefit of the bridge and simply a formalisation (formal bollards/kerbing rather than temporary bollards/barriers) of what Network Rail asked the County Council as Highway Authority to do to protect Network Rails bridge in any case. We have therefore written a response to Network Rail and await their reply.

I hope this provides some form of update. Clive is the best person to provide a full update on timescales etc and I shall ask him to update you when he is back from leave.

Best regards,

Danny

From: Sonia Church Engineer
Sent: 05 August 2009 09:06
To: Danny Jennings HT Structures Engineer; Clive Woodruff HT County Structures Manager
Cc: Julie Young Member CC; 'Peter Kay'
Subject: FW: Consultation for Wivenhoe Speed Cushions and 20mph Zone

Danny/Clive,

Further to my email dated 28 July 2009 I have received further correspondence from Wivenhoe Society regarding the priority working at Wivenhoe.

Can you confirm the update on these bridge works? I shall be installing a 20mph zone this year and would like to remove the signs.

Regards,

Sonia Church
 Traffic Engineer
 East Area Office
 Highways and Transportation
 Essex County Council
 910 The Crescent
 Colchester Business Park
 Essex,
 01206 838 600

-----Original Message-----

From: Peter Kay [mailto:peterkay.essex@btinternet.com]
Sent: 04 August 2009 21:33
To: Sonia Church Engineer
Cc: Julie Young
Subject: Re: Consultation for Wivenhoe Speed Cushions and 20mph Zone

06/02/2010

FROM: Localism and Customer Services Group
 TO: peterkay.essex@btinternet.com
 CC: John Young, Member of Council

Wednesday, 4 May 2011, 17:21

E4

Dear Mr Kay,

I firstly would like to apologise for the delay in reply on your email regarding the 20mph Zone and the weak railway bridge measures. The Engineer Sonia Church who originally dealt with the 20mph zone scheme is back from maternity leave and disappointed to see that complications have been experienced in her absence. She has read your email and we have discussed issues still outstanding.

I would like to make clear that the works at the bridge, although affected ^{by} decisions in the design of the 20mph zone, are separate to the 20mph zone

The background to the road narrowing scheme over the bridge is as follows. The bridge is owned by Network Rail and its load carrying capacity has been assessed; the results stated that it has weak edges but the centre of the bridge can carry full loading. It is a complicated issue but NR do not have to meet the same loading standards as ECC and therefore as the centre of the carriageway meets full loading they have no responsibility to strengthen the remainder of the bridge. A number of years ago they requested that an interim measure was put in place to safeguard the weak edges.

As you aware the area office placed red & white barriers along the kerb lines to narrow the road as an interim measure with signing and lining, however they were regularly vandalised. Therefore our Structures Department agreed to have this interim measure made permanent which involves widening the footways and erecting bollards.

actually hit by vehicles

This is a relatively simple scheme which should only cost approximately £30,000 to £40,000; however it does need approval from Network Rail. Although NR initially requested the work Essex County Council also need to enter into an agreement to carryout the work. NR have informed our Structures Department that this will cost approximately the same as or more than the scheme, they have been negotiating for a couple of years now to reduce this amount. This scheme will continue to be addressed by this team until Network Rail agrees to let us proceed. I have attached a copy of this proposal for your information.

see E6

The entry treatment for the 20mph Zone was affected by the close proximity to the weak bridge however other factors were also taken into consideration. Within a 20mph zone The Traffic Signs and General Direction 2002 states that a zonal sign can only be erected if within 50 metres of a traffic calming feature. The feature does not have to be at the entry point. When the scheme was submitted to the Road Safety Audit Team the 20mph Zone entry signs were located with the priority working signs at the bridge, a recommendation of the Road Safety Audit was that the signs were moved to further away from this point. After the signs were moved to the new location it was recommended by the same road safety team that these priority sign were left in place, if the proposed build outs are installed then these signs will remain as a safety issue. Sonia agreed that these signs do need attention and the Structures Team will chase Network Rail on the proposed scheme so this can be resolved.

The Senior Network Management Officer based at County Hall is currently in contact with the DfT regarding the 20mph Zone in Wivenhoe so they are aware of scheme.

The legal order for the zone will be finalised in July this year and after this time the police will be able to enforce it. Three months after the legal order is sealed Sonia shall arrange for a set of speed surveys to check that the zone is working. Any problems with the scheme at this stage will be investigated and Wivenhoe Town Council will be informed of amendments as required.

I hope this email clarifies the current position on this scheme.

Regards

Localism and Customer Services Group
 East Area Office Colchester
 Environment, Sustainability & Highways
 Essex County Council | telephone: 0846 803 7531
 email: highwayengquiries@essex.gov.uk

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Chelmsford
Essex CM1 1QH



Bernard Jenkin MP
House of Commons
London
SW1A 0AA

Date:
Our Ref:
Your Ref:

15 July 2011
CST/sr



Dear Mr Jenkin

RE: Wivenhoe Railway Bridge

I refer to your letter dated 29 June 2011, addressed to Robert Overall, on behalf of your constituent, Mr Peter Kay, in respect of the above.

I can confirm that Network Rail sent a Basic Asset Protection Agreement (BAPA) to Essex County Council's consultant, Mouchel, in June 2009 regarding this matter with an estimated cost of £20,000.

It is the view of Essex County Council that it is unreasonable of Network Rail to supply an estimated figure of £20,000 to be paid upfront for a scheme which is currently estimated to cost around £35,000 to implement (excluding the BAPA).

Therefore between June 2009 and June 2010 our consultant did enter into discussions with Network Rail to try and get the BAPA figure reduced; unfortunately this has been unsuccessful.

On the 11th June 2010 Network Rail and Essex County Council met to discuss a number of issues concerning Bridgeguard 3 reviews of road over rail bridges in Essex. As part of this meeting the cost of the BAPA for the Wivenhoe railway bridge scheme was discussed. Network Rail staff at the meeting understood the position of the County Council and stated that they would raise the issue with their colleagues following the meeting and request a reduced figure.

Unfortunately, Essex County Council is yet to receive copies of the minutes from that meeting, despite requests, and we await a response on the Wivenhoe BAPA matter. As the weak bridge problem still exists I will ask the Structures Team to once again contact Network Rail to try and get this matter resolved.

However, if you have any queries regarding this matter in the meantime, please feel free to contact the Essex County Council Structures Team on telephone 01245 436685.

I thank you for contacting us in respect of this issue and hope the above information is useful to share with your constituent.

Yours sincerely

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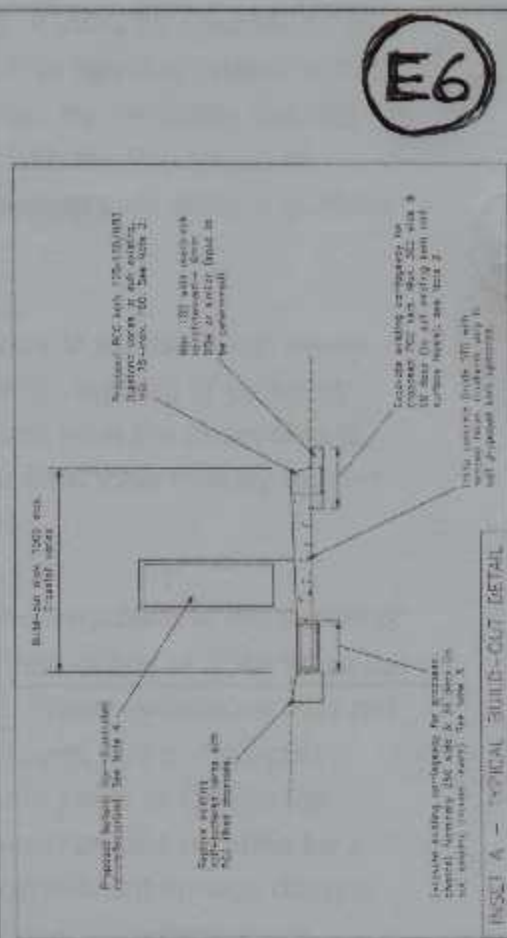
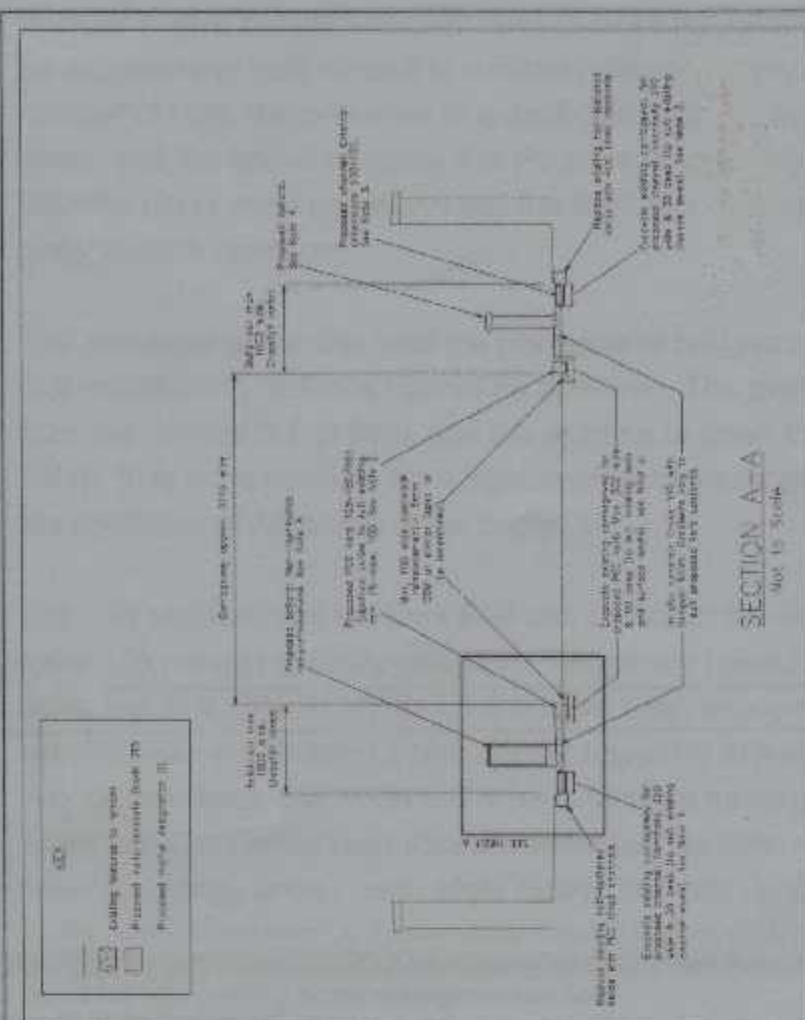
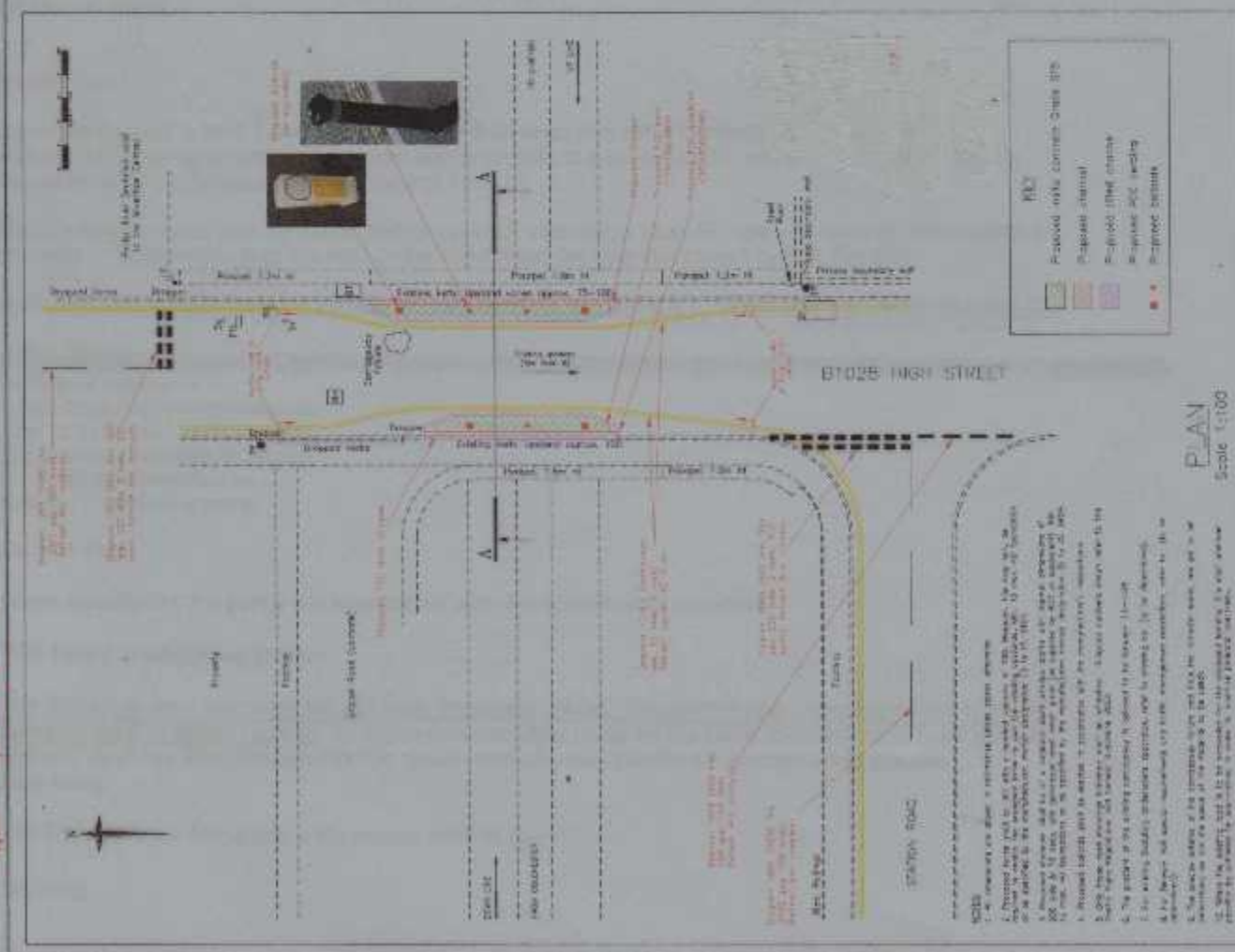


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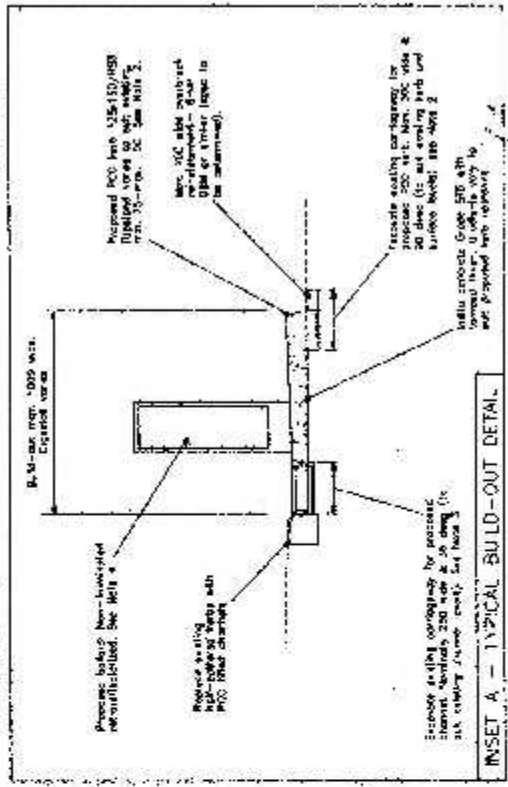
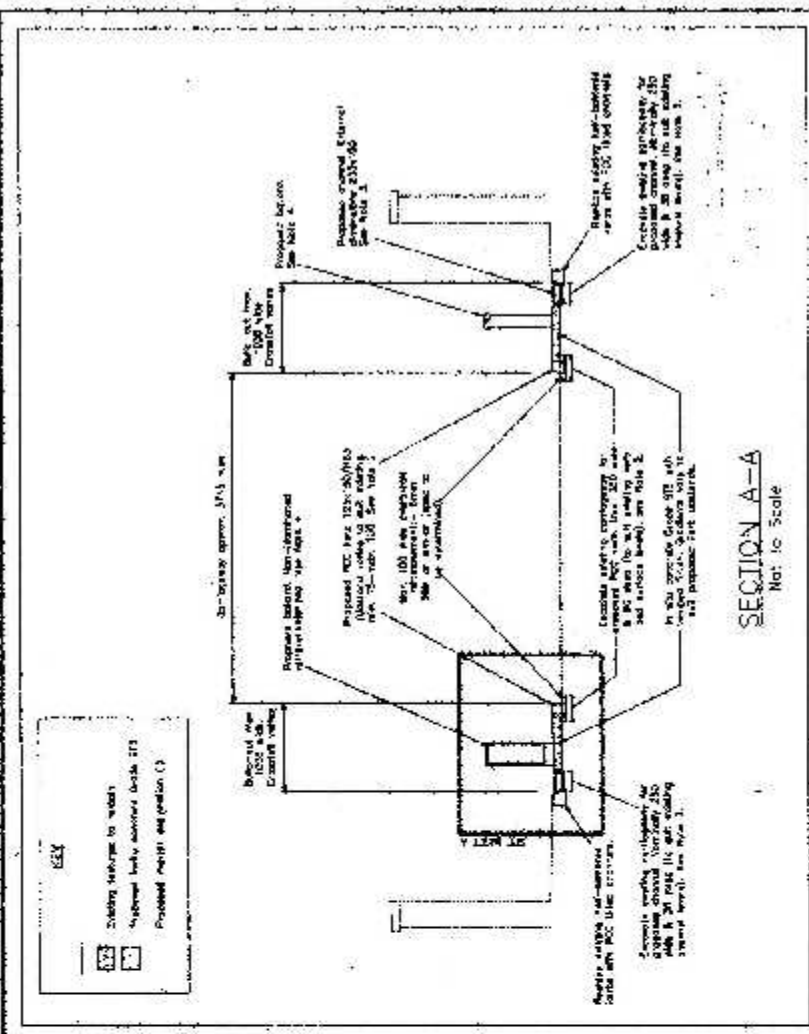
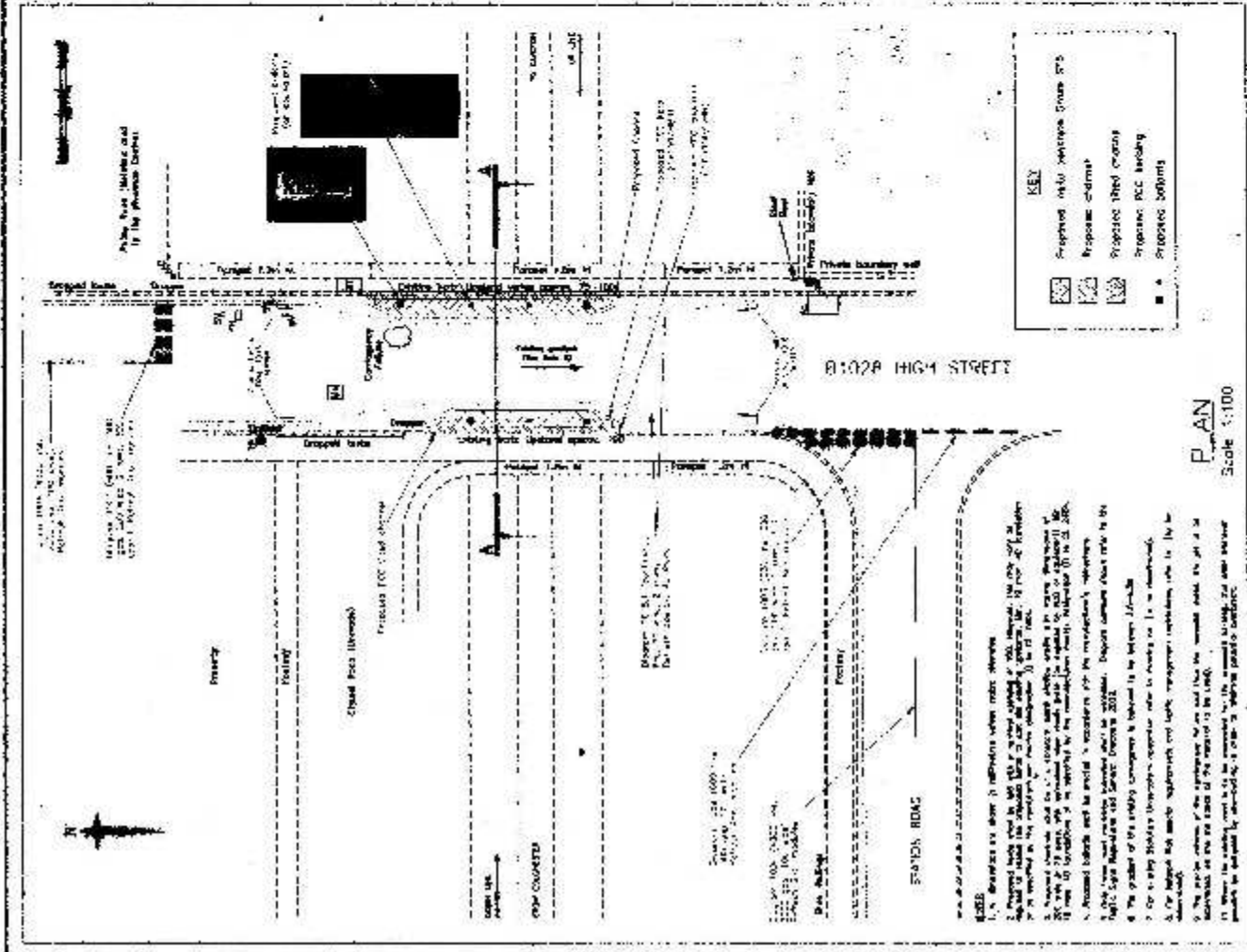
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