

Record of Officer Decision

Decision title:	Departure from Standard – Vehicle Restraint System (VRS) on the A40 Overbridge A40 Goodrich Cross							
Date of decision:	17 November 2017							
Decision maker:	Head of Highways and Community Services							
Authority for delegated decision:	<p>Directorate scheme of delegation : Directorate: Economy, Communities and Corporate, item 30.</p> <p>To act on behalf of Herefordshire Council in respect of the legislation specified in the Highways Act 1980.</p> <p>Delivery to be carried out where appropriate by The Council’s Public Realm Provider in accordance with the contract in place for the service.</p>							
Ward:	Kerne Bridge							
Consultation:	None.							
Decision made:	To approve the Departure from Standard from TD19/06, Requirement for Road Restraint Systems, for the installation of shorter length Vehicle Restraint Barriers on the four corners of the bridge due to the physical constraints of the site.							
Reasons for decision:	<p>Project Details ; Trunk Road Scheme promoted by Kier on behalf of Highways England Area 9</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Description</td> <td>The scheme at A40 Goodrich Cross Bridge consists of replacing the bridge deck waterproofing system and five joints. The existing parapets are due for repainting however it is considered more economical to replace the parapet and associated road restraint system (replacement - £459,370, paint - £658,441). The existing parapet is N2W1 containment with P1 terminals at three corners of the structure and no system currently at the fourth. This existing system is considered to be substandard. The new parapet will match the existing with new P4 terminals installed at all four corners.</td> </tr> <tr> <td>Location</td> <td>Goodrich Cross Overbridge over A40</td> </tr> <tr> <td>Road category and type</td> <td>C1259 Unclassified single carriageway</td> </tr> </table>		Description	The scheme at A40 Goodrich Cross Bridge consists of replacing the bridge deck waterproofing system and five joints. The existing parapets are due for repainting however it is considered more economical to replace the parapet and associated road restraint system (replacement - £459,370, paint - £658,441). The existing parapet is N2W1 containment with P1 terminals at three corners of the structure and no system currently at the fourth. This existing system is considered to be substandard. The new parapet will match the existing with new P4 terminals installed at all four corners.	Location	Goodrich Cross Overbridge over A40	Road category and type	C1259 Unclassified single carriageway
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Location	Goodrich Cross Overbridge over A40							
Road category and type	C1259 Unclassified single carriageway							

	Design speed and speed limit	60 mph road
	Traffic and NMU flows	Believed to be less than 5000 AADT
Departure Details		
	Discipline	Structures
	Type	Parapets
	Relevant Standard(s)	TD19/06: Requirements for Road Restraint Systems
	Clause	Cl 3.28
	Difference between Standard(s) and Proposed Design	At all four corners, the system will not include a barrier between the parapet and the terminal (30m as per cl. 3.28). The SE corner of the structure will have a reduced length P4 parapet (approx. 9.7m rather than the manufacturers standard 12.4m). For further details, please see the Goodrich Cross VRS departure report attached to this submission. This is an upgrade on the existing system which has three corners with below standard P1 terminals and the fourth currently doesn't have one.
	Reason for Departure (overview)	Due to the presence of side entrances and a stone wall off the road, the 30m of approach barrier required in TD19/06 cannot be installed. One P4 terminal requires a reduction in length.
	Associated Project Departures	None known on Herefordshire Local Authority network.
	Other options considered	The 'do nothing' option was immediately discounted due to the age of the assets and the condition of the paint system. The existing system is currently non-standard. Like for like P1 terminals were considered but these would be below standard for the speed of road (cl. 5.5i) and there is an opportunity to improve the existing situation. For the SE corner, a P2 terminal is an alternative option but the due to the system being 4.5m long, it was considered too short to provide protection with no barrier between the terminal and the parapet.

Justification (Potential positive and negative impacts)	
Safety	<p>The system is below standard without full 30m barrier. However, the proposed extents will offer full protection to vehicles from passing onto the A road below.</p> <p>Due to the nature of the road and its position close to a bend, it is not considered likely that vehicles will be able to reach the 60mph speed of the road. Therefore the reduction in length of one of the P4 terminals and the lack of approach barrier is not considered critical.</p>
Congestion/delay	Minor congestion/delays possible during the installation of the system but this will be no different to a fully compliant system installation.
Environmental/Sustainability	N/A
Capital and Whole	The existing parapet system with approaches could be repainted however this option is costlier than replacing the system (replacement - £459,370, paint -£658,441) and the existing system is already substandard do to not having approach barriers and having P1 terminals.
Accessibility	Access to the pub car park/residences will be maintained
Integration	N/A
Structural	No significant difference to the structure between the existing system and the proposed. The length of VRS is like for like with the P1 terminals being upgraded to P4 terminals.
Network Resilience & Maintenance	Reduces likelihood of incursion onto the A40 below due to improving the standard of the parapet and terminals.
Attachments & Other Information	
List of Attachments	<p>Goodrich Cross VRS Departure from Standard Report</p> <p>Drawing 615794-615795</p> <p>Drawing HE552513_KIER_SBR_A40 MP206.2_DR_S_0100 01 Drawing HE552513_KIER_SBR_A40</p> <p>MP206.2_DR_S_0400 10 Drawing HE552513_KIER_SBR_A40</p> <p>MP206.2_DR_S_0400 11 Drawing VGSN 1000-16</p>
Consultations	Ongoing consultations with parapet and VRS

		manufacturers through design to ensure final system complies.
	Other information	Departure from Standard will also require Highways England approval as the structure is over their network.
	<p>Design Organization's Concluding Remarks</p> <p>The approval of this departure will allow the existing poor condition parapet and barrier system at Goodrich Cross to be upgraded to a new more compliant system. This will include upgrading the existing terminals from P1 to P4.</p>	
Highlight any associated risks/finance/legal/equality considerations:	See above.	
Details of any alternative options considered and rejected:	See above.	
Details of any declarations of interest made:	None	

Name Clive Hall

Role Head of Highways & Community Services

Signed

Date: 17 November 2017