

**Attendees:**

Attendee list signed at meeting



<b>Richard Attwood</b>	WCC Engineering Project Manager
<b>County Councillor John Smith</b>	Cabinet Member Highways and Transport, Worcestershire County Council
<b>County Councillor Ken Pollock</b>	,Local member for Tenbury Worcestershire County Council
<b>Peter Blake</b>	Head of Integrated Transport, Worcestershire County Council
<b>Andy Waite</b>	Associate, Halcrow Group Ltd

## TENBURY BRIDGE REFURBISHMENT PUBLIC MEETING - QUESTIONS AND RESPONSES

<b>Meeting:</b>	<b>TENBURY PUBLIC MEETING, TENBURY HIGH SCHOOL, TENBURY 19.30hrs</b>	<b>Date:</b>	<b>21.09.11</b>
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<b>Objective of Meeting:</b>	<b>Project Briefing for Tenbury Bridge Refurbishment</b>
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REF.	QUESTION	RESPONSE
<b>Q1</b>	Is a temporary bridge being put in at Evesham as part of the proposed works there?	No, there is no such proposal.
<b>Q2</b>	Is it feasible to undertake the works overnight?	The structure will be impaired during the works and, along with extensive temporary works which cannot be removed quickly; the bridge cannot be opened up during the day.  Early contractor involvement will be sought to look at opportunities for working times and consideration needs to be given to noise etc.
<b>Q3</b>	During the closure, can the bridge be used short-term for lighter traffic use?	Certain options will be investigated as part of the early contractor involvement.
<b>Q4</b>	Are you undertaking a feasibility study for a temporary bailey bridge across the river?	This has been evaluated in broad cost terms and is not considered economically viable. Further detailed studies could be undertaken but it is likely these costs will increase further.
<b>Q5</b>	Can the town pay for a bailey bridge through the cost of tolls?	Due the capital cost of providing the temporary bailey bridge,

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		economically the cost would not add up.
Q6	Half of the bridge is in Shropshire. Will Shropshire County Council be contributing towards the work?	Shropshire County Council will be funding 50% of the cost.
Q7	Have you considered parking arrangements on the other [north] side of the bridge and, in particular, overnight parking?	Provision for free car parking will be made, will be unlimited with no restrictions on duration. Overall an attempt will be made to provide at least 40 spaces.
Q8	Where do I park if travelling to Tenbury from Ludlow side of the river?	In the field adjacent to the Teme Street Junction with the A456.
Q9	The site of the proposed car park is very muddy, how will this be addressed?	A hard standing will be provided for the car park area, likely to be stoned.
Q10	Can you clarify that a weight limit will be applied on the diversion routes. What about buses using these routes and how will you manage lorries?	Yes temporary environmental weight limits of 7.5 tonnes will be applied. Smaller minibuses shall be used on the alternative routes. Careful monitoring will be undertaken. Lorries will be given clear signing direction to use main appropriate alternative routes via Brimfield and Leysters to the West, and Great Witley and Stanford bridge to the East.
Q11	When will we know the contractor is on board and their programme?	The tender process will start in October. The contractor is likely to be known by the end of November and this will be shared with the community as soon as possible after this.
Q12	Can we have a copy of the presentation?	Yes, this will be placed on the Worcestershire County Council website.
Q13	How are you going the police the weight limits?	Communication of the routes and limits will be undertaken using various media. The police confirmed that regular offenders will be pursued.
Q14	Has anyone spoken to Blakemore [Spa delivery vehicles] for their deliveries?	We shall pick this up and talk to Blakemore's. We are looking into turning provisions at the top of the cattle market.

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<b>Q15</b>	The Age Concern day centre is in Burford. We are worried that the HGV's will block up the lanes.	We shall make sure that the alternative routes will be available and work hard to maintain them.
<b>Q16</b>	Small lanes get very icy and there are no grit bins, how do we get round this?	Orange routes [as displayed in the presentation] will receive additional gritting runs when the forecast is for freezing rain, snow, or Hoar frost. The main diversion routes are routinely gritted even from a precautionary point of view when temperatures are forecast to go below zero. The County will do everything in its power to keep the routes open.
<b>Q17</b>	Has anyone done any work on how much compensation will be due? Water company in Ledbury provided as an example.	The County Council in performance of its statutory duty as a highway authority does not pay compensation for loss of business resulting from highway works. The water companies operate under different legislation – the Water Act. A business rate reduction may be a possibility and each business will need to approach their District Council. The District Valuer will be involved and will be advised of the proposals for the works.
<b>Q18</b>	The toll bridge is a good idea, is this a viable option?	Due the capital cost of providing a temporary bridge, economically the costs would not add up. It is not simply a case of providing a bridge. There will be a considerable amount of infrastructure to be provided to access any temporary river crossing. The road and bridge would have to be elevated to meet current flood protection requirements and there are significant environmental considerations in respect of the SSSI placed on the whole of the River Teme.
<b>Q19</b>	In a recent survey 79% of shops said they had not been consulted prior to the closure, why?	A by-hand questionnaire was delivered to all business premises in the town so that we could understand servicing needs. Other than that, consultation has been undertaken through the Steering Group. The discussions with the wide membership of the Steering Group has focused on community issues and how they are managed around the engineering aspects of the refurbishment for which consultation has been limited to agencies where consent is required. Every effort has and is being made to avoid a closure but it cannot be avoided.
<b>Q20</b>	How many non-local residents will be using the diversion	It is difficult to project actual figure because of individual's choice. Signing of the major diversion routes will ensure that passing traffic

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	routes?	will be directed away from the minor diversion routes.
<b>Q21</b>	Given that there is no compensation, is it not incumbent of you to reduce the closure as short as possible?	The shortest closure period will be paramount in the development of the scheme and the choice of the contractor.
<b>Q22</b>	How will the community find out the cost versus programme trade-off that will be undertaken in award of the contract?	We are only just finalising the design. Contractors will be assessed on the shortage possible closure period and this information will be disseminated as soon as possible.
<b>Q23</b>	There is an on-going debate on the state of the bridge. Can you give an idea on what the bridge will look like when finished?	As the bridge is a Scheduled Ancient Monument, it is very limited in what can be done to the bridge. It will look very much as it does now to maintain its heritage but carefully restored.
<b>Q24</b>	Will the temporary car park be restored to its original condition on completion of the works?	Yes.
<b>Q25</b>	Will the bridge layout be changed?	No. As the bridge is a Scheduled Ancient, we are restricted by English Heritage in what we can do.
<b>Q26</b>	The cost of the bridge is £1.5M but the cost to the community is large, who pays for this?	The projected budget includes a wide variety of associated matters to address community concerns . Every effort will be made to ensure disruption is kept to a minimum and the length of closure will be a governing factor in the development and delivery of the scheme.
<b>Q27</b>	The problem with the bridge has been known for some time, why wasn't this consultation undertaken earlier?	Although the problem has been known for some time, the scope of the works has not been defined until very recently following the invasive investigations undertaken in May.
<b>Q28</b>	Why is the closure scheduled for January? Feedback doesn't seem to be in support of this.	This is the feedback that has been received through the Steering Group. The time of the year see reduced festival and farming activity.
<b>Q29</b>	Will helicopters be provided if town cut off/in case of emergency?	Various measures will be in place to reduce the risk in the case of emergency for the delivery of essential emergency supplies, if required. It is the intention that we will do all we can to keep the roads open.
<b>Q30</b>	How do you know the bridge will close on 9 Jan if the works	We can dictate certain time constraints within the contract. Whilst we have not yet tendered for the work we can be sure about the desired

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	have not yet been tendered?	start date. Incentives in the tendering process will allow us to influence the shortest possible delivery timescale involving the road closure. The contractors who will tender for the scheme have already been in discussion with the County Council and know the bridge from the invasive investigations in May, and the tendering for the pointing and masonry repairs that are due to start in October.
<b>Q31</b>	The signing on site for the investigations works was appalling. Will this be improved for the main works?	Agreed, there are some lessons to be learned from this for the main works.
<b>Q32</b>	Will the contractor have penalties if they go over the stated closure times?	Yes, this will also form part of the evaluation model for awarding the contract and there will be Delay Damages which can be imposed if timescales are not adhered to.
<b>Q33</b>	How are two lorries going to pass if the weight limit is 44 tonnes?	As the bridge is an Ancient Scheduled Monument, there is little that can be done to fundamentally alter the structure layout. However, the structural assessment process allows for two lines of vehicles and provides for two 44 tonne vehicles passing.

<b>Circulation</b>		<b>Date of Next Meeting</b>	
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