

# Bulford Bridge Update

Welcome To 'Your' Independent Meeting



Sept 2nd

Durrington Town Council  
Presented by Graham Wright

# Agenda

- Why do we need to renew the bridge?
- What has changed since last time?
- Why can't we do it differently?
- What are the current options?
- How is our voice heard?
- Next steps

# I am just the messenger



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# Why do we need to renew Bulford Bridge?

- The present bridge dates from circa 1913. The bridge was widened with the addition of a cantilevered footway in the 1950's.
- WC report states that it is structurally sub standard
- Doing nothing is not an option!



# What has changed since last time?

- We are being asked for our view
- We have to find a way forward
- WC have offered 3 options
- WC will present the options at your Area Board on the 8<sup>th</sup> Sept 7pm (Antrobus House)  
you are welcome!

# Why can't we do it differently

- **Bailey Bridge WC Answer**

A bailey bridge would either have to be placed alongside the existing bridge or over the top. In placing it alongside we would need additional land take both for the bridge and the approach road, the engineering works to achieve this are not inconsiderable. Please remember there are two bridges at Bulford with a length of causeway between them. Placing the bridge over the top would make construction difficult and add considerably to costs and timescales. A bailey type bridge 'over the top' was used at Downton but the circumstances were a little different, the ground conditions were better meaning we did not have to use such large piles, a mini rig could be used under the bridge rather than a large crane type machine we have to use at Bulford.

- **Repair the existing bridge WC Answer**

We could stretch the life of the bridge by implementing a weight limit of say 17 tonnes for a few more years, it is difficult to say how long exactly, perhaps 10 years at most. This would mean that refuse lorries and fire engines would not be allowed to cross the bridge and whilst we can make alternative arrangements for 7 months these services would not be able to tolerate a longer restriction. We would also be obliged to erect a vehicular restraint barrier between the carriageway and the footway to prevent any vehicle from mounting the footway, the assessment of this section shows it to be able to carry pedestrians only. The existing structure does not lend itself to strengthening.

- **Precast sections on concrete pillars WC Answer**

The ground conditions dictate that a piled foundation should be used, and steel sheet piles have been chosen for ease of driving and minimal impact on the environment. The bridge beams themselves will be precast off site. We do not feel it is practical to precast any of the other sections.

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# Continued

- **Do the work in the winter WC Answer**  
The Environment Agency makes certain restrictions on working in the river, the fish spawning is one and which we are legally bound, the other is the possible flooding issues. In order to undertake the bridge works we need to do a lot of work within the river which will involve temporary damming and diversion of flows, typically flows in summer lower than winter. If we do the scheme in one go with the full seven month road closure then the EA restrictions do not add any time to the scheme, they merely tie us to the May - October period. There are benefits of working over the summer such as longer working days, less time lost due to weather and not having a road closure and diversion in place during the worst of the winter nights.
- **Complete in a shorter time WC Answer**  
This would be difficult, construction activities are by their very nature noisy and there is environmental legislation in place which limits how long we can work in any one day. A substantial part of the scheme involves the driving of steel piles, this activity is carried out by a large crane and whilst on a larger site it may be practical to have two such machines working together there is just not the room to do that safely here. I think our problem is that the public consider quite rightly that 7 months is a long time to reconstruct a single bridge however as we have explained we also have to reconstruct the smaller adjacent culvert and widen the 'causeway' between the two structures to do away with the cantilevered footway.
- **WC say that the restraints dictate the options**

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# What will the new bridge look like?



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# Option1

- Close the Bridge for 7.5 Months (Pedestrian access at all times)
- Work starts in May through to November
- Permanent overall each way diversion of 4.5 miles via the A303
- Least overall disruption?
- Cheapest option £1.02M

## **Impact:**

- Longer route for all emergency services
- Disruption and extra expenses for regular users
- Durrington & Bulford businesses will lose customers
- Durrington could see a permanent loss of shops
- Doctors, Schools (nursery to senior), Library, Leisure Centre (30% usage by Bulford and surrounding area.
- MOD civilian disrupted
- More congestion on the A303 in the summer months
- Extra time and fuel spent travelling

# Option 2

- Close the Bridge for 18 Months (Pedestrian access at all times)
- Work starts in May through to November of next year although no activity in the winter due to EA restrictions
- 1 way system with temp full closure for 21days in 1<sup>st</sup> summer and 46 days in 2<sup>nd</sup> summer
- Weight Limit of 3 ton and 6'6" max width during the works
- Most expensive option £1.32M

## **Impact:**

- Road stays open for 88% of the time (over 18 months)
- Potential for uncertainty 'is bridge open or not'
- Potential for log jams at the 1 way traffic lights (with correct timing this should not happen)
- Less expenses for regular users
- Durrington & Bulford businesses will lose less, if any, customers
- Durrington shops will not close directly due to the Bridge closure
- Doctors, Schools (nursery to senior), Library, Leisure Centre are accessible (30% usage by Bulford and surrounding area.
- MOD unaffected
- Less congestion on the A303 in the summer months
- Heavy vehicles will not be able to use Bridge as a rat run (Fire Engines will not be able to cross)

# Option 3

- Close the Bridge for 18 Months (Pedestrian access at all times)
- Work starts in May through to November of next year although no activity in the winter due to EA restrictions
- 1 way System with temp full closure for 30 days in 1<sup>st</sup> summer and 5 days in 2<sup>nd</sup> summer
- Weight Limit of 3 ton and 6'6" max width during the works
- Extra work is required for the erection of a new wider pavement which will be used for light traffic during the works
- Because the temp footbridge will become part of the final bridge this option is not as visually sympathetic to the conservation area
- Middle price £1.26M

## Impact:

- Road stays open for 93% of the time (over 18 months)
- Potential for uncertainty 'is bridge open or not'
- Potential for log jams at the 1 way traffic lights (with correct timing this should not happen)
- Less expenses for regular users
- Durrington & Bulford businesses will lose less, if any, customers
- Durrington shops will not close directly due to the Bridge closure
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# How do the Businesses feel?

- Closing the bridge would have dreadful impact on the village
- Bulford village/Camp and Boscombe Down use our facilities
- Whilst visiting Durrington people from other areas regularly use more than one of our services (DIY, Paper Shop, Groceries, Chemist, Doctors, Hairdressers, vehicle repairs; the list is long) All the businesses will suffer
- 
- If the Bridge is closed at any time they will lose customers
- The extra time and fuel would not make it cost effective for customers to visit
- What about the congestion that will arise on the Countess Roundabout which is out of control most of the time, especially in the summer months when this is planned
- They will choose more convenient locations
- Customers have suggested that the bridge has one way system. The public will then be able to easily get into the village and use the Countess Road to leave. Good alternative that cuts fuel, waiting time and disruption.

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# How is your voice heard?

- Good response to circular so far
- You need to please tell DTC your view
- Complete the form TONIGHT or before 7<sup>th</sup> Sept at the latest.
- or e-mail [www.Durringtontowncouncil.com](http://www.Durringtontowncouncil.com)
- Indifference is not helpful
- DTC will represent your views and not those of Wiltshire Council

**Your Views Count?**

**‘Its Your Village  
and Your Voice’**

**Questions Please**

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# Next Steps

- Collate the results of all the opinions
- Area Board to discuss options on the 8<sup>th</sup> Sept. & Wiltshire Councillors make a recommendation
- WC makes a final decision
- The work is planned to start in May next year

**You Have the Freedom of Speech**