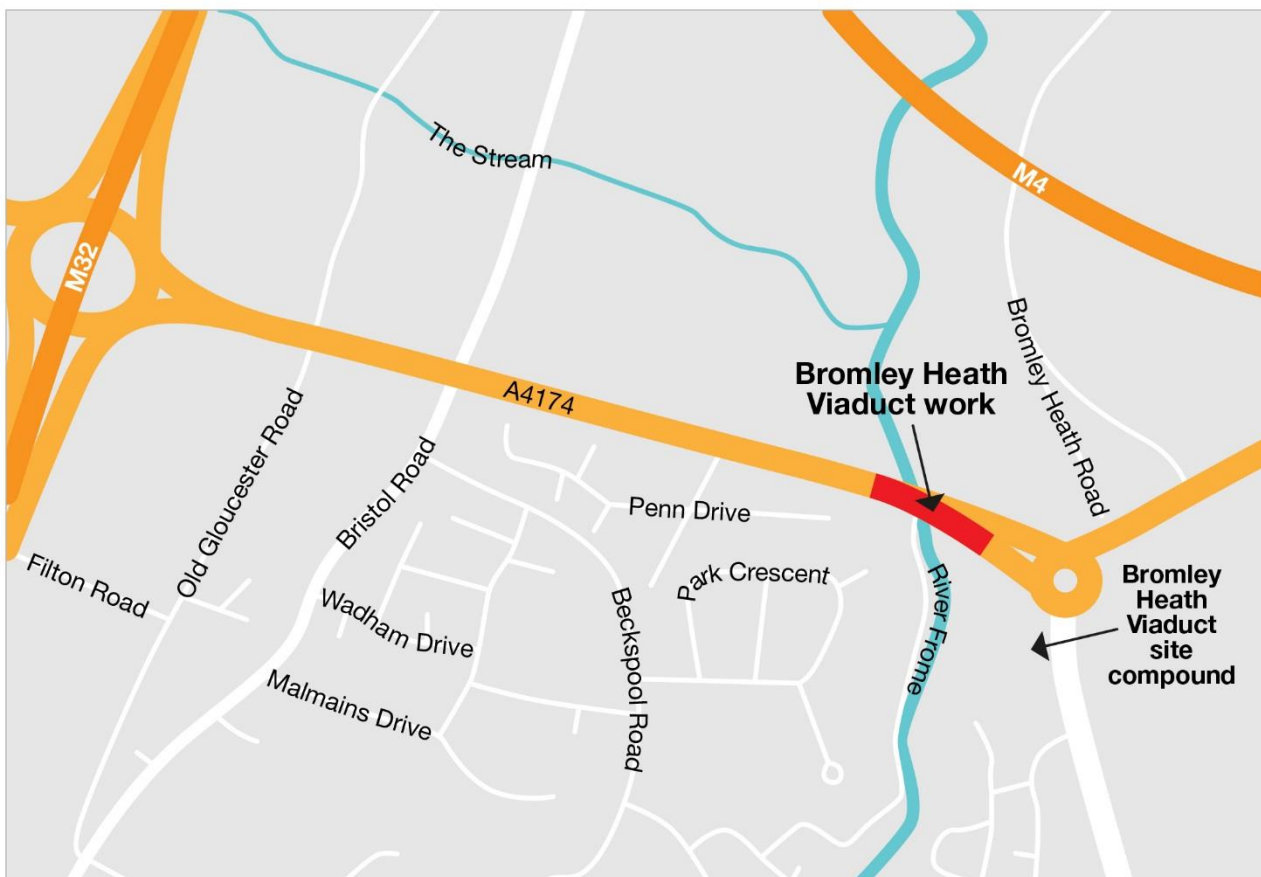


Frequently Asked Questions

Challenge Fund - Bromley Heath Viaduct

Q1) Where is the Bromley Heath Viaduct?

The Bromley Heath Viaduct is a major bridge, 100 metres long, which was constructed in February 1966 as a single carriageway over the River Frome. In 1988 a second viaduct was constructed alongside the original to change the A4174 ring road to a dual carriageway. The Bromley Heath Viaduct is on the A4174 ring road as shown on the map below.



Q2) What maintenance work is required on the Bromley Heath Viaduct?

The southern viaduct requires essential maintenance work on:

- pier strengthening
- bearing replacement
- drainage improvements
- water proofing
- parapet and safety fence replacement
- concrete repairs
- abnormal load carrying capacity improvements.

Q3) Why hasn't the maintenance work been undertaken before?

This maintenance work is included in a long term maintenance programme for Highway Structures and was scheduled to be carried out over a number of years, as funding permitted. However, we now have the opportunity to bring the structure up to standard in a single project through the financial support of the Challenge Fund and Cycling Ambition Fund, both received from the Department for Transport (DfT), and the West of England Joint Committee.

Q4) What if no work was undertaken on the viaduct

If no work was undertaken the viaduct would gradually deteriorate. This would result in the decline to be managed including preventing HGVs from traveling across the viaduct or reducing the dual carriageway to a single lane or even a full closure.

Q5) Will a new shared cycle and pedestrian path be constructed?

As well as undertaking essential maintenance work on the viaduct, we will also create a new cycle and pedestrian path which will be wider than the current one to help reduce incidents between users. We will also be adding a barrier between the path and the carriageway to reduce the risk of collisions with vehicles.

Q6) Why is it necessary to carry out the cycle and pedestrian path work now?

In isolation, this work would normally take up to a year. We are taking the opportunity to undertake this work at the same time as the essential maintenance work is being carried out because this will minimise the work programme and share construction costs and resources as well as minimising the impact and duration of work to residents, commuters and businesses.

Q7) How long will the works take?

Combining the maintenance work and cycle and pedestrian improvements means that the total time required on site was initially planned to be 52 weeks rather than 104 weeks. However, the contraflow duration has been reduced to 33 weeks, minimising the impact to residents and businesses, after funding from the Local Enterprise Partnership Economic Development Fund (EDF) was agreed by the West of England Joint Committee on 28 June 2017. The joint committee, made up of the West of England Combined Authority members and North Somerset Council, agreed the £2.8million additional funding to

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accelerate the work programme by carrying out the work over dual weekday shifts, with some weekend work as and when required. See also Question 13.

Q8) Why is work not visible on site 24 hours a day?

We have received additional funding to accelerate the work programme and we are working with our contractor to deliver this. Our contractors currently start on site at 7am when they go through the work plan for that day. They also check through health and safety procedures and regulations at the site compound before beginning any physical work on the viaduct.

There will be a number of times when contractors will work 24-hours a day, seven days a week as a result of the accelerated programme, details of which will be provided to residents living near the site and on our regular updates to our Facebook page and website. However, some elements of the work programme cannot be accelerated therefore there will be occasions when work on site finishes between 4pm and 6pm or no work is undertaken over the weekend.

In addition, much of the maintenance work required is to strengthen the viaduct and is taking place underneath the structure. Therefore there will be times when no work is visible from the road.

Q9) Why can't the work be undertaken after Junction 18A of the M4 is built?

The council has funded a feasibility study for Junction 18A and this is being carried out this year. Final decisions on a new junction linking the M4 motorway directly with the A4174 will be taken by the Secretary of State for Transport. The work to the viaduct needs to be carried out before the bridge becomes structurally unsound and this is likely to be before government makes a decision on the new junction.

Q10) Why can't you build a new bridge instead of repairing the viaduct?

The Challenge Fund grant we successfully bid for only allows the money to be spent on maintenance projects, not new constructions. The council does not have enough money to complete this work in this timeframe without the Challenge Fund monies.

Q11) Can you install a temporary bridge to carry traffic while the works are taking place?

The A4174 ring road carries 55,000 vehicles a day and is not suitable for a temporary bridge for the 33-week programme.

The area underneath the viaduct forms part of the Frome Valley Walkway and is not suitable for a large temporary structure due to the ecologically sensitive nature of the river valley. To enable a temporary structure to be built, significant changes to the existing road layout would be required and occupation of privately owned land would be required.

Q12) Will there be any benefits to the A4174 ring road?

This work will minimise maintenance to the viaduct and the road for 20-30 years. The viaduct itself will be safer and stronger and the A4174 will benefit from a smoother road surface and improved road safety.

Q13) When will the maintenance work and cycle and pedestrian path begin?

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The work for the Bromley Heath Viaduct was discussed, debated and confirmed by Councillors at the [Environment and Community Services Committee meeting on Wednesday 18 January](#).

Work will take place in stages:

Phase 1

Temporary scaffold below the viaduct

Phase 2

East and west abutment bearing replacement

Phase 3

Pier strengthening with concrete hinges

Phase 4

Removal of the existing south cantilever followed by cantilever construction

Phase 5

Demolition to the existing north cantilever followed by cantilever construction

Phase 6

Waterproofing, resurfacing, draining and expansion joints

Preparatory works started in spring/summer 2017 and we are nearing completion of Phase 3. Traffic management on the A4174 is due to begin over the weekend of 22/23 July 2017.

The contraflow will go into operation at 6am on Monday 24 July and will be in place for the duration of the work programme (a maximum of 33 weeks).

Q14) Why do the warning signs on the ring road say the work will take 52 weeks?

The contracted works to the viaduct will involve a 52-week work programme. However, the contraflow will only be required for approximately 33 weeks. Some preparatory works were carried out before the contraflow was put in place and some finishing works will take place after the contraflow has been removed.

The accelerated 33-week work programme will facilitate the removal of the contraflow as soon as possible, this is anticipated to be in spring 2018.

Q15) How is this project being funded?

The cost of completing all of the work is around £9 million. The project has been funded by two Department for Transport awards; the Challenge Fund and the Cycle Ambition Fund, along with additional money from the Local Enterprise Partnership Economic Development Fund of £2.8m to reduce the duration of the work.

Q16) Will you be carrying out works to the northern viaduct after the works?

No. The northern viaduct was constructed in the 1980s and was built to much higher standards than the southern viaduct.

Traffic management

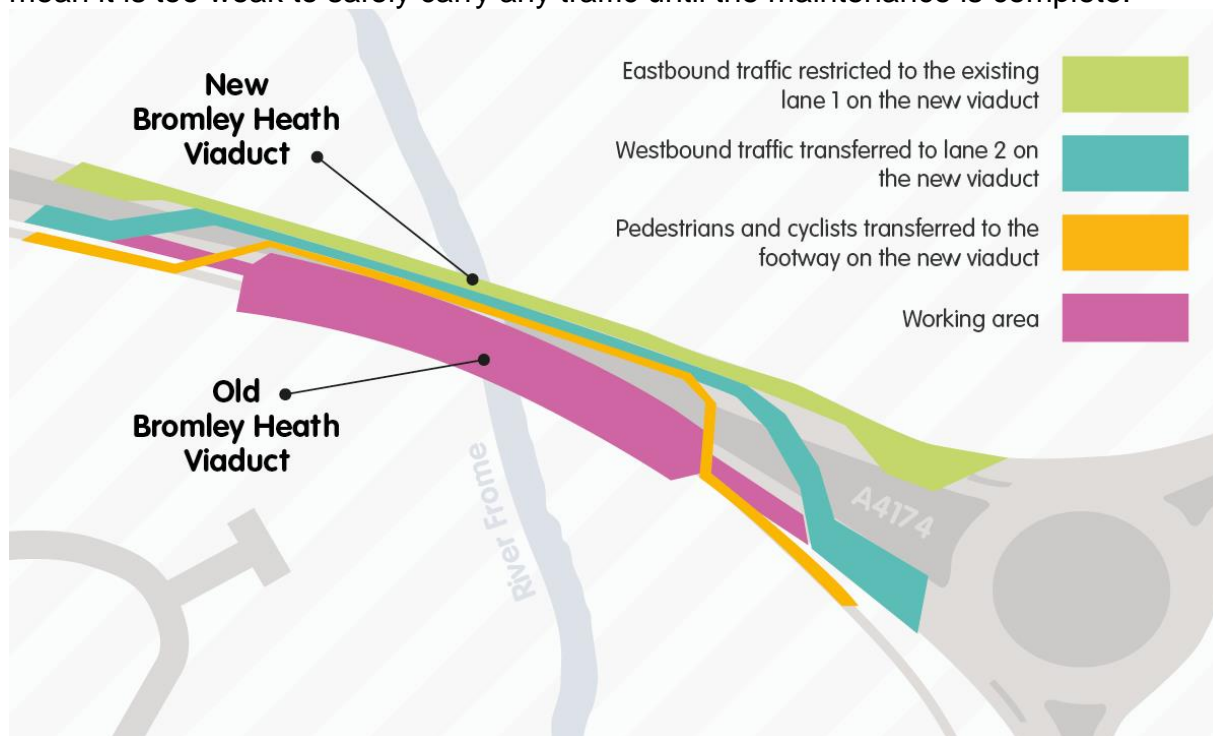
Q17) What traffic management will be used as the works are carried out?

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Contraflow across the viaduct

The extent of the work requires the southern viaduct to be closed to all traffic whilst the work is undertaken. This is because the removal of the worn out parts of the structure will mean it is too weak to safely carry any traffic until the maintenance is complete.



A crossover link has been created on the northern viaduct and will be used as a contraflow for vehicles, pedestrians and cyclists during the work. This will mean that the current two lanes in both directions over the viaducts will reduce to one lane in each direction. This contraflow will come into use at 6am on Monday, 24 July.

A signing strategy on the A4174, feeder roads and the motorway network will be implemented to warn road users of the contraflow and encourage motorists, where possible, to leave the ring road in advance of the works and take alternative routes. In particular, this includes the use of Junction 18 of the M4 for motorists travelling from the east (Kingswood, Hanham, Keynsham). In support of this, we have installed temporary traffic lights on the B4465 Wapley Road junction with the A46 at Tormarton.

Closures on local roads

In response to feedback from residents, we are closing few local roads as part of the traffic management. This is to allow traffic to filter through as many available alternative routes as possible, however, it will be monitored and restrictions may be implemented in response to difficulties at pinch point areas.

Roads which will be closed to through traffic from 24 July are:

- Cuckoo Lane
- Bury Hill
- Bromley Heath Service Road

Closure of the 2+ filter lane at the Bromley Heath roundabout

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The 2+lane filter lane onto the westbound carriageway of the ring road is needed to maintain a dedicated access to the viaduct to ensure the safety of all road users and site staff.

This will enable us to keep machinery separate from the public, which is essential due to the number of vehicle movements on and off the site.

Use of this lane will also enable our contractors to meet the accelerated 33-week work programme.

We will monitor usage of this lane and keep it under continual review.

Changes to traffic light signalisation at Hambrook traffic lights

To encourage traffic flow east to west and west to east at the Hambrook lights, there will be some changes to the direction of travel as illustrated below.



Q18) Are pedestrians and cyclists directed through the contraflow?

For reasons of public safety when the works are carried out, all traffic including vehicles, bicycle, disabled and pedestrian traffic must not be present on the southern viaduct. The most direct route for all road and pavement users will be across the northern viaduct crossover.

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Q19) Will cyclists be asked to dismount through the contraflow?

Cyclists will be asked to dismount as they cross over the viaduct. This is for their own safety and to allow flow across the northern viaduct.

Cycling remains one of the best options for travelling through the area during the works and we are actively encouraging people to consider cycling while we undertake essential maintenance to the viaduct. The council offers grants to employers to encourage cycling and walking and we can provide free loan bikes for up to a month.

Q20) What alternative routes can I use during the work maintenance period?

We suggest people try to avoid the work area where possible by leaving the ring road and finding an alternative route. Signage will direct road users from the ring road to Junction 18 of the M4 via the A420 and A46 for traffic travelling from Kingswood or further south and via the B4465 for traffic travelling from north of Kingswood to the work area. Temporary traffic lights have been installed at the junction of the B4465 with the A46 to allow easier access to Junction 18 of the M4.

For traffic travelling from Yate towards the M32, we suggest using the B4058 instead of the A432 to avoid the work area.

Use Google Traffic or similar up-to-date apps to help plan your route avoiding the work area. Please note sat navs may not be programmed with the latest roadworks information.

Q21) What will be the impact on vehicle journey times?

This is one of the busiest sections of the A4174 ring road. This work will cause significant delays on journey times on the A4174 ring road and key routes around South Gloucestershire and Bristol and we anticipate extensive queuing beyond Emersons Green and the M32 junction.

We advise people to allow double the time they would normally take to make their journeys and to make alternative arrangements wherever possible.

We understand the scheme will cause disruption to residents, commuters and businesses and we would like to apologise in advance and kindly ask for your patience whilst this is taking place.

We have been working hard to make people aware of the works and the impact they are likely to have on businesses, commuters and communities. We are sorry but unfortunately we can't do these works without having a major impact on travel in the area.

Q22) How will emergency vehicles get through the works?

We have held discussions with the three emergency services and continue to work alongside them to ensure access in the event of an emergency.

- Avon and Somerset Constabulary has ensured their officers will be able to get through the works as quickly as possible using their blue lights.
- Avon Fire and Rescue Service will assess the location of incidents and send vehicles from the most appropriate stations to avoid the works
- South West Ambulance Foundation Service Trust will use alternative locations or use blue lights to get through the works area as quickly as possible. In the event of a major incident, we have agreed a protocol with the ambulance service to allow access to cross over the northern viaduct (through the contraflow).

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Q23) Will the 2+ lane be suspended while the works take place?

Yes. The 2+ lane from the Wick Wick roundabout to the Hambrook traffic lights will not be in operation from the week commencing 17 July. The 2+ lane in other areas will remain operational.

Q24) Will you be monitoring the impact on local roads?

Officers will be out monitoring the situation during the first few weeks of the works at key locations, junctions and areas expected to be impacted the most. We are operating a flexible approach to the traffic management and will implement additional regulations, closures or signage if considered appropriate.

Please be courteous and respectful to staff you encounter on the road network. Abuse will not be tolerated and will be reported.

Public transport and sustainable travel

Q25) Are you providing additional bus services during the works?

We have funded additional services on the 18 route, increasing the frequency from hourly to half hourly in the morning and afternoon peak from 24 July.

Q26) Will buses be diverted from their usual routes?

This is a decision to be made by the bus operators and we are in discussion with them over their operational routes.

Q27) Will the Metrobus Project be affected?

The section of the Metrobus route affected by the Bromley Heath Viaduct work will not be running during the work. People will be able to use other bus services.

Q28) Is there a park and ride in the area?

We are opening the Lyde Green park and ride in the week commencing 24 July to allow drivers to park on site and make their onward journey using public transport, car sharing or walking or cycling. There will be 102 spaces, 16 disabled bays, 24 cycle spaces and one motorcycle bay open for use initially with a further 144 spaces opening shortly. A number of bus services already serve the park and ride including the X48, 18, 462 and 86. Please visit www.travelwest.info for details.

Directional signs will be placed along the ring road. The park and ride is located off the A4174 off the Rosary roundabout on Willowherb Road.

Q29) Will the council pay for me to buy a bike?

The council is encouraging people to travel by bike if possible. Financial grants are available to employers and businesses can apply for grants covering 50% of costs for facilities or staff schemes. Loan bikes are also available from the council.

Q30) Will there be extra trains while the works take place?

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We have been liaising with rail operators about the works and likely impact. There are currently no plans to run additional services on the rail network. Stations in South Gloucestershire are located at Yate, Parkway and Pilning. For information on rail services go to www.nationalrail.co.uk

Q31) What has been done to alleviate any additional congestion when Parkway station closes in September?

We are aware of the closures planned for Parkway Station in September and we have been liaising with the rail operator to plan for any additional pressure this closure may cause to the road network. This includes ensuring that routes for replacement services are as efficient as possible.

Further meetings are due to take place and we will keep residents updated on any alternative arrangements we need to make to help alleviate congestion during this time. Patchway and Filton Abbey Wood stations will be open during this time.

Engagement and publicity

Q32) Have you consulted people about the project?

The work was agreed by members and as an operational matter, we did not hold a public consultation on whether the works were carried out or not. However, extensive discussions have been held with Highways England, neighbouring authorities, emergency services, NHS providers, major employers, schools and residents about the impact of the works. We have listened to feedback about local road closures and amended our traffic plans considerably.

In addition, we have:

- Held 17 resident engagement drop-in sessions and have spoken to thousands of residents since March 2017
- Attended numerous Community Engagement Forums and parish council meetings to discuss the works
- Attended various roadshows at major employers and travel events in strategic locations for example the Bristol and Bath Science Park, speaking to thousands of commuters
- Posted letters and flyers to 10,000 addresses closest to the viaduct
- Run adverts alerting people to the works on Heart FM and Smooth FM
- Sent tailored toolkits including information, advice, contact details and suggested social media posts to businesses and schools within the area
- worked closely with North Bristol Suscom and Severn Net to inform and liaise with businesses in the north fringe

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- Identified 8 primary schools and 2 secondary schools directly affected by the works and continue to hold assemblies and road safety education sessions with pupils
- Set up a dedicated Facebook page www.facebook.com/bhviaduct to inform and update interested parties
- Reached over 40,000 people through Facebook boosted posts
- Had 30,000 page impressions on our web pages about the viaduct project
- Key project members are monitoring a dedicated email address bhviaduct@southglos.gov.uk to answer queries and deal with any issues
- Web pages on a dedicated section of the council's website provide detailed information: www.southglos.gov.uk/bhviaduct

Further information

Q33) Where can I find out more information?

Read the latest news on this project at www.southglos.gov.uk/newsroom or follow our Facebook page www.facebook.com/bhviaduct

For detailed information visit www.southglos.gov.uk/bhviaduct

To contact a member of the team email bhviaduct@southglos.gov.uk or call 01454 868000.

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