

BaNES' proposal for a temporary weight restriction over Cleveland Bridge, Bath

Briefing Note

January 2020

In October last year, Bath and North East Somerset Council advised that Cleveland Bridge, which carries the A36 through Bath, is in need of extensive refurbishment.

Surveys identified that structural components of the bridge are life expired, and in need of maintenance, repair or replacement.

BaNES' intention is to repair the bridge to full standard and are awaiting the outcome of a funding bid to government to support the cost of remedial works.

In order to ensure that the condition of the bridge is not further compromised, BaNES intend to introduce a temporary, precautionary 18T restriction on the bridge commencing February 3rd.

BaNES have prepared the attached note, showing the recommended diversion routes.

The information below is presented to help understand the likely impacts of their temporary 18T weight restriction.

The base data regarding Cleveland Bridge is:

- Current 2 way flow: 17 000 vehicles per day
- ...of which approximately 600 per day are over 18 tonnes (generally most large vehicles with more than 2 axles are over 18 tonnes)
- Approximately 1/3 of all HGVs travelling across the bridge are through-traffic (ie their origin and destination are outside of Bath), therefore it can be estimated that approx. 200 HGVs above 18 tonnes a day are using the bridge as part of a through route.

The table below indicates the (worst case) impact of those 200 HGVs rerouting along A350/A4

(2018 Count Data DfT)

	A350		A4
	Westbury	Melksham	Box
All Traffic (current)	18890	25315	10113
18T+ HGVs (current)	844	1450	224
All Traffic (plus diversion)	19090	25515	10313
HGVs (plus diversion)	1044	1650	424
% Increase of all trips due to Temp Closure	1%	1%	2%
% increase 18T+ HGVs	24%	14%	89%

Daily HGV movements typically profile at around 10% of the total in each of the peak hours (08:30 – 09:30 and 16:30 – 17:30), with a lesser percentage through the rest of the day.

The Council will be monitoring the actual impacts.

The programme for the main reconstruction works is yet to be finalised, although BaNES have provisionally indicated they will be carried out during summer 2020 (subject to funding).

Wiltshire and BaNES Councils will need to discuss and agree the final arrangements for traffic management in that regard.

It is therefore too early to forecast impacts across the wider network; an update to this note will follow in due course.