



From: Kainth Bram: H&F
Sent: 29 April 2021 13:26
Subject: RE: Hammersmith Bridge

Dear Mr Edwards

Thank you for your email dated 18 April 2021.

Firstly, I would like to assure you that we are actively progressing all the necessary measures to allow the Case for Continued Safe Operation (CCSO) to be reviewed to allow the safe controlled movement and/or safe opening of the bridge to pedestrians, cyclists and river traffic as soon as possible.

All safety engineering checks are being undertaken in parallel and we continue to explore ways to compress the programme where appropriate. Following the completion of the previous investigative works, the portacabins and generators have been removed from the site as the site has been handed back from Keir to F M Conway who are keeping the bridge secure pending the next set of necessary checks.

The design consultants along with a specialist contractor have been commissioned to undertake detailed inspections of the chain knuckles in the chain tunnels. These site works, along with the Cat 3 check of Mott MacDonald's pedestal analysis and software analysis of the residual manufacturing stresses, are scheduled to be completed by the end of July 2021. Subject to the satisfactory outcome of these safety engineering checks, the CCSO for the bridge may be reviewed to potentially allow limited controlled use and/or opening of the bridge for pedestrians, cyclists and river traffic.

It is worth highlighting that the bridge will remain a sub-standard structure until stabilisation works are completed. You are right to flag up that the CCSO states that a failure to set a date for remedial works must mean continued closure of the bridge; indefinite use of temporary measures is not acceptable. Therefore, any commitment to funding by central government or its agreement to underwrite the toll finances in its role as insurer of last resort would be welcomed by the CCSO Board.

In addition to these site works, it is expected that Cadent Gas will soon commence works in the vicinity of the bridge to divert their gas mains to prepare the site for the pedestal stabilisation works to start. The CCSO will need to have due regard for these site works when the details are known.

I hope this clarifies the position.

Thanks.

Bram Kainth

Chief Officer for Public Realm

Environment Department

London Borough of Hammersmith & Fulham

From: Nigel Edwards

Sent: 18 April 2021 22:01

To: Kainth Bram: H&F <Bram.kainth@lbhf.gov.uk>

Subject: RE: Hammersmith Bridge

Dear Mr Kainth,

Thank you for your email of Friday.

I am dismayed to hear that there is still further engineering analysis and checks that need to be undertaken on the bridge – please can you confirm what checks these are, how long they are expected to take, and why they have not been done in parallel? We note that all of the portacabins and generators have been removed from both sides of the bridge so how are these additional works being supported and who is undertaking them?

We know that an independent level 3 check was required by Xanta on the Mott calculations, but this was stated as a requirement in November 2020 and so we would have hoped that has been done by now.. please confirm. In addition the Pedestals were inspected and paint removed after each of the previous alarms and were not declared as problematic (only NE). I have also been through your published figures and accounts and it appears that LBHF have only spent £779k in Q1 20, and allocated £664k Q3 20.

I attach a Gantt chart of the key timelines for the bridge works, and we would appreciate your confirmation of our understanding that no work will now take place on the bridge until about March Next year, as both the frames and also the Foster truss has to be constructed off site before they can be craned into place. We calculate that this would allow potentially at least 11 months of pedestrian bridge usage and this would be immensely valuable to the 20,000+ bridge users – only 1200 of whom will be able to use the ferry each way in the 3 peak hours (as TfL has confirmed only 400/hr each way at peak and 200/hr at other times). Otherwise people will lose jobs through being unable to make reasonable commutes, and children will suffer through journeys of >1-1.5 hours each way. We also wonder if the useful pedestrian usage could be longer if at least one of the walkways can be kept open whilst the frames are being craned into place (this should not be noisy and so could be done at night?).

We look forward to your early response.

Kind Regards,

Nigel Edwards
HammersmithBridgeSOS