

# Cabinet

20 JUNE 2011

**DEPUTY LEADER  
(+ ENVIRONMENT  
AND ASSET  
MANAGEMENT)**

*Councillor Nicholas  
Botterill*

**HAMMERSMITH BRIDGE – SURFACING DECK  
PANEL REPAIRS**

**Ward:  
Hammersmith  
Broadway**

Due to the condition of the surfacing, the works need to be carried out as soon as possible and are currently programmed to commence in August 2011.

## **CONTRIBUTORS**

DENV  
DFCS  
ADLDS

**HAS THE REPORT  
CONTENT BEEN  
RISK ASSESSED?**  
N/A

**HAS A PEIA BEEN  
COMPLETED?**  
YES

## **Recommendations:**

- 1 That urgent deck panel repairs be carried out in August 2011 on Hammersmith Bridge from £250,000 allocated for this work (£220,000 from TFL's LIP programme for Bridge Strengthening works and the remaining £30,000 from the bridge maintenance revenue budget).**
- 2 To note that Halcrow Ltd has been commissioned through the RBK&C's Consultancy Framework contract to provide support services for managing and programming the works.**
- 3 To note that a specialist contractor, Concrete Repairs Ltd, has been nominated as a sub-contractor to Colas Ltd, the Council's term surfacing contractor, to undertake the works, and that in accordance with the Council's standing orders, authority for this commission has been obtained through Chief Officer's approval.**
- 4 To note that due to the condition of the surfacing, the works need to be carried out as soon as possible and are currently programmed to commence in August 2011.**

## **1. INTRODUCTION AND BACKGROUND**

- 1.1 Hammersmith Bridge was built in 1827 and replaced in 1887. The current bridge has been modified and repaired throughout 113 years of its life with little change to the main structure. The bridge is a grade II listed structure.
- 1.2 As part of refurbishment works carried out in 1999, new surfacing panels were installed on the bridge deck. The surfacing was made up of steel panels backed with rubber and topped with an anti-skid surfacing. The rubber backed steel panels were fixed to the bridge deck using different types of fixings secured from both above and below the bridge deck.
- 1.3 The surfacing system was designed with a life expectancy of 20 years, subject to refurbishment after ten years.
- 1.4 The rubber backed steel deck panels have been on the bridge for 11 years and now require substantial repair. There is currently concern whether the panels will achieve their intended twenty year design life, due to an increase in the number of buses using the bridge. The buses are heavier than normal vehicles and are putting added stress on the steel deck panels and their fixings.

## **2. RUBBER BACKED STEEL DECK PANEL REPAIR WORKS**

- 2.1 A survey of the damaged panels carried out in April 2011 indicated a significant number of steel deck panel fixings and a number of the rubber backed steel panels have failed along the length of the bridge. Some of the failed panels needed to be replaced immediately and as such temporary repairs took place during the Easter period when traffic flows over the bridge were lowest.
- 2.2 The next level of repair works is being planned to be undertaken in August 2011 when traffic flow is lowest. These repairs can only be considered to be relatively short term. The works are to be undertaken by a specialist contractor (Concrete Repairs Ltd) nominated through the Council's surfacing term contractor Colas Ltd.
- 2.3 To undertake any repair works, it is essential to gain access to the underside of the bridge deck which requires serving notices to Port of London Authority as well as setting up bridge closures.
- 2.4 Halcrow Ltd have been commissioned through the Royal Borough of Kensington & Chelsea's consultancy framework contract to provide support services to manage and programme the works. .
- 2.5 The allocation available for these works is £250k, of which £220k has been secured from Transport for London's Bridge strengthening programme and the remainder of £30k is from the Council's bridge maintenance revenue budget.

## **3. RISK MANAGEMENT**

Not applicable in this case.

**4. COMMENTS OF DIRECTOR OF FINANCE & CORPORATE SERVICES**

- 4.1 Transport for London (TfL) have approved funding of £220,000 for this project from the Bridge Assessment & Strengthening Programme in 2010-11 and the Council has a revenue budget for Hammersmith Bridge maintenance of £39,200. There are therefore no budgetary implications for this project.
- 4.2 At present, the costs are based on an estimate. This is subject to change once the detail of the scheme has been costed. The funding however is limited to the amount approved by the TfL board plus a contingency. Any variation in costs in excess of the contingency can not be assumed to be funded by TfL unless this is approved in advance. Alternatively, officers may need to manage the workload to ensure that expenditure is contained within the approved provision.

**5. EQUALITY IMPLICATIONS**

The Equality Impact Assessment for this scheme is available electronically.

**6. COMMENTS OF THE ASSISTANT DIRECTOR LEGAL & DEMOCRATIC SERVICES**

The Assistant Director has read the report and is satisfied with its content.

**LOCAL GOVERNMENT ACT 2000**  
**LIST OF BACKGROUND PAPERS**

<b>No.</b>	<b>Description of Background Papers</b>	<b>Name/ Ext. of Holder of File/Copy</b>	<b>Department/ Location</b>
1.	Hammersmith Bridge	Anvar Alizadeh, ext3033	Highways & Engineering ENVD