

'Don't faff around, knock it down and build a new structure that is fit for purpose'

Perhaps you could run a design competition? asks Mike Adams writing to the editor.



Well, YES! Readers are invited to submit ideas for a replacement structure to carry traffic, cycles and pedestrians. As last year please fit all information on a single sheet capable of reproduction at A3 landscape.

Tim Beckett, winner of our challenge for a temporary crossing, as reported in the *Evening Standard* [over the page], has met resistance despite the PLA commenting in Planning in London: "The scheme looks, in principle, acceptable, but this is on the basis that discussions would be required on the proposed pier locations to ensure river traffic could continue to pass through safely." See PIL111 October 2019.

As of 13 August 2020, the bridge is now closed, even to pedestrians and river traffic below. A ferry is contemplated. As newspaper correspondence has said, this makes London look 'third-world'... and see **Paul Finch's** column a few pages on.

Tim Beckett writes: "There is certainly a debate to be had about whether to repair the existing bridge or to replace it with a new one. Replacement is likely to be quicker and cheaper as well as delivering more functionality, such as carrying double decker buses. There ought to be no reason why a new bridge should not be as inspiring as the old one so an architectural competition seems a pretty good idea. However, in general I think architects, as a profession, do far too much for nothing (engineers are usually

more canny) so if the authorities can come up with some prize money that would be better still.

The situation has obviously changed now that the bridge has been closed to all traffic and the need for a temporary alternative crossing is urgent. I have concluded that no temporary bridge can be built quickly enough since it would need to go through the planning system and even TfL's proposed temporary footbridge has not yet been submitted for planning. Indeed, TfL have said they have paused work on preparing its application pending the government's agreement to funding both the temporary bridge and the repairs to the existing bridge.

So I have worked up a proposal for a temporary ferry service with Thames Clippers who have 20 years' experience of running a similar ferry operation at Rotherhithe. The scheme uses two second-hand piers which are available on the river. Thames Clippers have three 62 seat vessels available so two could be in service at peak times with one in reserve. This would give a passenger capacity of 1,200/hr in both directions. The vessels can also carry bicycles and wheelchairs.

Under the PLA Act 1968 the Authority has permitted development rights to install mooring and berthing facilities so, if the pier installation is done by or on behalf of the PLA, it does not need planning permission. The works still need marine consents from >>>

RIGHT:
Extract from PiL 111.
Mike Adams' contribution
and OPPOSITE :
reports on Tim Beckett's .

BELOW:
It became a feature of
the General Election
too

OVERPAGE:
Report in New Civil
Engineer

A QUICK FIX FOR HAMMERSMITH BRIDGE

A quick fix for Hammersmith Bridge

We set summer holiday homework for readers, inviting them to come up with a quick fix to the way to reconnect Barnes with Hammersmith while lengthy repairs are under way.

>>> the PLA, MMO and EA but, if treated as emergency works these could be obtained in four weeks with the ferry up and running in another four.

On 27 August we put this proposal to both councils, the PLA and TfL. We had a second meeting on 21 September to explain it again. The councils tell me they are looking at a number of other proposals although I very much doubt whether any other one can meet the passenger demand quicker or cheaper than our scheme while satisfying TfL's safety standards for ferries.

I find it frustrating that all the statutory authorities involved with Hammersmith Bridge have adopted a passive role towards the problem. It is now eight weeks since the total closure of the bridge but there has been no brief issued saying what service requirements a temporary river crossing should meet and there has been no request to the industry for proposals. All the proposals that have been submitted are unsolicited and, unsurprisingly, vary greatly in their capability. Indeed, so far, *Planning in London* is the only organisation that has issued an invitation for proposals!

Tim concludes: "As we approach the anniversary of PiL's publication of quick fix ideas I look forward to your next report on it!"

COMPETITION DEADLINE 5TH DECEMBER. Send your entry to editor@planninginlondon.com



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Powered by James W Aris on behalf of Zac Goldsmith, both of 372 Upper Richmond Road West, London SW20 7LJ.
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Please, please, please do not encourage quick fixes

1. Establish a temporary ferry service for pedestrians and cyclists;
2. Demolish Hammersmith Bridge;
3. Build a reinforced concrete 3 – arch bridge with a clearance of 6.1 metres above Mean High Water Springs (MHWS) for the centre arch;
4. Don't faff around with a design but use the Twickenham Bridge design that is one of three bridges built to the same design (the others being Chiswick and Hampton Court) and all opened on the same day on 3rd July 1933. They have performed well for 86 years with no weight restrictions. Twickenham Bridge (pictured below) is listed Grade II* for the quality of its design and its technical innovation.
5. Get on with it.

Reason:

Hammersmith Bridge is not fit for purpose because:

1. It is, with the Albert Bridge, London's weakest bridge over the River Thames – before its closure it was limited to carrying one single decker bus at a time in addition to car traffic;
2. It is a navigation hazard as the soffit is only 3.5 metres above MHWS when it should be at least 5.5 metres above MHWS; and,
3. At 137 years old it is life expired and needs replacing.

The Victorians had no qualms about replacing the original Hammersmith Bridge of 1827 when, after 60 years service, it could not take the weight of heavier road traffic.

Please, please, please do not encourage quick fixes as the best that will be achieved is propping it up – as done by the GLC to Albert Bridge in 1973 as a temporary measure. The result is a navigation hazard of two columns placed in the middle of the river and a weight limit of two tonnes for a one way flow of traffic.

– Mike Adams, Adams Infrastructure Planning Ltd



£5 million temporary Hammersmith bridge could be ready in three months

ROSS LYDALL City Hall Editor | Monday 21 October 2019 10:16 | 4 comments

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A temporary crossing that could be built in three months is being considered to ease the problems caused by the closure of Hammersmith bridge.

London Mayor **Sadiq Khan** said the £5 million proposal – which could be started early next year – will be studied by **Transport for London** engineers facing a £120 million bill to reopen the Victorian bridge to vehicles.

The 132-year-old bridge, which links Hammersmith and Barnes, was closed to drivers by Hammersmith and Fulham council in April when safety sensors detected "critical faults".



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Hammersmith Bridge | Temporary bridge mooted to speed up repairs

16 OCT, 2019 | BY ROB HORGAN

A temporary bridge running parallel to the existing Hammersmith Bridge has been mooted as a way to speed up repairs and keep traffic moving between Hammersmith and Barnes.

Hammersmith Bridge has been closed to traffic since April after [critical faults were found with the historic cast iron structure](#). According to early stage estimates the total cost of repairs could be up to £120M and are scheduled to take three years.

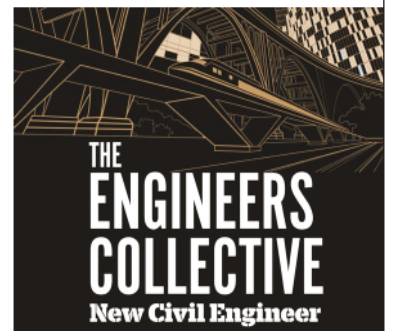
The bridge will be shut to traffic for the duration of repair work, meaning that several London bus routes are being diverted.

However, marine engineering firm Beckett Rankine has drawn up a temporary solution to combat both the length of time it will take to carry out repairs as well as providing a traffic link across the River Thames.

Running from Queen Caroline Street in Hammersmith and Castelnau in Barnes, Beckett Rankine's proposal is for a £5M temporary bridge to be constructed next to the existing structure.

Originally drawn up in response to a call for ideas from [Planning in London magazine](#), Beckett Rankine has now sent its proposal to Transport for London and is to approach Hammersmith & Fulham council.

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