

A quick fix for Hammersmith Bridge

Last issue we published five options from the summer holiday homework we set for readers, inviting them to come up with a speedy way to reconnect Barnes with Hammersmith while lengthy repairs are contemplated. The scheme by marine engineers Beckett Rankine caught the imagination and is now being explored by both TfL and the Secretary of State

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£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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"Off the shelf": how the temporary structure would look ()

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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”.



Beckett Rankine submitted a proposal for a temporary bridge with a 7.5m wide carriageway for cars and buses, and 1.5m wide pedestrian footway. Their proposal uses ‘off the shelf’ bridge components and they say would cost £5m to build and remove; the structure would last 10 years.

James Trimmer, PLA’s Director of Planning and Environment commented in PiL 111:

“The PLA’s views on the navigational implications of each proposal, which you’ll appreciate are, at this stage, necessarily brief and informal and as such cannot bind the PLA if and when any applications are made to it for consent under the Port of London Act 1968 (as amended), are as follows:

The Beckett Rankine scheme looks, in principle, acceptable and we do feel that this entry has sought to understand the practicalities of crossing a publically navigable river. The positioning of the bridge piers is not ideal as they block the inshore (rowing) zone and would be quite challenging for rowers.

The 40m span is quite narrow, but potentially achievable and would need some assessment as it is close to a significant bend. The big issue for the PLA would be when it is impossible to navigate through the span in the channel due to works on Hammersmith bridge closing the southern half of the bridge...”.

Then local MP Zac Goldsmith initiated a consultation following a supportive petition running to several thousand. This included the option by architect Anthony Carlile. The local authority Richmond upon Thames and the Secretary of State at MHCLG say they will explore the project. ■



Asking local residents about proposals for temporary solutions

Since the bridge closed in April earlier this year, I have been working to find a cost-efficient and innovative solution to relieve local traffic and reopen Hammersmith bridge as soon as possible.