Power Road Service Bridge

TfL Lane Rental Industry Publication

TRANSPORT FOR LONDON

Introduction

Power Road Bridge was built in the early 1920s and had reached the end of its operational life, needing repair. As part of the replacement, a new services bridge was provided adjacent to the old bridge for the purpose of diverting utility services from the western side of the bridge to allow for demolition. .

Following the completion of the service bridge and diversion of services, a temporary scaffold walkway was constructed over the top of the newly formed service bridge in order to mitigate disruption to pedestrians and cyclists.

The Project

To construct the temporary scaffold walkway, large concrete ramps were installed at either end to get users up to the level of the service bridge. Scaffold, flooring and side panels were then constructed over the full extent of the bridge. As the bridge was over a Railway, all designs and construction methods were submitted to Network Rail for review and approval. The bridge remained open until November 2018 when it was subsequently removed.

Outcomes

The project achieved its objective to reduce disruption to members of the public. Providing this safe walking route removed the requirement for users of the western footway to follow a lengthily diversion adding 15 minutes to journey time. This has especially benefited the International School of London whose students use this route on a daily basis along with the Gunnersbury Cemetery and St Dunston's Church.

Lessons Learnt

During the delivery stage of the project it became clear that pedestrians would have preferred a segregated footway / cycle route rather than a shared area. Consideration should be given in future. If limited space is available measures may need to be considered to better highlight the shared area and to encourage a 'share with care' ethos.

In addition further consultation should be undertaken with utilities to establish if access needs to be build into the design of the temporary walkway as some chambers had to be covered over as part of construction. This would be particularly important if the structure had to be in place for a longer duration.

Conclusion/ Recommendations

The successful delivery of the service bridge walkway has saved many hours of journey time delay for users. Any works which restrict, or close footways/cycle ways should always assess the feasibility and usability of proposed diversion routes as lengthy or unsuitable diversion routes are likely to be ignored or generate reputational issues. If site conditions allow, it is recommended that consideration be given to providing temporary walkways over obstacles to maintain access rather than closing footways. It is noted however, that this would be very dependant on site conditions and available space and might not be suitable in all cases

TfL Lane Rental Scheme

Optimising customer journeys through the delivery of safer, innovative and sustainable roadworks

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Date Created: November 2018

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