

Jacob Gemma

From: Sterritt Garry
Sent: 14 March 2019 09:56
To: 'Hawthorn Ian: H&F'; Alizadeh Anvar: H&F
Cc: Moodley Nicky: H&F; Basic Duro (ST)
Subject: RE: Confidential

I'll get the operational safety assessment organised and funded through TfL.

From: Hawthorn Ian: H&F [mailto: [REDACTED]@lbhf.gov.uk]
Sent: 14 March 2019 09:20
To: Sterritt Garry; Alizadeh Anvar: H&F
Cc: Moodley Nicky: H&F; Basic Duro (ST)
Subject: Re: Confidential

Anvar will correct me if I'm wrong but I think we have discussed this bus loading analysis already with Motts.

The independent operational assessment we would only be able to do through TfL unless they were prepared to work as a sub contractor for Conways. And of course is funding?

Ian

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From: Sterritt Garry
Sent: Thursday, March 14, 2019 8:53 am
To: Hawthorn Ian: H&F; Alizadeh Anvar: H&F
Cc: Moodley Nicky: H&F; Basic Duro (ST)
Subject: RE: Confidential

Slight misunderstanding I think, we (TfL) would not be doing these activities.

I was asking if you had commissioned Motts to refine their bus loading in the analysis and/or if you plan to do an operational risk assessment (I can give you the details of the consultant who did the operational risk assessment for Rotherhithe tunnel for us). They turned that around in a few weeks.

Happy to support you sorting these out where we can.

From: Hawthorn Ian: H&F [mailto: [REDACTED]@lbhf.gov.uk]
Sent: 14 March 2019 08:22
To: Sterritt Garry; Alizadeh Anvar: H&F
Cc: Moodley Nicky: H&F; Basic Duro (ST)
Subject: Re: Confidential

Whilst we are happy to try these options TfL would have to absolutely reassure us that they could be done quickly as we will not delay making a decision simply because they hadn't been done.

Ian

From: Sterritt Garry
Sent: Wednesday, March 13, 2019 11:59 am
To: Hawthorn Ian: H&F; Alizadeh Anvar: H&F
Cc: Moodley Nicky: H&F; Basic Duro (ST)
Subject: RE: Confidential

Ian, Anvar,

Two points I need to close out please.

We (TfL) had suggested you consider:

1. A refined analysis that, for example, takes account of only partial bus passenger loading for part of the day; and
2. An independent operational risk assessment of the bridge as this may be able to justify continue bus operation.

Did you, or are you planning to, progress either of these? I suspect in the event of further restriction we (you and us) may be asked did we do all the analysis/assessment we could.

More than happy to support if you do want to progress the above activities.

Regards,

Garry

From: Hawthorn Ian: H&F [mailto: [REDACTED]@lbhf.gov.uk]
Sent: 13 March 2019 07:32
To: Sterritt Garry; Alizadeh Anvar: H&F
Cc: Moodley Nicky: H&F; Basic Duro (ST)
Subject: Re: Confidential

Good Morning Garry

If cracks are found there would be no buses allowed on the bridge and measures would need to be put in place to stop anything but standard vehicles using the bridge.

If no cracks are found then we would move to comply with Mott MacDonalds recommendations. Although the single bus option would stop on us finding any infringements on bus use of the bridge. Monitoring would take place for a limited period 6-8 weeks tops whilst we prepared for closure.

Now we have DB79 there will be no continuation of the current two bus arrange except in the short term whilst we await inspections and this give TfL time to make arrangements it needs for buses. That's why we wanted you to have the heads up.

Reading your briefing Garry I'm not convinced there is the funding for a refurbishment at the moment so we would need to review that option as well. Making the bridge cyclists and pedestrian is still on the table.

Hope that is clear.

Regards

Ian

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From: Sterritt Garry
Sent: Tuesday, March 12, 2019 5:01 pm
To: Alizadeh Anvar: H&F
Cc: Moodley Nicky: H&F; Hawthorn Ian: H&F; Basic Duro (ST)
Subject: Re: Hammersmith Bridge

Anvar,

Thanks, very useful, and clear on what happens if cracks are found.

We also need to be clear on what the actions are if no cracks are found. Are you able to clarify your position on the one/no buses. You are advised by Motts to move to one bus regardless of the findings, this raises two questions (on the assumption no cracks are found):

1) do you accept this advise and will you enact it at the end of the inspections?

2) given the bus infringements will you actually move directly to no buses rather than one bus at the end of inspections? This is what I understood from Ian's earlier email.

I think it is essential that we provide a clear steer on this in the updated briefing note.

Many thanks,

Garry

Sent from my iPad

On 12 Mar 2019, at 16:22, Alizadeh Anvar: H&F <[REDACTED]> lbhf.gov.uk> wrote:

Garry,

If the operational abuse of buses on the current restriction is not managed then recommendation is to stop the buses all together. Mott MacDonald is recommending that we restricted buses further to 1 on the bridge at any one time even if no defects are found on the structure.

As for the inspections and outcome of inspection, 3 structural elements are highlighted to be vulnerable to overstressing with current bridge use.

1. Cast Iron pedestals supporting chain bearings at abutments

The cast iron Pedestals are to be inspected as of 1st of April (we are pushing to start this inspection last week in March or earlier).

- a. If Cracks are found during the initial inspection then bridge will need to be closed to all traffic (but pedestrians and cyclists) in view of the cast iron material behaviour.

- b. If no cracks are found then either current regime will continue but we are advised to reduce the buses to 1 on the bridge at any one time. Then monitoring equipment will be installed to monitored the pedestal for 6 months. And if during the monitoring period cracks are found then needless to say that bridge will need to be closed. Following monitoring, the results will be examined to establish the reason for the discrepancy between theoretical assessment and monitoring observations.

2. Longitudinal stiffness girder – fatigue damage

- a. Gantry is being deployed which needs to be tested and certified before any inspection can take place. a 4 weeks notice period is required by PLA before the gantry can be erected and tested. This is being set up now.

(Note: boat race is towards the end of April which needs to be accommodated). Once the gantry is available for inspection, NDT and visual inspections will commence.

- b. If during inspections cracks are found, the severity of the cracks will need to be examined. Should the cracks be severe and long on length then the bridge will need to close to all traffic (except pedestrian and cyclists). If the cracks are short then it may be possible to drill a hole to arrest the crack propagating further but buses will definitely have to be stopped as a minimum intervention.
- c. If during the inspections and NDT no cracks are found then current use will resume but we are advised to reduce buses to 1 bus at any one time over the bridge. then the girder will need to be inspected every fortnightly as the fatigue life of the element on the girder is reported as expired. This exercise will be costly and very cumbersome as it will need to be done using the gantry.

3. Tower bracing connections

- a. A refined finite element analysis of the tower bracing connections is in progress at present. Should this assessment indicate residual strength capacity then no action is required. However if the assessment still indicates overstressing of the connections then scaffolding may be used to temporarily strengthen the connections but this will need to be designed and installed. I don't think this element is so critical to affect the current use. So even if the assessment indicates overstressing the temporary scaffolding can be utilised without the need for further restrictions of traffic.

Please note the cast iron and longitudinal girders are critical elements so defects found in either one of these will result in taking measures on traffic.

I understand LBHF has drafted comms ready for when decision to close the bridge is made. Fire brigade have been informed not to use the bridge however they have a smaller fire engine which is the same weight as the single decker buses and following discussion with Mott MacDonald smaller fire engines are allowed on the bridge but one at a time until further notice.

Richmond has been consulted and support closing the bridge on safety grounds. Our contractors are on alert to close the bridge in short notice and put in place diversions to be routed over Putney bridge and Chiswick bridge.

I trust the above addresses your query.

Rgds

Anvar

Anvar Alizadeh

Highway Structures Group Manager

Transport & Highways

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Director: Mahmood Siddiqi

From: Sterritt Garry [[mailto:\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)]

Sent: 12 March 2019 15:36

To: Alizadeh Anvar: H&F <[\[REDACTED\]@lbhf.gov.uk](mailto:[REDACTED]@lbhf.gov.uk)>

Cc: Moodley Nicky: H&F <[\[REDACTED\]@lbhf.gov.uk](mailto:[REDACTED]@lbhf.gov.uk)>; Hawthorn Ian: H&F

<[\[REDACTED\]@lbhf.gov.uk](mailto:[REDACTED]@lbhf.gov.uk)>; Basic Duro (ST) <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>

Subject: Hammersmith Bridge

Importance: High

Anvar (all),

The bridge was discussed with the Deputy Mayor and while it was agreed that CSR funding will be sought, it was also agreed that we need to look at alternatives. To support this I need to add some additional information to the briefing note.

I'd be grateful if you could provide some information on the following:

- Inspection work/outcomes – the inspections are planned for the week commencing 1st April, following this:
 - By what date will you (H&F) make a decision on the next steps for the bridge?

- Possible scenarios - I'll include the following but let me know if I should add others or delete some:
 1. Further detailed inspections
 2. Continue operating as-is and monitor
 3. Restrict to 1 bus
 4. Restrict all buses
 5. Close to all traffic (bar cyclists and pedestrians)
- We (TfL) are developing bus service/contingency plans for these scenarios – are you (H&F) developing contingency plans? If yes, what are they covering and are they well-developed?
- Strengthening work – can you provide a high level breakdown of the activities involved in the strengthening project (so it is understandable to the uninitiated)?

I've been asked to update and resubmit the brief ASAP, at latest this Friday so a speedy response would be greatly appreciated.

Regards,

Garry.

Garry Sterritt | Head of Asset Investment

Strategy & Network Development | Surface Transport | Transport for London

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