

Jacob Gemma

From: Sterritt Garry
Sent: 04 April 2019 07:07
To: Ian Hawthorn
Subject: RE: Hammersmith - Cat III checker comment on ped loading

Ian,

Sorry, I should have added that an updated briefing note is going to the Deputy Mayor this Friday and it states that you (H&F) have advised us that the bridge will be restricted to one bus when the current inspections are completed (end of April)...unless defects are found which would mean potentially all buses restricted.

I'd be grateful if you could confirm you are content for us to state this as your current position.

Regards,

Garry.

From: Sterritt Garry
Sent: 04 April 2019 07:00
To: 'Ian Hawthorn'
Subject: RE: Hammersmith - Cat III checker comment on ped loading

Ian,

It would help if I could type the message first before pressing send!

Given the message below, are you (H&F) content with the robustness of the Motts analysis, or might there be further findings from the Cat III check. Our (TfL) understanding is that your current plan, based on the Motts report, is to formally inform us to move to one bus at the end of April. The changes to bus services required to achieve this are considerable and there will be major impacts on customers; therefore it is vital that our decision making is robust.

If you think a further review of the Motts work is required we will be happy to support where we can.

Also, given the timeline, communications about bus service changes need to be going out ASAP – therefore do we know when the Cat III check will be finished – it would look bad if we go out with comms and then have to change the position. Rest assured, any comms will be agreed with yourselves before going out.

Regards,

Garry.

From: Sterritt Garry
Sent: 04 April 2019 06:49
To: Ian Hawthorn
Subject: FW: Hammersmith - Cat III checker comment on ped loading

From: Basic Duro (ST)
Sent: 02 April 2019 16:05
To: Sterritt Garry

Cc: English Richard

Subject: FW: Hammersmith - Cat III checker comment on ped loading

Hi Garry,

FYI, it appears that the Cat III checker found some mistake within Motts calculations, potentially resulting in additional works required (and costs) in order to achieve our preferred option (double decker buses loading). See the below

This will certainly prolong the currently slow programme of the project even further

Regards

Duro

From: Patro, Sivaji S [[mailto:\[REDACTED\]@mottmac.com](mailto:[REDACTED]@mottmac.com)]

Sent: 02 April 2019 15:42

To: Alizadeh Anvar: H&F

Cc: Moodley Nicky: H&F; Ahmed Misba; Basic Duro (ST); Abbott, Tim C; Schmidt, John A; Rusev, Rusi A

Subject: Hammersmith - Cat III checker comment on ped loading

Anvar,

As discussed over phone today please note that following the comments made by the Cat III checker during the meeting on 22.Mar.2019 for results comparison (dated 14.Dec.2018), we have reviewed our pedestrian loading input and have found a typo in some of the inputs.

We have corrected these and are reviewing the effect of the increased loading. This is an early notification.

Please note that although not completed, our review indicates that due to the increase in loading, Sc.4B-2 (7.5T HA + 2x19.5T buses per lane) will not be achievable without strengthening to the chains in the vicinity of the tower saddles.

We will complete our review and provide further details once Cat III checker have completed their check and given their final comments.

Regards,

Sivaji

Sivaji Patro

Projects Director

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