A316 St Margaret’s Roundabout, Twickenham – Proposed Toucan Crossing and removal of Pedestrian Footbridge

This document provides additional background to the proposal to install a toucan crossing and remove the pedestrian bridge across the A316 near St Margaret’s roundabout.

During the current consultation, requests were made for additional background information relating to the proposal and options to be made available. This information is contained within this document.

As this information has been provided during the consultation period, the consultation period has been extended by a further two weeks. Stakeholders will be contacted as well as all those that have previously responded to the consultation and left an email address, advising them that this document is available. The opportunity for those who may wish to re-submit their views on the proposals is also available.

Background to the proposal
The existing Pedestrian Footbridge was erected as a temporary facility in the 1970’s. The expected timeline for the structure was estimated to be between 5 and 10 years; however continuous maintenance has meant that the service life has been extended. Over the years, the bridge was subject to various inspections; the earliest available recorded inspection is from May 1997. In March 2008 a bridge inspection was undertaken by external consultants on behalf of TfL, which highlighted a number of issues with the bridge structure as follows:

- Horizontal bracing support trestles suffering from moderate to heavy corrosion;
- Paint loss on ramp spans;
- Panel fixings on parapet corroded;
- End of the cross timbers sub-floor suffering from water penetration.

As a result of the inspection, a decision was taken to refurbish the footbridge in 2011 to extend its service life by 5 years.

Since the 2011 bridge refurbishment, additional emergency welding works and footings were undertaken to reinstate the severely corroded trestles which were no longer supporting the bridge. Further welding works were required to enable a secure fix of the decking panels to the structure. In addition, a large
The number of timbers had to be replaced to ensure structural integrity of the deck because their condition had deteriorated.

The poor condition of the existing painted surface resulted in a much larger area requiring treatment. Consequently, and with the additional consideration that the existing structure does not meet accessibility standards, work began on identifying alternatives to provide an accessible crossing.

Despite the 2011 refurbishment, minor signs of corrosion have already begun reappearing. Work is required to carry out weld repairs to section losses, corrosion removal and repainting. Although recently refurbished, the nature of the existing footbridge design means that it traps water which results in faster deterioration of critical members which support the footbridge.

**Options considered**
As part of this scheme and based on the facts relating to service life of the bridge and the report undertaken in 2008, the options considered were as follows:

1. Refurbish the bridge;
2. Decommission the bridge and provide an at-grade toucan crossing facility which is fully accessible

A replacement footbridge was considered; however the number of users (800-1000 per day) is considered to be low for this type of structure and as such is not economically efficient.

Pursuing option 2 means that TfL would provide an accessible crossing on all arms of the junction and allow the footbridge to be removed.

In order to assess possible impacts of the new crossing, a computer simulation modelling exercise was undertaken to ascertain what impacts on traffic flows/volumes and delays there would be. In general, the modelling showed that the implementation of the pedestrian crossing on the western arm of the roundabout would have minimal impacts on general traffic on the A316 and St. Margaret’s roundabout. This crossing would be controlled using an adaptive system which fluctuates as and when there are changes in traffic levels.

As a result, the option to de-commission the footbridge and provide an at-grade crossing facility was taken forward to the next stage of development, which is consultation.
Consultation
The objectives of the consultation are:

- Raise awareness of the proposals;
- Provide the opportunity for people to raise any issues not already considered;
- Provide sufficient information for people to make an informed decision about the scheme;
- Provide the opportunity for people to contact us with their feedback about the proposals.

What are the next steps following the consultation
TfL will review the views expressed during the exercise and make an informed decision on the proposal.