



ARDLEIGH GREEN BRIDGE REPLACEMENT WORKS – FAQs

Why is it necessary to replace the bridge?

The bridge is at the end of its useful life and is beyond simple repair and maintenance. Replacing the bridge will ensure it is safe, avoid the need to restrict the weight of vehicles using the bridge and reduce the need for unplanned closures for repair or maintenance.

How much will it cost?

Transport for London is investing around £32m to replace the bridge.

The replacement of Ardleigh Green bridge is part of the Road Modernisation Plan. The Road Modernisation Plan is the biggest investment in London's roads for a generation, consisting of hundreds of projects to transform junctions, bridges, tunnels and pedestrian areas. Working with London's boroughs, it will make our roads safer and more reliable, and London will be a better place in which to live, work and travel.

When will the work begin?

Preliminary work has already started. For example we have installed the works compound and railway access points for the work sites on both sides of the railway.

Over the next year we will be constructing a utilities bridge on the east side of the existing road bridge and diverting existing utilities (gas, electricity and water) which are currently buried in the bridge's footway) on to this new utilities bridge. This is necessary before the main bridge can be demolished and reconstructed (scheduled from mid 2016 to late 2017). The new utilities bridge will serve as a temporary pedestrian footbridge while the main bridge is reconstructed.

What is the schedule for the works?

The works are split into two phases:

Advance Works – building the new service bridge to carry utilities (gas, electricity and water) which are currently buried in the carriageway. This will enable demolition of the existing bridge to make way for the replacement. The advance works are in progress and are due to complete mid 2016.

The next major milestone will be lifting the service bridge into place. The service bridge will be constructed in a staging area and then lifted into place towards the end of 2015. The utilities will then be moved from the carriageway into the new service bridge (from early 2016) and be ready for the start of the main bridge works in mid 2016.

Main Works – the demolition and replacement of the bridge itself. The main works will take place between mid 2016 and end of 2017.

How long will the works last?

The works will be completed by the end of 2017.

What effects will the works have on traffic and roads in the area?

The works will happen in an area along the A127 from Squirrels Heath Road/Ardleigh Green Road junction to a point midway between the bridge and Gallows Corner roundabout.

Prior to the main bridge replacement some short-term lane closures will be necessary. For example we need to replace the central barriers with a temporary barrier around August/September 2015 which will require a 24/7 closure of one lane in each direction for 4-6 weeks.

There will be an overnight closure of the A127 to lift the service bridge into place on a Saturday around October 2015. These are the most disruptive activities over the next year. It is likely that utility companies will need to close an eastbound lane for a relatively short period during the utility service diversions to install the new connections over the utility bridge.

During the bridge replacement works (mid 2016 – end of 2017) only two lanes will be operational (one lane in each direction). This is because we are replacing the bridge in two phases (eastbound first, then westbound). During the eastbound works the exit from Bryant Avenue onto the A127 south eastbound will be closed for approximately nine months (see below).

The main bridge replacement is dependent on Network Rail overhead line upgrade works.

When will the Bryant Avenue exit onto the A127 be closed?

There will be two periods when the exit will be closed:

- In autumn 2015 for about four weeks.
- In summer 2016 for about nine months.

Information on the exact dates will be available nearer the time.

Why is it necessary to close the Bryant Avenue exit onto the A127?

- The closure is essential to provide sufficient space for the working area near the bridge. This is particularly important as the works are next to busy traffic and a live railway.

- A protective barrier needs to be in place on the bridge to stop vehicles driving onto the railway and into the works site. This barrier would restrict the movement of traffic exiting left from Bryant Avenue.
- In line with current Network Rail standards the new bridge will be higher than the current bridge. Raising the road surface requires steps to be in place at times during the works, which are unsuitable for traffic.
- Utilities (gas, electricity and water) need to be diverted below and near the Bryant Avenue traffic island (requiring a shorter closure of Bryant Avenue in autumn 2015).

What congestion is expected?

During the operation of a single lane in each direction large numbers of drivers are likely to seek alternative routes. We expect the largest increase in traffic along the A12 Colchester Road and on the M25 (between Junctions 28 and 29). As these are both major routes the additional traffic is likely to be only a small percentage increase over current levels.

There will be an increase in the number of vehicles approaching Gallows Corner.

We expect a small increase in traffic around Romford, with the A1251 Mercury Gardens predicted to experience an increase of around 20 vehicles in peak hours. We also expect Slewins Lane and Squirrels Heath Lane to experience slight increases of around 10 – 20 vehicles in peak hours.

What is Transport for London going to do about the congestion?

Transport for London will take positive measures to alleviate potential congestion by adjusting signal timings at pinch points. We will also provide advance notices of alternative routes. We will monitor the situation and also plan head for different scenarios.

How does the bridge fit into the plans for Crossrail?

The new bridge will be higher than the existing one to allow Crossrail trains in the future.

Further information

Check live travel news at tfl.gov.uk/traffic/status/ or by following @TFLTrafficNews on Twitter.

Visit the project website at tfl.gov.uk/ardleigh-green

Email enquire@tfl.gov.uk or call us on 0343 222 1234