

Hon Stephen Mullighan MP Minister for Transport and Infrastructure

Saturday, 5 May, 2017

Design solution for South Road shared-used bridge identified

The concept solution for the shared-use path over South Road at Glandore has been identified, with works commencing on the detailed design phase ahead of the commencement of rectification works.

A lateral restraint system to secure the pedestrian and cycling bridge to the tram overpass structure has been identified as the most appropriate solution. New bearings will also be fitted to the shared use structure.

A detailed design and verification process has now begun and this is expected to take some months, with works on the bridge expected to commence in September and be complete by the end of the year.

Heavy lifting equipment will be used to lift, rotate and reposition the bridge beams to their correct alignment.

The works will also include replacing the anti-throw screens, removing the temporary bracing structure installed in January, and other works, including repairing the concrete headstocks.

The works are only expected to require two weekend night-time only closures of South Road, when works are carried out on the bridge lengths spanning South Road.

Works on other parts of the bridge are expected to be carried out without disruptions to traffic and tram services will not be disrupted.

The shared path remains closed and pedestrians and cyclists are urged to continue to use the detour route to safely cross South Road until the rectification works are complete.

Background

Independent consulting engineering firm Aurecon - which had no involvement with the construction of the overpass – was appointed to investigate the cause of the incident and develop a proposal for the remediation of the shared use bridge.

It found the incident can be attributed to a failure in the design of the pedestrian and cycling path.

Aurecon proposed the design concept for the remediation of the bridge. The final detailed design will now be completed by McConnell Dowell and their designers.

A rigorous and comprehensive checking and independent verification process is also being undertaken as part of this process.

The construction methodology will be fully developed during the detailed design phase, focusing on minimising the impact on residents, businesses and road users.

The shared use path was built under a design and construct contract with the Government in 2009 by McConnell Dowell, and was designed for McConnell Dowell by engineering firm AECOM, and certified by Wallbridge and Gilbert Consulting Engineers.

Quotes attributable to Transport and Infrastructure Minister Stephen Mullighan

The process to reach a final design solution for the South Road shared use path has been both comprehensive and thorough.

While we want to reopen this pedestrian and cycling bridge to the public as soon as possible, it is vital that the design and remediation works ensure a permanent solution which is, above all, safe.

Now that we have the final concept, work can begin on the detailed design phase, the procurement of specialist parts as required, and importantly a rigorous verification process.

We have taken steps to ensure there will be comprehensive checks and balances throughout the detailed design and construction of these rectification works.

Before any remediation works start there will also be a community engagement process, particularly focusing on any potential impacts on stakeholders such as local businesses and residents.

We would like to thank everyone for their patience during this process including businesses, residents, road users, cyclists and pedestrians.

A full review of the Government's more than 1500 road and rail bridges is underway to ensure that the public can maintain confidence in these structures.

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