ALLTASK®
Serious about Service since 1992

Scaffolding Works for Railway Upgrades between Barnes Bridge and Feltham

BARNES BRIDGE

Scaffolding Solutions to Facilitate Strengthening and Refurbishment Works

As part of the Network Rail upgrades between Barnes Bridge and Feltham, Alltask were contracted to deliver complex scaffolding solutions to facilitate strengthening and refurbishment works. These upgrades are designed to create more reliable journeys for passengers and ensure the long-term structural integrity of the railway bridges.

Our works focused on two key structures:

- **Barnes Bridge -** Phase 2 strengthening, including removal and replacement of the middle girders on each span (critical load-bearing components) and replacement of wheel timbers under the tracks heading away from London.

- **Chiswick Footbridge** - Refurbishment and strengthening of the pedestrian bridge, including installation of new steelwork, removal of temporary scaffold support, water-jetting, and re-painting.

Scaffolding Solution

- Scaffolding was designed by Prime Scaffold & Structural Designs Limited to meet stringent structural and safety requirements.
- The scaffold was engineered to support a 1.5 kN/m² loading capacity and constructed using traditional tube and fitting systems alongside our HAKI system, providing flexibility and efficiency for this project

Logistics & Access

- Over 75 tonnes of scaffold materials were required for the works.
- All materials were loaded onto the Remus at King George VI Lock, transported down the Thames, and delivered directly beneath the bridge.
- Scaffold erection was carried out from the barges, ensuring minimal disruption to road and rail traffic.
- Temporary closure of the Thames navigational channels was required, with works carried out under a Port of London Authority licence, following critical discussions around reduced headroom for river traffic. As part of the PLA river licence there was a legal requirement that we had to adhere to, which is an ancient bylaw to hang a hay/straw bale underneath the arch with restricted headroom so that vessels are visually aware of the restriction that is in place.

CLIENT	•	SRE / VOLKER FITZPATRICK
PROJECT	•	BARNES BRIDGE
LOCATION	•	LONDON SW13 ONP

01634 298000
enquiries@alltask.co.uk
www.alltask.co.uk

Operations

- Scaffold erection took place over three weeks, with day and night shifts running consecutively to meet programme deadlines.
- Safety boats were provided by Reble Marine and barges by Livetts, ensuring safe and efficient river logistics.
- Working with the tide schedules proved the most challenging aspect, as barge access was only possible during certain tidal windows.

Project Challenges

- **Tidal Restrictions:** Careful coordination was required to align barge deliveries with tide times.
- **Live Environment:** Works were delivered within a busy rail and passenger environment, requiring strict health, safety, and community impact controls.
- **Programme Constraints:** All scaffolding works had to be completed in advance of the planned 9-day blockade (22–31 August 2025) when strengthening and dismantling works will be undertaken.

Outcome

Alltask successfully delivered a safe, robust, and innovative scaffolding solution, enabling critical strengthening works to proceed on programme. By combining traditional scaffolding with our HAKI system and overcoming logistical challenges via river delivery, we provided a solution that minimised disruption while ensuring structural safety for both Barnes Bridge and Chiswick Footbridge.

This project demonstrates Alltask's ability to deliver complex, large-scale scaffolding solutions in challenging environments, supporting the safe and timely delivery of essential railway infrastructure upgrades.

CLIENT	•	SRE / VOLKER FITZPATRICK
PROJECT	•	BARNES BRIDGE
LOCATION	•	LONDON SW13 ONP