

MARSH WALL WEST

Location

Marsh Wall, Tower Hamlets

Client Type

Local Authority

Key Collaborators

TfL; GLA Streets team; DLR; Thames Water; UKPN; LBTH Regeneration team; LBTH Infrastructure Planning team

Workstage

N/A - Strategic

Summary

An initial study into the integration of SuDS from the DLR and the local Construction Forum triggered a number of specific utility capacity and routing investigations in the area. Development trajectories were updated to support the planning of water and electricity supply upgrades as well as local district heating system expansion. The successful coordination of local streetworks has the opportunity to significantly reduce road closures and associated disruption along a fire brigade route.

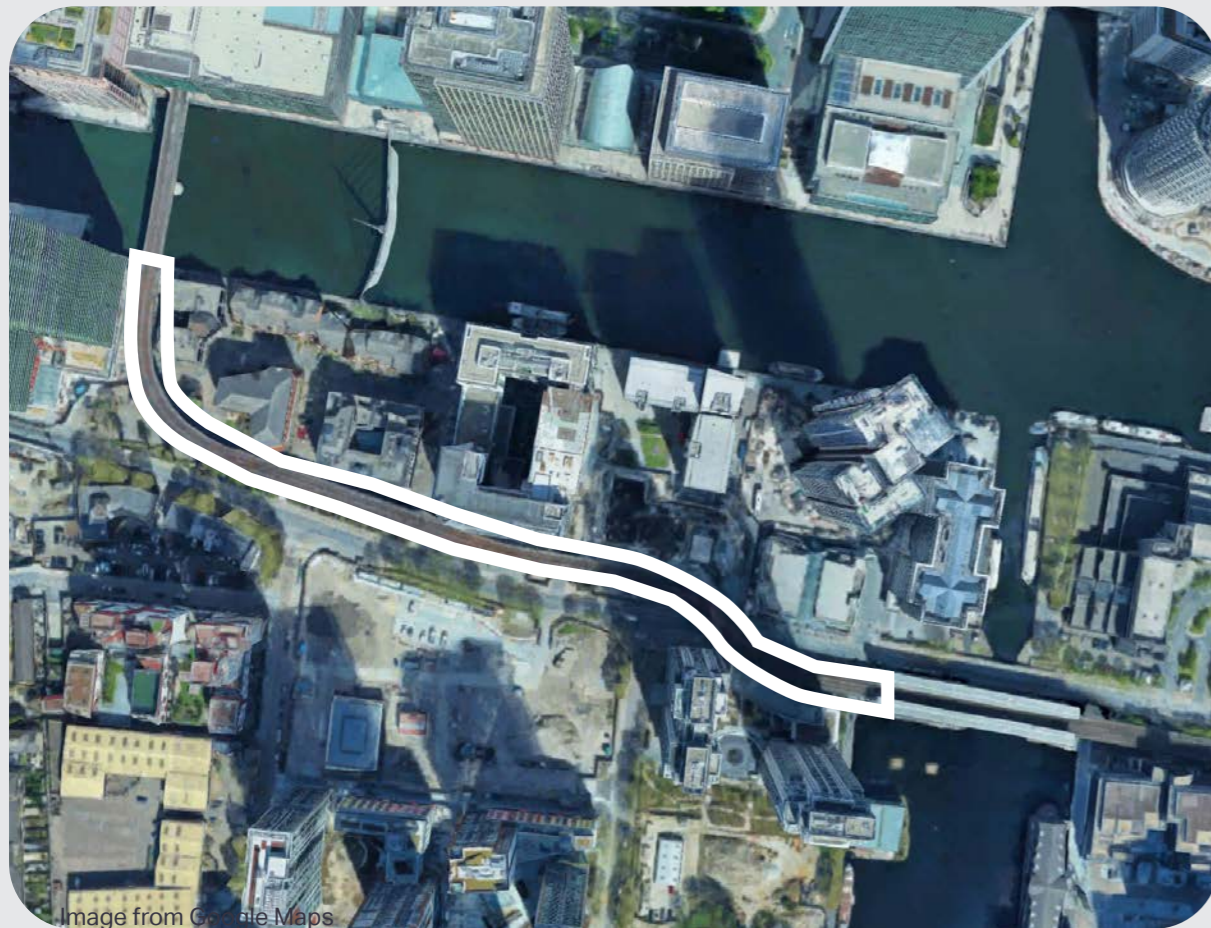


Image from Google Maps

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The Challenge

This stretch of road has numerous development plots at various development stages, stretching from site allocation to completion on site. This has resulted in a busy, complex location with significant additional demand on all utilities and services and extremely congested below ground routes. In one case the consultation period had increased from the typical 6 months to 18 and the installation of additional supplies had slipped by a further year.

Key Outcomes

The up-to-date development trajectory allowed the utility suppliers to remodel the area to confirm what upgrades were required, both close to the site and off-site. Data was then used beyond the original remit to review opportunities to extend the nearby district heating network.

The Infrastructure Coordinator identified a borough road parallel to Marsh Wall West as an ideal location for the implementation of the future proofing pilot, due to the density of upcoming development as well as the significant disruption further streetworks would cause. This novel approach adds an electrical duct route to the installation of the water main, avoiding future trenching along the section of future proofed road. Also integrating some collaborative streetworks, where UKPN will work in the same road closure as Thames Water, it is estimated that 19 weeks of future road closure can be saved alongside significant cost savings for trenching.

Our Approach

The Infrastructure Coordinator reviewed the utility asset information, building a clear picture of below ground assets and future demand. The Coordinator addressed delays and confirmed timelines while facilitating collaboration between the borough and two utility providers to minimise road closures. By taking an area wide-view of the upcoming developments, utility providers were able to ensure their upgrades would provide sufficient capacity.

