

**Temple Station Redevelopment to enable the Temple Garden Bridge**



**CLIENT** – Giffen Group  
(on behalf of London Underground)

**PROJECT VALUE** –  
£3M

**DATE** – Feb 2016 to May 2016



**PROGRAMME DESCRIPTION:**

*The newly proposed Garden Bridge across the Thames was designed to connect to Temple Station. In order to enable that connectivity, London Underground's Temple Station needed modification whilst the station remained operational.*

*Giffen were awarded a contract to undertake the design and build elements of the works at Temple Station and subsequently engaged Poise to undertake all elements of the station design works. This included modification to all asset groups; the design for the Electrical, Civil, Mechanical, Communication and Fire elements.*

*Due to the politically charge nature of the works and the number of interfaces across the entire Temple Garden project, the timescales for completing the Design works were short with work needing to be competed in 10 weeks.*

**PROJECT DESCRIPTON:**

The design has to be based upon maintaining an operational control centre at all time, which included the Control Rooms and Ticket office suites.

We recognised from the outset that the key to the successfully delivery of this project was the need for collaborative and proactive behaviour. This is especially true for projects of this nature, for large transport providers, because they have common issues for example:

- Missing or inaccurate asset record data
- Balancing the wants and needs of the many stakeholder groups
- Securing access i.e. Trade Unions and Political Influences
- Need to secure value for money for the tax payer
- Meeting high and ever-growing customer demands

## Temple Station Redevelopment to enable the Temple Garden Bridge

The first step that we undertook was to arrange and facilitate a workshop in order to develop the correct staging philosophy and to build strong working relationships with all key stakeholders. This was attended by Giffen's Construction team, London Underground Project Managers, London Underground Engineers, London Underground Maintainers and London Underground Operational Staff. Each staging option was discussed and scored against a range of criteria including Operational Impacts, Constructability, Safety, Time and Cost.

All designs produced by Poise are developed and controlled undertaking the following activities. Each discipline engineer develops their respective compliance matrix:

- Each Engineer has to confirm the inputs they require from the other discipline engineers
- Weekly Engineering meeting held
- Integration Stage gate reviews held at key point agreed per project (normally 30%, 60% and 90%)
- Final 'Check; and 'Approval' of the designs conducted by other engineers with the appropriate skills and knowledge prior to issue of the design to the client.

In addition to this and to ensure that the client specification was met fully, Poise further engaged, over and above contractual obligations, with the key gained from these one-to-one engagement sessions was due to the fact that each discipline could be discussed in full detail and outstanding/late inputs from the client could be addressed immediately in lieu of waiting for up to 28 days for Technical Query (TQ) and Requesting For Information (RFI) responses. Individual sessions were held with Construction Managers and planners; Civil Engineers; Mechanical Engineers; Operational Planners; Fire Engineers; Electrical Engineers and Interfacing Systems Engineers e.g. Prestige.

This collaborative approach coupled with robust planning and allocation of experienced designers ensured that the work was completed and accepted without issue or delays within the challenging timescales.

Note: The Garden Bridge Project was cancelled by the Mayor of London following the completion of our works due to the cost and of the scheme.