

Why have both cantilevers been closed at the same time

Both cantilever lanes have been closed to allow for a range of tasks to be carried out on each lane simultaneously. Working on one cantilever at a time would add an additional 8 weeks to the overall length of the project.

Phase 1 is currently programmed to last until end of July. The North cantilever will then be returned as a general traffic lane for the remainder of the project. At the same time South cantilever will be opened to westbound traffic.

Unfortunately, the cantilevers cannot be re-opened during this period as, once the existing surfacing material has been removed, we are unable to run traffic on the lane until the new surface has been laid.

It would also take too long to remove the traffic management, plant, equipment and the labour force to be useful.

The contractor is required to maintain a minimum 3 lanes during peak periods throughout the project. This will enable them work most efficiently, particularly when they move on to the main deck works.

We recognise that this will be a difficult period for our customers, and we are doing everything within our control to minimise the impact of the works. We are continually monitoring the traffic flows across the bridge and taking action to address any specific issues. We are also ensuring that all toll booths are open during busy periods.

Why did you begin the works during half term ?

Unfortunately there is no perfect time to undertake this essential work. We had originally scheduled the works to begin in April, however our contractor VolkerLaser required a later start date to ensure that all its specialist equipment and workforce were in place before work began on resurfacing the deck, and traffic restrictions were introduced.

Postponing the start date to after half term would have inevitably led to concerns about other potential timing issues. Carrying out the resurfacing is essential work that needs to be completed this summer and while we have the highest chances of dry, mild weather.

We recognise that this will be a difficult period for our customers, and we are doing everything within our control to minimise the impact of the works. We are continually monitoring the traffic flows across the bridge and taking action to address any specific issues. We are also ensuring that all toll booths are open during busy periods.

How will you ensure that emergency vehicles can cross the bridge during the works

We have kept the emergency services informed throughout the planning of these works to try and minimise the impact on the vital services they deliver.

While it is not possible to offer dedicated emergency routes across the bridge, we do liaise closely with the emergency services at both crossings to try and ensure their passage is as quick as possible. All emergency services are able to call the bridge control room to request assistance should they require it.

Additionally, we would expect other drivers to react by moving aside to provide space when they see or hear an emergency vehicle approaching where possible.

Why can't you remove toll charges while the works are taking place ?

The Tamar Bridge and Torpoint Ferry are funded entirely from the tolls paid by people using the crossings on a "user pays" principle. The crossings do not receive any financial support from either the Government or the parent authorities - Cornwall Council or Plymouth City Council. This means that if tolls are suspended for a period, we would have to charge more later to make up the deficit.

While the original cost of building the Tamar Bridge was repaid many years ago, the tolls are used to meet the costs of the ongoing operation, maintenance and improvement of the two crossings. Information on how the money received by Tamar Crossings is spent is published on the Tamar Crossings website <https://www.tamarcrossings.org.uk/about-us/statement-of-accounts/>

Tamar Bridge resurfacing update 4 June 2021

[Click here](#) to view a short interview with our engineering manager.

Thank you to everyone for your patience during the first week of the resurfacing works.

We recognise that this is a difficult period for our customers, and we are doing everything within our control to minimise the impact of the works. All the toll booths are open during busy periods and we are continuing to monitor traffic flows across the bridge.

Unfortunately a vehicle broke down on the A38 westbound prior to the bridge just after 1pm yesterday afternoon. Although the vehicle was not on the bridge, the breakdown restricted the approach to the bridge, causing some delays to traffic coming into Cornwall. As the incident was on the A38, a Highways England traffic officer was on site, together with the police. The vehicle was recovered just after 4pm, and the lane was then re-opened by Highways England just before 4.30pm.

Volker Laser began planing operations as planned on the south cantilever lane on Wednesday. At the same time preparatory work is continuing on the north cantilever to ensure that it is completed in time for the planing operation to begin unhindered.

This preparatory work has included installing debris netting / containment on parapets, setting out survey points and surveying the existing carriageway and core drilling trial holes to check the thickness of the existing tarmac so that the planer does not damage the steel deck.

The planing operation is expected to take between two and a half and three days per cantilever. We expect the planing operations to begin on the north cantilever during this weekend.

Some people have asked why both cantilevers have been closed at the same time and whether one cantilever can be re-opened to traffic.

The answer is that the closures have been done at the same time to allow for work to be carried out on each lane simultaneously. Working on one cantilever at a time would add an additional 8 weeks to the overall length of the project.

Unfortunately we cannot re-open a lane once the existing surfacing material has been removed as we are unable to run traffic on the lane until the new surface has been laid. Unlike traditional road re-surfacing works, where vehicles can drive on the road while the works are in progress, the planing removes the entire depth of the surface material, exposing the steel deck which is not safe to drive on.

Phase 1 is currently programmed to last until end of July. The North cantilever will then be returned as a general traffic lane for the remainder of the project. At the same time South cantilever will be opened to westbound traffic. The contractor is required to maintain a minimum 3 lanes during peak periods throughout the project. This will enable them work most efficiently, particularly when they move on to the main deck works.

We have also received a number of other queries about the programme and the scheduling of the works.

Here are the answers to some of the most frequently asked questions. Further FAQ's about the resurfacing project are also available on [our website](#).

Why did you begin the works during half term?

Unfortunately there is no perfect time to undertake this essential work. We had originally scheduled the works to begin in April, however our contractor VolkerLaser required a later start date to ensure that all its specialist equipment and workforce were in place before work began on resurfacing the deck, and traffic restrictions were introduced.

Postponing the start date to after half term would have inevitably led to concerns about other potential timing issues. Carrying out the resurfacing is essential work that needs to be completed this summer and while we have the highest chances of dry, mild weather.

We recognise that this will be a difficult period for our customers, and we are doing everything within our control to minimise the impact of the works. We are continually monitoring the traffic flows across the bridge and taking action to address any specific issues. We are also ensuring that all toll booths are open during busy periods.

How will you ensure that emergency vehicles can cross the bridge during the works ?

We have kept the emergency services informed throughout the planning of these works to try and minimise the impact on the vital services they deliver.

While it is not possible to offer dedicated emergency routes across the bridge, we do liaise closely with the emergency services at both crossings to try and ensure their passage is as quick as possible. All emergency services are able to call the bridge control room to request assistance should they require it.

Additionally, we would expect other drivers to react by moving aside to provide space when they see or hear an emergency vehicle approaching where possible.

Why can't you remove toll charges while the works are taking place?

The Tamar Bridge and Torpoint Ferry are funded entirely from the tolls paid by people using the crossings on a "user pays" principle. The crossings do not receive any financial support from either the Government or the parent authorities - Cornwall Council or Plymouth City Council. This means that if tolls are suspended for a period, we would have to charge more later to make up the deficit.

While the original cost of building the Tamar Bridge was repaid many years ago, the tolls are used to meet the costs of the ongoing operation, maintenance and improvement of the two crossings. Information on how the money received by Tamar Crossings is spent is published on the Tamar Crossings website <https://www.tamarcrossings.org.uk/about-us/statement-of-accounts/>

We will continue to provide regular updates throughout the project to keep people up to date with what is happening.

Tamar Bridge resurfacing project frequently asked questions

How often does the bridge need to be resurfaced ?

The Tamar Bridge generally needs to be resurfaced every 20 – 25yrs.

When was it last resurfaced?

The bridge was last fully resurfaced at the time of the strengthening and widening project in 1999-2001. However, the Plymouth side span was resurfaced in 2011 as the surfacing material failed prematurely at that location due to the difficult traffic loading conditions – slow moving, heavy goods vehicles, braking as they approached the toll booths.

How often is the bridge inspected?

Routine inspections of the bridge surfacing are carried out every four months and during the last two years these inspections have revealed that the existing surface is nearing the end of its serviceable life and requires replacement.

Why is the resurfacing taking place now ?

The project was originally due to be carried out during 2020, but was postponed until this year because of the coronavirus pandemic and the need to complete the kerb replacement works before resurfacing. Delaying the project again could

result in further damage to the surfacing material, leading to cracks which then enables water to penetrate onto the steel plates underneath with the potential for corrosion to occur.

Why wasn't the resurfacing done at the same time as the kerb replacement works ?

It was not possible to carry out the resurfacing works at the same time as the recent kerb works. It was important for the kerb works to be completed first so that the new surfacing material could be laid right up to the kerbs with minimal construction joints in the new surfacing material. It also means we can create a good seal between the kerb and new surfacing as well as providing the best waterproof protection to the steel bridge deck. Additionally, the contracts require very different expertise, plant, equipment and materials and trying to integrate both contracts together would have been complex, inefficient and more expensive as a result.'

Why wasn't the scheme carried out during lockdown

This project has been in the planning stage since 2015 and has already be postponed in order to complete other high priority bridge maintenance projects. Detailed work on this scheme commenced in 2019 and site work was planned to commence in spring 2020. However, due to Covid19 and to allow the kerb contract to be completed the project had to be postponed until June 2021. We cannot delay the works any further and work must be completed this year. Traffic levels are still currently below our normal levels for this time of year and we have worked hard with our contractor to develop a scheme that will complete the work as efficiently as possible.'

How much will the resurfacing project cost and who is paying for it?

The surfacing materials used on large cable supported bridges such as the Tamar Bridge are more costly than standard road construction. The approved budget for the project is £6 million and will be funded from toll income. That project cost also covers replacement of the illuminated lane studs and includes the costs of design and supervision

Why does the bridge need to be resurfaced and what happens if it is not resurfaced?

Our bridge deck surfacing is very different to standard road construction and is only 40-55mm thick. The purpose of the bridge deck surfacing is to provide a

safe durable running surface for vehicles and also to protect the steel deck from wear and damage due to corrosion and fatigue.

Just like standard road construction, bridge deck surfacing has a limited lifespan as the millions of loading cycles from traffic eventually cause deterioration. The deck of the Tamar Bridge needs to be resurfaced every 20 to 25 years to prevent damage occurring to the steel deck. In the last 20 years the Bridge has carried around 300 million vehicles.

The lifespan of our surfacing depends on many factors including the type and thickness of the materials used, quality of workmanship, the number of vehicles using the bridge, the number of heavy goods vehicles, the axle weights of vehicles and environmental factors such as wind or hot and cold temperatures that cause the bridge to move or vibrate. In general, taking these factors into account, and when combined with our regular inspection regime, we can predict the expected life of the bridge deck surfacing.

Our inspections and surfacing assessments have determined that the material has worn out and is nearing the end of its useful life. If the surfacing material is not replaced in time, there is a risk that the underlying steel bridge deck could be damaged either by corrosion or through fatigue and that cracking could occur in the deck and deck welds. Additionally, if the surfacing is not replaced in good time then it would start to crack and break up, creating an unsafe running surface for bridge users.

Reliable waterproof patch repairs are difficult to achieve on steel bridge decks, can be intrusive and will not be as durable as full resurfacing. Carrying out this type of patch repair work would cause significant and frequent disruption to our users as well as putting workers at more risk while carrying out repairs adjacent to live traffic.

What materials are used in the resurfacing?

A specialist, asphalt material will be used to resurface the bridge deck. At just 45mm thick, this material is much thinner and lighter than the materials used in standard road construction. It is also more expensive due to other factors and processes required during the resurfacing process.

What does the resurfacing process involve?

Resurfacing the steel bridge deck involves a series of highly complex processes, the majority of which need to be carried out in dry and mild weather conditions. These processes are:

- removing the majority of the existing surfacing material using a road planer – a thin layer is left bonded to the steel deck so that the steel deck is not damaged by the aggressive teeth on the road planer
- removing the remaining thin layer either by hand using mechanical hand tools or using a large flat blade on a suitable digger/dozer machine
- blasting the steel deck with grit/shot using an enclosed mobile blasting machine - this process removes any stubborn remains of existing surfacing

and deck waterproofing material, and provides a clean deck, enabling engineers to thoroughly inspect the steel deck and welds for cracks or damage

- carrying out repairs to any identified damage on the deck as required
- applying paint 'primer' to the bare steel deck to protect the steel from corrosion
- applying a two-layer waterproofing system on to the primer - this provides vital corrosion protection to the steel deck
- applying a 'tack-coat' on to the waterproofing - the 'tack-coat' helps the surfacing material bond to the waterproofing material creating a composite surfacing system
- laying the surfacing material in two thin layers using a special surfacing machine that runs on rails - the rails are set up to ensure that the contractor achieves the correct material thickness while also providing a smooth running surface
- applying road markings and installing a replacement illuminated road stud system.

In addition to the bridge deck resurfacing works we are also taking the opportunity to resurface the toll plaza area, bridge approaches and will also replace all six of the bridge expansion/movement joints.

Why can't you just patch the areas which are showing signs of wear?

Reliable waterproof patching repairs are difficult to achieve on steel bridge decks and would not be as durable as full resurfacing. Adopting this approach would also require more frequent repairs to be carried out, leading to closures of lanes over a longer period, and increasing the potential disruption to bridge users.

Why does the work have to be done during this summer?

The work must be carried out when there is the highest chance of prolonged dry or fine weather and the period from April to the Autumn provides this opportunity. Many of the processes outlined above require dry and mild weather conditions. These conditions will give the contractor the best opportunity to achieve the highest quality of workmanship, which in turn will provide the longest service life for the bridge deck surfacing.

Who is carrying out the resurfacing?

The main contractor for the project is VolkerLaser, an experienced civil engineering contractor with extensive experience working on many types of bridges and complex bridge works. They will be supported by a number of specialist subcontractors.

How long will it take?

The project will take approximately 6 months to complete between June and October/ November 2021. However, there is some significant preparation work to be completed off site before the contractor starts work on the bridge deck. Lane restrictions will commence at the beginning of June 2021.

Why does it take so long to carry out?

There are a number of construction processes that need to be undertaken in a certain order, similar to a factory production line. The removal of old material has to be undertaken very carefully to avoid damage to the underlying steel deck. Many of the processes require applied materials to become dry or fully cured before the next process can happen and this all adds to the overall time for the works to be completed.

How will you ensure that the works are carried out in a Covid safe way?

We will ensure that works are carried in a Covid-secure manner and that all contractors adhere to current Government guidelines. Our project team will be made fully aware of the guidelines in place at the time and they will be briefed regularly at site safety inductions and toolbox talks. Regular reviews will be undertaken at monthly contract meetings. Additionally, we will ensure that the latest Construction Leadership Council Site Operating Procedures are rigorously enforced. For more information on the latest procedures please follow this link:

<https://www.constructionleadershipcouncil.co.uk/news/site-operating-procedures-version-7-published/>

Why can't you do the work at night?

There are a few reasons why we cannot undertake the works solely at night. The various sequential processes involved mean that the deck surface between processes will either not be safe for vehicles or needs to be left for materials to cure properly. It is also not practicable to undertake the work in small sections as most of the plant and equipment is optimised for larger areas. Once work starts on an area of the bridge deck or cantilever, that area cannot be used by traffic until the resurfacing operation is complete.

In addition there are many residential properties near the bridge and some of the resurfacing processes are noisy. This would cause unacceptable noise to our neighbours and the noise generated by the work would also breach environmental legislation and noise limits designed to protect the public in such circumstances.

Additionally, undertaking construction work at night is generally less efficient and does not generally achieve the same quality end product, while also introducing additional hazards and greater risks for the workforce. Temperature

and humidity at night would also be more likely to be outside the acceptable ranges for some of the more sensitive materials.

How many lanes will be open at any one time?

The bridge normally operates four lanes of traffic with a dedicated pedestrian and cycle lane. However, during this work the bridge will be reduced to three traffic lanes, utilising the south cantilever pedestrian and cycle lane as an additional traffic lane.

Will the North and South cantilevers be resurfaced as well?

Yes, both of the cantilever lanes will be fully resurfaced as part of the project.

Will the South cantilever be closed during the whole of the works? If so, will there be a free shuttle bus service (including provision for cyclists)?

Yes, the south cantilever will be closed to pedestrians, cyclists and mobility scooters for the duration of the works. This will allow the lane to be fully resurfaced as well as acting as an additional traffic lane while other areas of the bridge are being worked on. The contractor will provide a free bus service to enable the affected user groups to cross the bridge safely. More detail will be provided in due course.

Will the crossing remain open during the works ?

While the crossing will remain open throughout the works, the traffic management arrangements and lane restrictions mean that drivers of 'abnormal loads' may be restricted during certain phases of the project. Full details of abnormal load restrictions will be shared with hauliers via ESDAL2 and our website which will also include a suggested diversion route for wide vehicles. Advanced warning signs will be placed at key locations on the A38 and the local traffic network, as well as on the main motorway junctions.

How will you let people know about the works?

Regular updates on the project will be posted on the Tamar Crossings website and social media channels, and provided to motoring organisations and the local media. This will include details of any traffic congestion or delays which will also be displayed on electronic messaging signs along the A38 at Manadon Junction and Trerulefoot Roundabout.

Are you planning to erect warning signs well in advance of the bridge to enable people to use other routes?

Yes, advanced warning signs will be placed at key locations on the A38 and local traffic network.



Tamar Bridge resurfacing to begin on 1 June

28 May 2021

Work on resurfacing the deck of the Tamar Bridge will begin on Tuesday, 1 June.

Traffic management arrangements will be put in place overnight on Tuesday, 1 June to enable work on Phase 1 of the project to begin on Wednesday 2 June. This work will begin after 8pm on 1 June after the evening rush hour has finished to avoid disruption to traffic. The free bus services will also begin operating on the evening of 1 June.

Resurfacing the steel bridge deck involves a series of highly complex procedures. These include first removing the majority of the existing surface material using a road planer. A paint 'primer' is then applied to the deck followed by a two layer water proofing system to provide vital corrosion protection to the steel deck plates. Two thin layers of the surfacing material are then applied before the final process of laying the road markings and installing the replacement illuminated road stud system is carried out.

The need to carry out the majority of these works during dry and mild weather means that we cannot move the project to the winter months. It is not possible to carry out the works solely at night as the lanes cannot be re-opened to traffic until the resurfacing has been completed. Working at night also introduces other issues, such as worker safety and noise. Using heavy plant and machinery at night would have a major impact on the lives of the people close to the bridge.

Patching repairs are also difficult to carry out on steel bridge decks and would not be as durable as full resurfacing. Adopting this approach would require more frequent repairs to be carried out, leading to closures of lanes over a longer period, and increasing the potential disruption to bridge users.

The resurfacing work is being carried out by VolkerLaser, a specialist civil engineering contractor with extensive experience of working on bridges. It will be overseen by Tamar Crossing's Engineering Manager Richard Cole.

Three traffic lanes will be kept open throughout the works to help minimise disruption to bridge users, with the south cantilever used as an additional traffic lane when necessary. This means that the south cantilever will be closed to pedestrians, cyclists and mobility scooter users from approximately 8pm on the evening of 1 June for the duration of the works. As with the kerb replacement

project, free bus services will be provided to enable these groups to cross the bridge. Local traffic from Saltash will be diverted from the north cantilever onto the main deck of the bridge.

The complex resurfacing project is expected to take approximately six months to complete, with all three lanes on the main deck and both the north and south cantilevers being resurfaced. As well as resurfacing the bridge deck, Tamar Crossings are also taking the opportunity to resurface the toll plaza area and the bridge approaches, and will be replacing all six of the bridge expansion / movement joints.

Phase 1 is currently programmed to last until end of July. The North cantilever will then be returned as a general traffic lane for the remainder of the project. At the same time South cantilever will be opened to westbound traffic.

The complete project is due to be finished in Autumn 2021, when all the lanes will be re-opened to traffic.

We are providing a free shuttle bus service to transport pedestrians, cyclists and mobility scooters across the bridge. These include a minibus and trailer service and a scheduled service using single and double-decker buses which is being run in partnership with Plymouth Citybus. This bus service will enable cyclists to remain with their bikes during the journey across the bridge.

The bus service will run 24 hours a day, seven days a week and the minibus service will run during the day seven days a week. Both services will begin operating on the evening of Tuesday 1 June and will then continue until the works are completed.

The minibus service will run as an 'on-demand' service where customers will be able to contact minibus drivers via call-points located at both Pemros Road and North Road. Minibuses will be equipped with cycle and mobility scooter (up to Class 3) trailers.

The Citybus service will run every 15 minutes between 6 am and 9pm and every 30 mins in the evenings and overnight between the Saltash and Plymouth sides of the crossing. Details of the latest service information will be published on the Plymouth Citybus website, with updates on their social media channels.

Using these services will enable cyclists to avoid cycling through the heavy traffic on the bridge during morning and evening commutes, as well as reducing the interface between user groups.

We will be reviewing both services throughout the programme of works and will make adjustments if necessary.

While cyclists are legally permitted to use the bridge traffic lanes, the opening of the south cantilever nearly twenty years ago was intended to provide them with a safer alternative for crossing the bridge. In offering these services we are doing our best to replicate the improved safety provided by the south cantilever and so, for this reason, we would strongly encourage cyclists to use this option during these works.

While the crossing will remain open throughout the works, the traffic management arrangements and lane restrictions mean that drivers of 'abnormal loads' may be restricted during certain phases of the project. Abnormal load restrictions will be shared with hauliers via ESDAL2 and advanced warning signs will be placed at key locations on the A38 and the local traffic network, as well as on the main motorway junctions. Full details will be placed on the Tamar Crossings website which will also include a suggested diversion route for wide vehicles.

In line with current Government advice on travelling on public transport, people using both the shuttle buses and the Plymouth Citybus service will be required to wear face coverings unless they have a specific exemption.

Regular updates on the project will be posted on the Tamar Crossings website and social media channels, and provided to motoring organisations and the local media.

"We are, of course ,very conscious of the importance of the Tamar Bridge as a vital transport link between Cornwall and Devon" said David List, Tamar Crossings General Manager. **"This is a major once in 20-25 years scheme which is essential for the safety of bridge users and in ensuring a long service life for the structure."**

"We will be working closely with contractors and partners to deliver the resurfacing project safely, efficiently and with as little disruption to bridge users as possible. "

Anyone with queries in relation to this work can visit the website where there is detailed information about the project, or email enquiries@tamarcrossings.org.uk with their message which will then be dealt with by our customer services staff during normal business hours.

Ends

Notes to editors

For further information or to do interviews on the project please contact Trisha Hewitt at trisha.hewitt@tamarcrossings.org.uk or phone 07946654121.

Constructed between 1959 and 1961, the iconic suspension bridge was last fully resurfaced at the time of the strengthening and widening project in 1999-2001. As part of that project the original concrete deck was replaced by an orthotropic steel deck – this uses steel plate with stiffening ribs underneath.

The purpose of the bridge deck surfacing is to provide a safe durable running surface for vehicles and also to protect the orthotropic steel deck from wear due to corrosion and fatigue. Just like standard road construction, bridge deck surfacing has a limited lifespan as the millions of loading cycles from traffic eventually cause deterioration. The deck of the Tamar Bridge needs to be resurfaced every 20 to 25 years to prevent damage occurring to the steel deck. In the last 20 years the Bridge has carried around 300 million vehicles.

Routine inspections of the bridge surfacing are carried out every four months. During the last two years these inspections have revealed that the existing surface is nearing the end of its serviceable life and requires replacement.

A specialist, thin asphalt material will be used to resurface the bridge deck. At just 45mm thick, this material is much thinner and lighter than the materials used in standard road construction. It is also more expensive due to other factors and processes required during the resurfacing process. The £6m cost of the project is being met by Tamar Crossings funded from toll income. That project cost also covers replacement of the illuminated lane studs and includes the costs of design and supervision.

The project was originally due to be carried out during 2020, but was postponed until this year because of the coronavirus pandemic and the need to complete the kerb replacement works. Delaying the project again could result in further damage to the surfacing material, leading to cracks which then enables water to penetrate onto the steel plates underneath with the potential for corrosion to occur.

All of the works will be carried out in a Covid-secure manner, with contractors required to adhere to Government guidance. Tamar Crossings will also ensure that the latest Construction Leadership Council Site Operating Procedures are rigorously enforced.

Update on Tamar Bridge resurfacing works 3 June 2021

Thank you to everyone who has contacted us with their concerns about the impact of the bridge resurfacing works. In response to yesterday's traffic congestion we have arranged for additional collectors to be brought in to ensure all available toll booths are open. We are continually monitoring the traffic flows across the bridge and taking action to address any specific issues.

We are discussing with Highways England the potential for variable message signs to be placed at strategic locations to inform travellers of potential congestion on the bridge, however we are aware that G7 summit information may take priority in the short term. We are also using our social media channels to advise local travellers of the potential for traffic congestion.

Both cantilever lanes have been closed to allow for a range of tasks to be carried out on each lane simultaneously. This will allow the planing operations to move without interruption from the south cantilever lane to the north cantilever lane. As planned, Volker Laser began planing operations this morning on the south cantilever lane. At the same time preparatory work is continuing on the north cantilever to ensure that it is completed in time for the planing operation to begin unhindered.

This preparatory work has included installing debris netting / containment on parapets, setting out survey points and surveying the existing carriageway and core drilling trial holes to check the thickness of the existing tarmac so that the planer does not damage the steel deck.

The planing operation is expected to take between two and a half and three days per cantilever. We expect the planing operations to begin on the north cantilever during this weekend.

When determining the working arrangements for this project, and all our projects, we need to balance three key factors – time, cost and potential disruption. Closing both cantilevers and working on them simultaneously will reduce the overall duration of project and the project costs.

We are very aware of the impact of traffic queues on both bridge users and local residents and businesses and are doing everything we can to keep disruption to a minimum.

Update on Tamar Bridge resurfacing project 2 June 2021

Thank you to everyone for your patience and support while the new traffic management arrangements for the bridge resurfacing project were put in place last night.

Today VolkerLaser will be cutting core holes into the deck to double check the existing surface depths in readiness for the planing work. It is important to ensure that the planing machine does not go too deep and damage the steel deck. They also be carrying out other preparatory works, including marking out survey points and installing netting on the parapets to prevent any debris falling when the planing begins. Planing is currently set to start on Thursday and continue into the weekend.

We have produced a short film to explain more about the resurfacing project which you can view here <https://youtu.be/tqQZYem4eko>

Both the new bus services are now in place to enable pedestrians and cyclists to cross the bridge safely. You can find details of the services on the Tamar Crossings website <https://www.tamarcrossings.org.uk/free-tamar-shuttle-service-for-pedestrians-cyclists-and-mobility-scooters/>