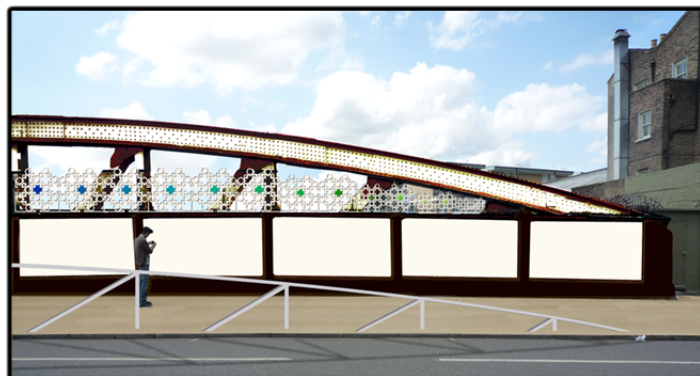
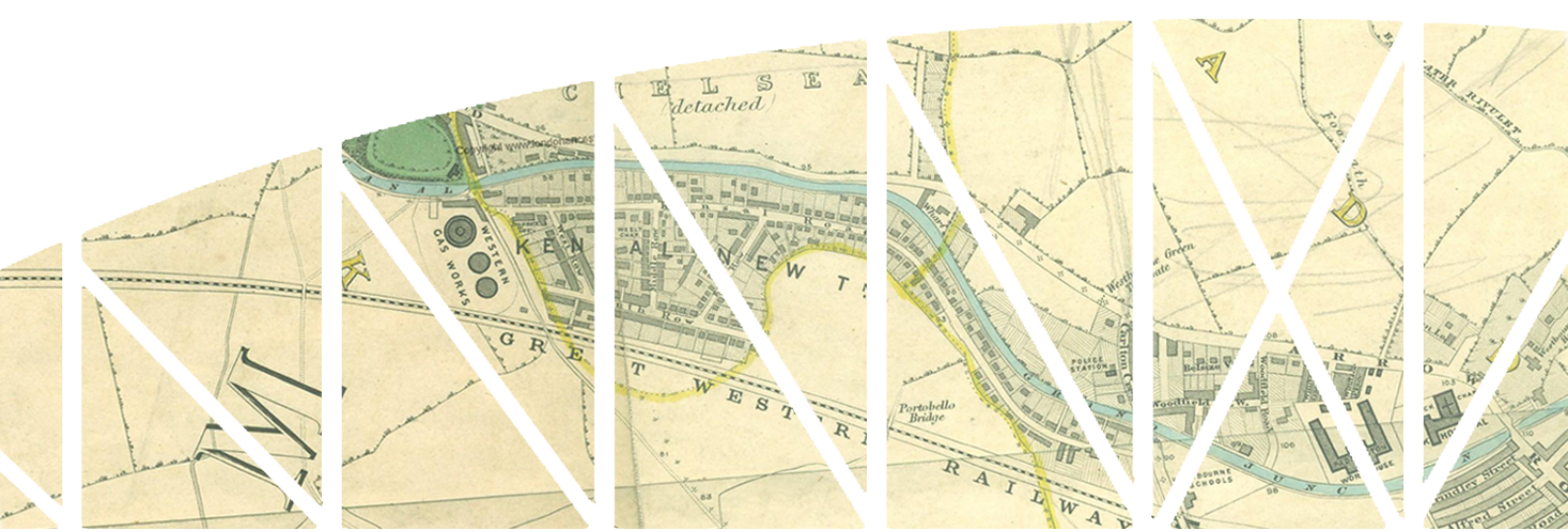




The Golborne Road Railway Bridge is a powerful and distinct reminder of the forward progress of mixing and the movement of populations in all its guises. It relates directly to the coming together of people on a London-wide, English, British and European level.

As you will see from this brief report, this iron bridge was designed and built at a time of great and unstoppable change in British and European history, effecting cultural, political, economic and social change, the outcomes of which we clearly live with today.





The Golborne Road Bridge spans the Great Western Railway route. A line that travels from Paddington Station in West London to the West of England and Wales.

The bridge provides important access to the shopping and leisure centres of Golborne Road and Portobello Road for all residents of the Kensal Town area, Trellick Tower and Edenham Estate; The areas at the furthest edges of Kensington that began life as an isolated village, descended into notorious slums and now contain a fine mix of people with the heritage and history of much of the world.

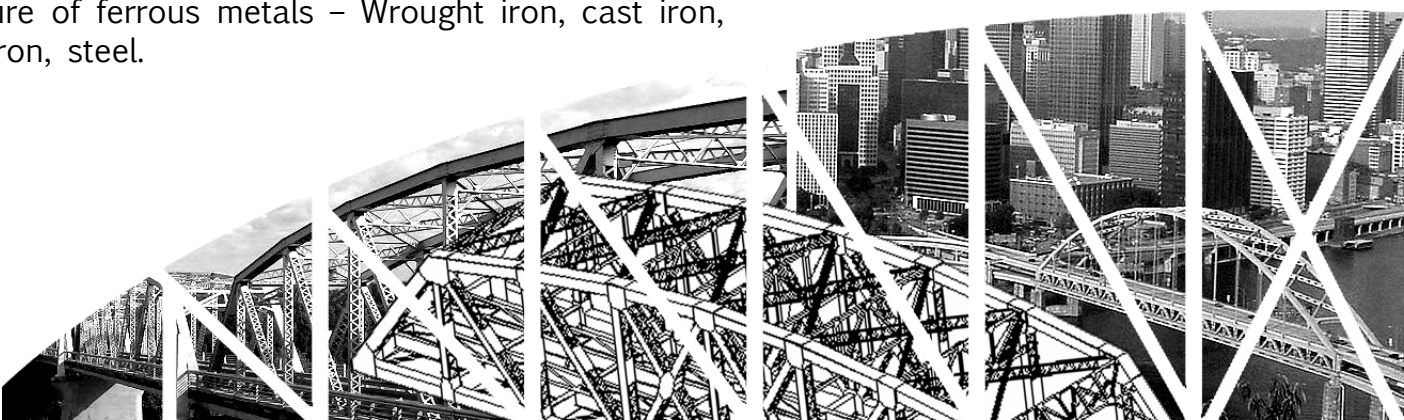


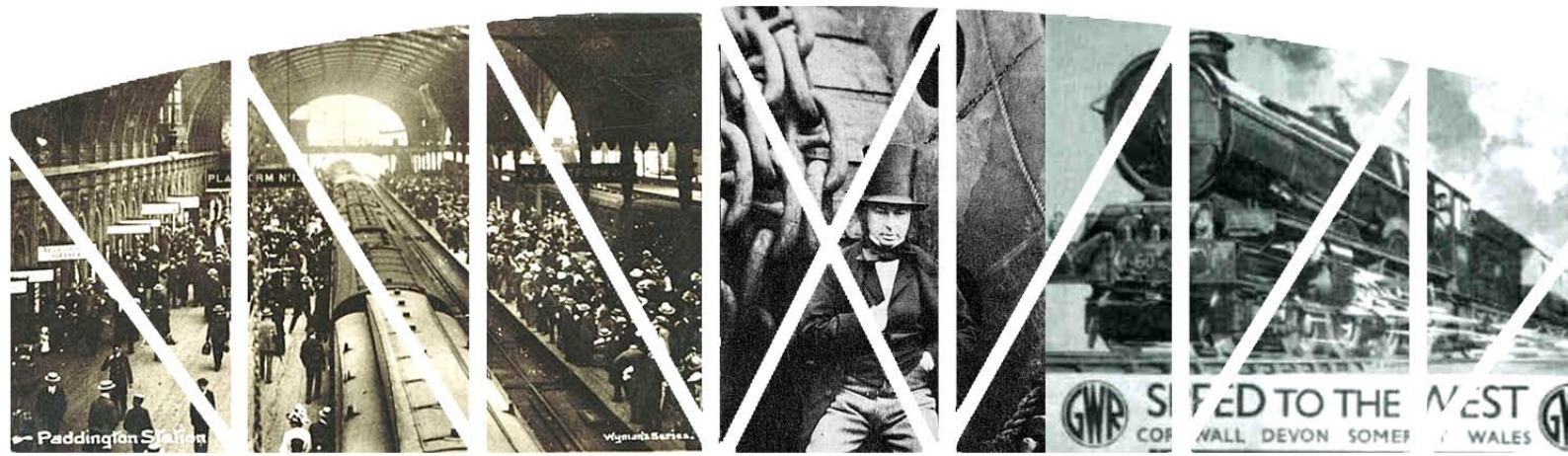
The Golborne Road Bridge is a Truss Bridge – specifically a pony truss, with the sides extending unconnected above the roadbed.

Truss bridges are one of the oldest types of modern bridge, composed of connected elements, typically straight, under stress. Truss bridges are particularly economical to construct due to their efficient use of materials.

Their heyday was between 1840 and 1880, after the age of wood and before the age of steel.

The Golborne Road Bridge is of iron construction, although given its age it could contain a mixture of ferrous metals – Wrought iron, cast iron, pig iron, steel.





The Great Western Railway was created by an Act of Parliament on 31st August 1835 to provide a line from Paddington to Bristol.

The line was completed in 1841 at a total cost of £6.5m.

Isambard Kingdom Brunel, at the age of 27 and having been educated in both England and France, was appointed as the Chief Engineer.

Brunel died in 1859. He is buried in Kensal Green Cemetery, the oldest English cemetery in operation, close to Paddington Station – the station he designed as the London terminus for the GWR – and within walking distance of both the Golborne Bridge and the Ladbroke Grove Bridge (also known as Bartle Bridge).



The bridge appears to have been built sometime between 1840 and 1880 - most likely in 1870 with the extension of the Golborne Road.

The time of the bridge's construction was during the age of reform, a time of great change and upheaval, made possible to a great deal with the advent of the steam train.

This period is also known as the Second Industrial Revolution, with huge advancements in technology and industry, particularly printing and engine technology and the industries of steel, electricity and manufacturing.

From 1825 and the opening of the Stockton-Darlington rail route the English landscape was transformed. As similar transformation occurred throughout France, Italy, Germany, Western European culture took a new, urbanised course.

By 1852 few English market towns or coastal resorts were without a station and by 1875 five hundred million passengers were being transported each year (1.07 billion journeys were made in 2005).

From the Local Studies Department of Central Library, RBKC

Kensal New Town was separated from the rest of London by open fields until the mid 1860's. Up to then the only road from Notting Hill was a narrow winding country lane, which was treacherous when it rained. Improvements were made and a brick bridge built in place of the level crossing over the Great West Railway. This tree-lined lane connecting Portobello Farm with Kensal Road was called Britannia Road after a pub of that name. It later became Golborne Road.

*Very little building remains from this period. The chief reminders of the early nineteenth century are the great constructions which determined the shape of the area: the Grand Union Canal and the Great Western Railway cutting. Otherwise the layout of the roads, the sites and names of a few public houses, **the location of the Golborne Bridge** and a small Methodist chapel in Middle Row are all that survive.*

*In the late 1860's the land to the east of Kensal New Town, between the railway line and the canal in Kensington parish, open fields until then, was acquired by C H Blake from the Misses Talbot. **He did not develop the area until 1870 when the new bridge over the railway in Golborne Road was built** and the road itself widened.*

*The building of tightly-packed ranges of small narrow houses proceeded rapidly in the 1860's and 1870's, every room being occupied as fast as the houses were completed. Access to this new quarter was greatly improved by the **extension of Golborne Road north-eastward over the railway by another bridge**, and by the early 1880's building development has been substantially finished.*

Many of the residents were railwaymen, while others were migrants whose previous homes in the central districts of London had been demolished. There were no front gardens here, and the social climate of this area was evidently always wholly urban in character.

50 YEARS OF SIGNIFICANT DATES around the time of the bridge's construction:

- 1832 – Reform Act
- 1832 – Sadler Committee investigating industrial working conditions
- 1833 – Slavery abolished throughout British Empire
- 1834-70 – Destruction and reconstruction of Houses of Parliament
- 1837 – Start of Queen Victoria's reign
- 1846-51 – Irish Potato Famine
- 1847 – Bronte sisters Wuthering Heights and Jane Eyre
- 1847 – Marx's Communist Manifesto
- 1848 – European Revolutions
- 1851 – Great Exhibition
- 1857 – Opening of South Kensington Museum – now the V&A and Science Museum
- 1859 – Darwin's Origin of Species
- 1871 – Opening of Royal Albert Hall
- 1875 – Public Health Act
- 1878 – Morris's The Decorative Arts
- 1881 – First women vote on Isle of Man
- 1883 – Opening of Natural History Museum



The railway was and remains a symbol of a new era of unlimited progress and newly acquired mobility.

The Golborne Road Bridge now exists as a unique and distinctive icon of that era, fundamental in creating the inner-city district that has been developed and redeveloped around it.

As such the bridge ought to be renovated in an appropriate style that reflects and highlights its heritage and in a method representative of its forward thinking conception. It should continue its existence as an informative, relevant and enjoyable part of the local community's history and be shown the respect in its restoration that it is clearly deserving of.

Design Concepts

- Focus on the regeneration of existing ironwork
- Incorporate an educational and interactive element
- Use of tinted tarmac to enhance atmosphere
- Make use of classicism of GWR historical livery as a colour scheme
- Recognise Isambard Kingdom Brunel as a local figure
- Accentuate the design and historical significance
- Make use of natural and artificial light for colour accents

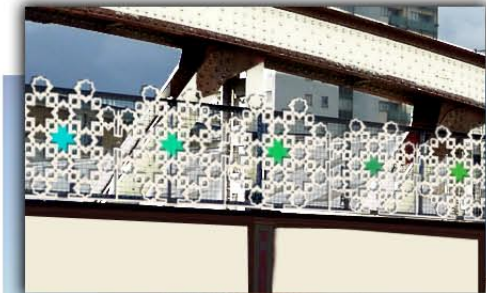
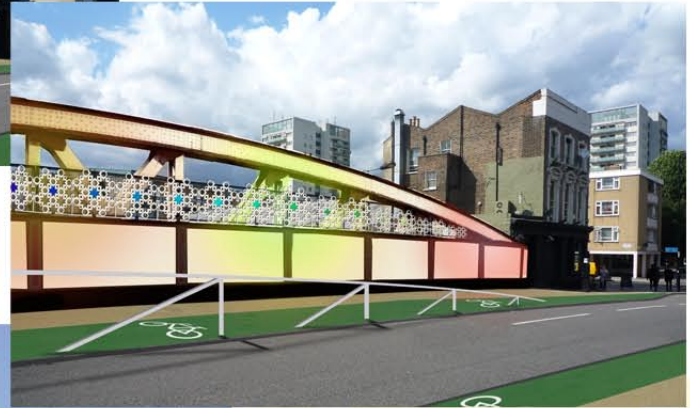


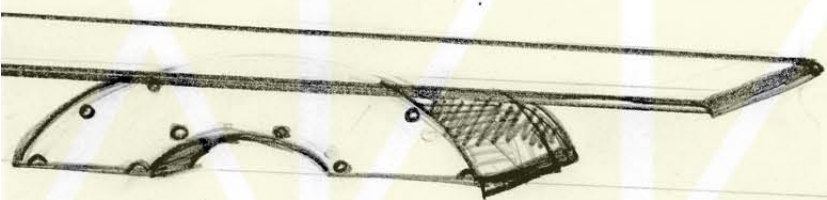
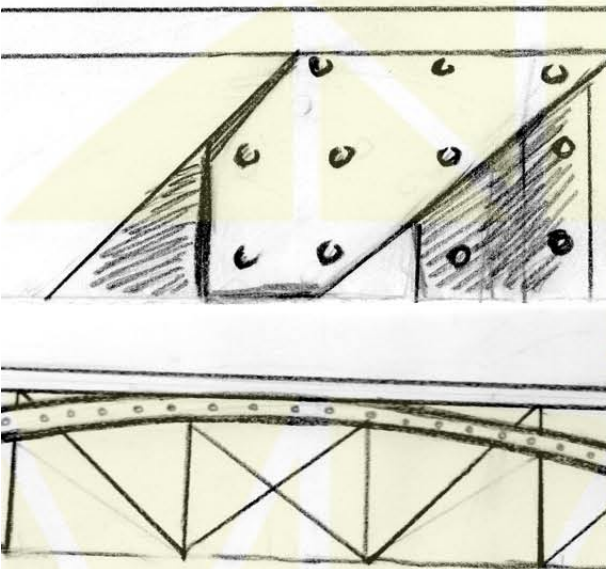


Pavement/Cycle Path Colours



Artificial and Natural Lighting





Seating and Exhibition/Information Area

