

## Information Sheet - Silvertown Works

Riverlinx CJV are working on behalf of Transport for London to construct the Silvertown Tunnel.

### What are we doing?

The update below provides an overview of some key areas of work this quarter as we prepare for the tunnel boring machine (TBM) launch.

### Launch chamber

The TBM Launch Chamber, which consists of four circular shafts joined together (see fig. 4), is now complete and ready to receive the TBM. As is traditional in tunnelling projects, the TBM is given a female name before it begins. Our TBM will be named 'Jill' in honour of Jill Viner - the first woman to drive a London bus in June 1974. Once assembled, the TBM will be ready for launch later this summer. The heaviest part of the TBM, the "main drive" weighing 250tonnes, was lowered into the chamber this month. All that remains is for the rest of the TBM to be lowered and assembled. The gantry crane will then be installed and used to lower prefabricated concrete tunnel segments from the surface into the chamber. Final works continue on the 'tunnel eye', which will guide the TBM as it makes the first break through ground to head across the river to Greenwich. \*For details of where to get more information on the above, please see the links on page 2. Please note all TBM assembly works plus the tunnel drive itself will take place 24/7.

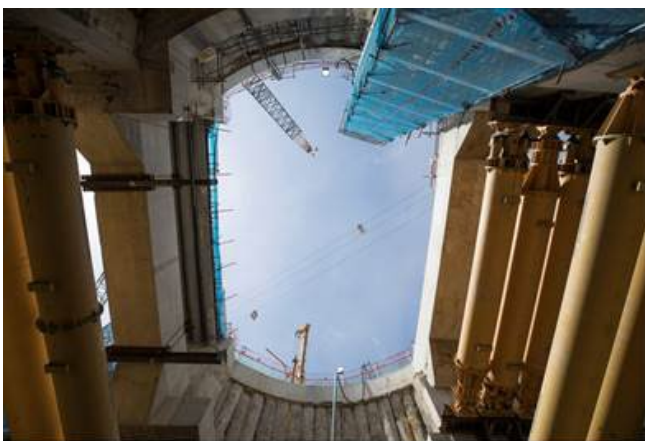


Fig. 1 View from the bottom of shaft 2



Fig. 2 A cross section of shaft 4



Fig. 3 TBM gantry



Fig. 4 Aerial view of the Silvertown Tunnel site, including the Launch Chamber

### Retrieval chamber

Ground treatment piling works are being undertaken in this area to prepare a cofferdam to receive the TBM following its river crossing and to allow for it to be dismantled safely.

### Tunnel approach – river wall

The structural steel work for the new river wall is now installed. The concrete and earthworks surrounding the new structure is currently being placed and compacted.

Once the TBM has completed its journey to Greenwich and back, the secondary pre-cast concrete wall can be installed followed by the ecological enhancements of the timber capping beam and the intertidal planted area.

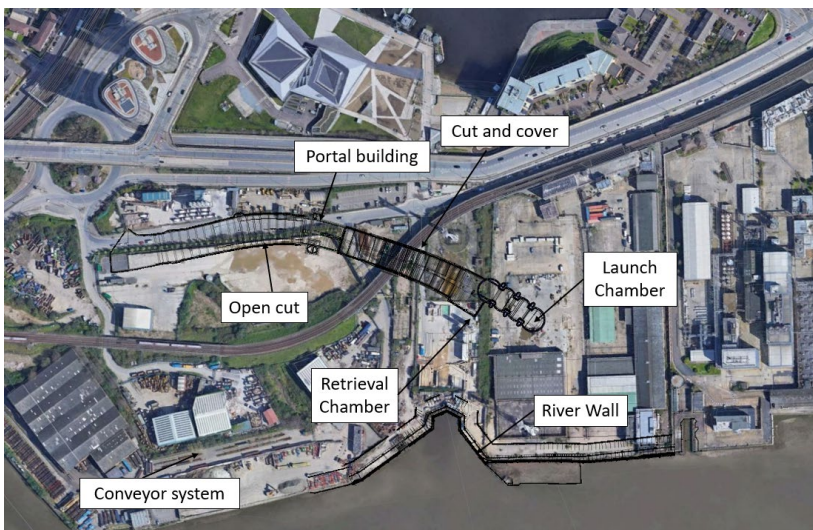
**Tunnel approach – sheet piling**

From 4<sup>th</sup> July, we will continue with the installation of sheet piles (interlocking steel panels) to construct the walls of the future tunnel approach, also known as the ‘open cut’. Works were paused to allow for utility works to take place in that area.

**North Portal – rotary piling**

From 20<sup>th</sup> July we will also recommence the rotary bored piling works to form the walls of the “North Portal” section of tunnel. This section will be the future entrance to the underground section of the tunnel. See diagrams below.

The rotary piles will enable excavation to connect the “open cut” section of tunnel to the underground “cut and cover” section, referenced below. These piles will also support a concrete slab, on top of which we will build the tunnel’s service building. These piling works can be noisy and will only be carried out during our core working hours of 08.00 – 18.00.



- **Core hours:** Mondays to Fridays: 08:00 to 18:00; Saturdays: 08:00 to 13:00.
- **Extended hours:** Mondays to Fridays: 07:00 to 08:00 and 18:00 to 22:00. Saturdays: 07:00 to 08:00 and/or 13:00 to 19:00
- **River wall extended hours:** Monday to Saturday 04:00 to 08:00 and 18:00 to 22:00 N.B. These hours will only be used if necessary.
- **Excavation and piling:** Operations will extend into the night until May 2022.
- **Assembly of TBM** Operations will extend into the night and weekends

Any questions?

Please get in touch:

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\*for more information about Jill Viner, please visit <https://www.ltmuseum.co.uk/collections/stories/people/jil-l-viner-londons-first-woman-bus-driver>