

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 a look back at progress and an overview of some key areas of upcoming work this quarter following the launch of the tunnel boring machine (TBM).

Launch chamber

In July, the TBM's 175 tonne cutterhead was carefully lowered into the launch chamber. (See fig. 1). Once safely in place, the segments were welded together to complete the initial TBM assembly. Our TBM is appropriately named 'Jill', in honour of Jill Viner – London's first female bus driver. (See fig. 2 below and the link overleaf.) TBM 'Jill' was launched in August and the first concrete ring, comprising 9 segments has now been installed (See fig. 3 and 4 below.) This installation defines the clear pathway of the tunnel entrance, which allowed 'Jill' to successfully start the first leg of her 2.2km journey. The TBM will move forward using a steel pressure ring connected to a jacking system and as tunnelling advances further, sections of the TBM will be assembled, to a final length of 82m. To follow tunnelling progress, please visit www.riverlinx.co.uk

In addition to the fabrication of the TBM, a 290m conveyor system has also been installed and commissioned to transfer all excavated material out of the shaft, vertically, and along the overland structure onto barges. This material will then be transported along the Thames to a former landfill site in Essex as part of a restoration scheme. (Please see fig. 5 and 6. below.)

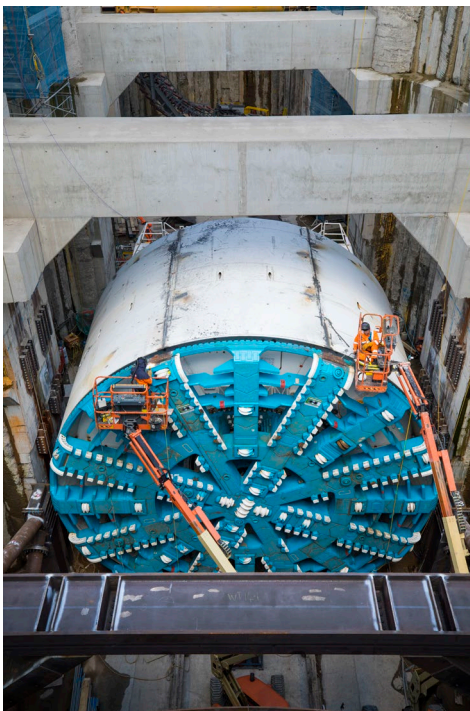


Fig. 1 Welding of cutterhead



Fig. 2 Our TBM - Jill



Fig. 3 First concrete ring installed

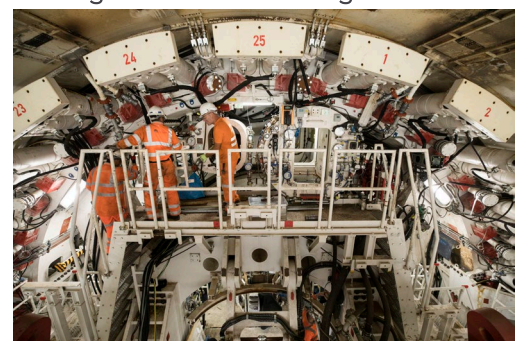


Fig. 4 An insight into the TBM

Planned Traffic Management – A102 (Blackwall Tunnel Greenwich Peninsula)

Enabling works on the central reservation of the A102 south side will start on 17 October as part of the phased construction of the new carriageway tie in. One lane will be closed in either direction during a two-week period until 31 October.

Upon completion of these works, the A102 southbound will be reduced from three lanes to two between Boord Street and the off slip to Blackwall Lane, which will also be reduced to one lane until Summer 2023. The northbound carriageway will return to full capacity during this period. Traffic management updates can be found on the Riverlinx website: www.riverlinx.co.uk/traffic-management



Fig. 5 Conveyor system



Fig. 6 Vertical travel

Lower Lea Crossing & Tidal Basin roundabout works

We will be reinstating a lane closure from early October. A pedestrian and cyclist diversion will be in place for approximately 200m along the Lower Lea Crossing from Tidal Basin roundabout. This is to facilitate the construction of the new DLR access road which will tie in with the first phase of the Tidal Basin roundabout upgrade works. This programme of works will continue until the Summer of 2023. Traffic Management signs will be in place. For future updates, please visit www.riverlinx.co.uk/traffic-management

Retrieval chamber

Ground treatment piling works are complete in this area of site. Two levels of temporary props have now also been installed to support the cavity as excavation continues below ground to reach a depth of 21m.

Tunnel approach – river wall

The concrete and earthworks surrounding the new steel structure are complete and the reinforced river wall is ready for the TBM to pass underneath. The intertidal terrace will be installed once the TBM has journeyed to Greenwich and back.

Tunnel approach – sheet piling

This activity will recommence in the former Dock Road area following a pause to allow for crucial utility diversions works to take place. Sheet piles will be interlocked to form the wall of the tunnel approach. Works will be carried out during core hours only.

North Portal building – rotary piling

Rotary piling to form the 'North Portal Building' will continue until the end of October 2022. We have completed 70% of these works. The rotary piles will enable excavation to connect the tunnel approach on the surface to the underground "cut and cover" section. These piles will also support the concrete roof slab, on top of which the tunnel's service building will be built. Excavation and piling works may extend into the night.

- **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 2023.
- **Utility works:** will be undertaken on site from 07:00 – 19:00 Monday - Sunday
- **Assembly of TBM** Operations will continue 24/7

Any questions?

Please get in touch:

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Website: www.riverlinx.co.uk/news



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

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