



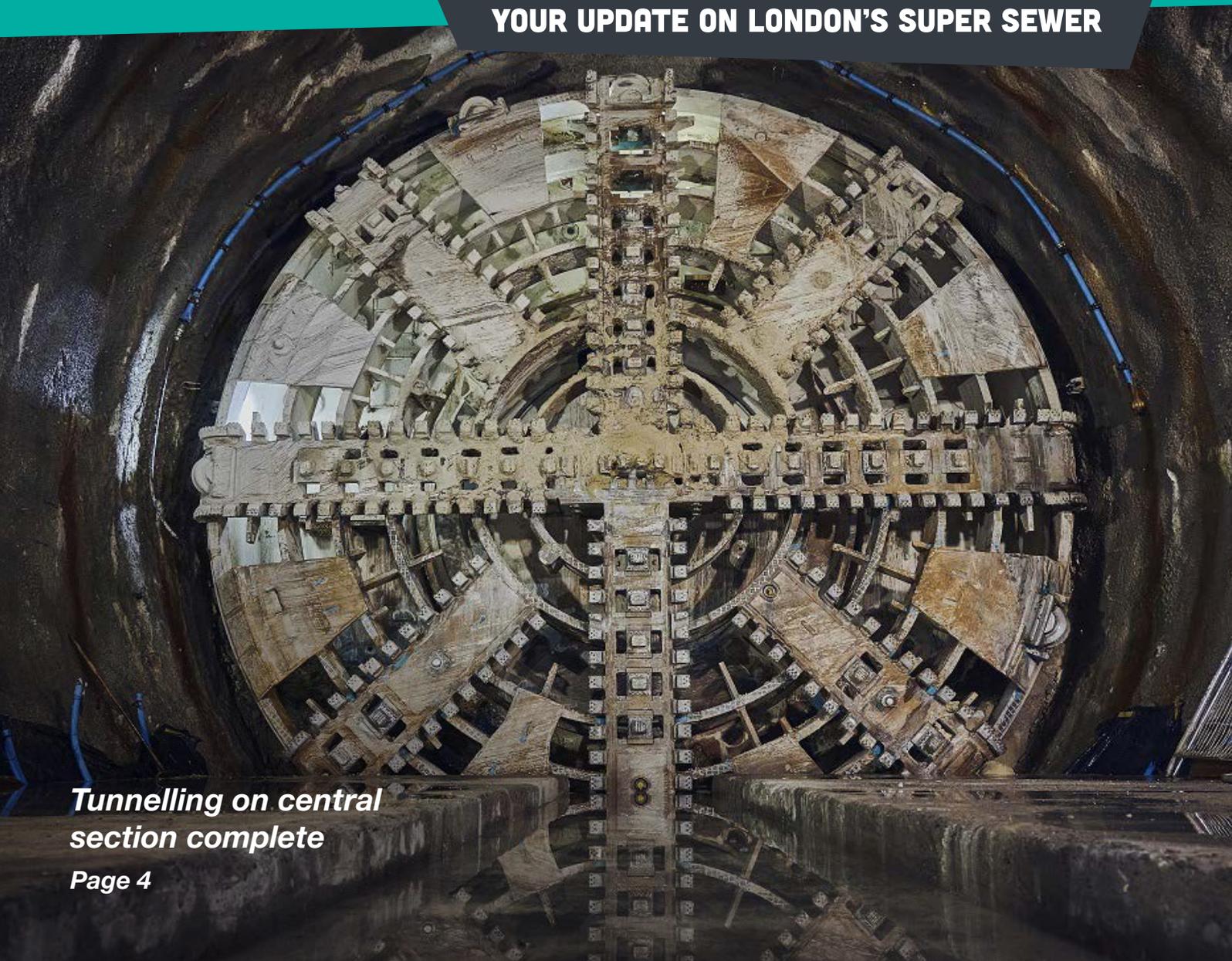
Tideway

RIVER TIMES

YOUR UPDATE ON LONDON'S SUPER SEWER

Tunnelling on central section complete

Page 4





Tideway

ferrovial
construction



This is the latest issue of Tideway's regular community newsletter, produced especially for our neighbours in the central section of the project.

This newsletter will feature up-to-date news on our events, our progress and other exciting things happening in your area.

GET IN TOUCH



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WELCOME MESSAGE FROM VIV JONES

The last 12 months have been full of uncertainty, change, upheaval and confusion, with everyone forced to adapt to the 'new normal'.

Despite these most challenging of circumstances, the Tideway project has continued to progress, and the central section is moving forward apace.

At the end of 2020, tunnel boring machine (TBM) Ursula—one of the six TBMs being used across the project—completed her 7.6km journey from Battersea to Bermondsey. This means that tunnelling for the central section of the super sewer has now been completed.

As well as continuing our work beneath the river, Tideway has also been busy above and on it. Our team at Blackfriars recently accomplished one of the most difficult tasks that will be undertaken across the entire project, managing to float a concrete and steel culvert 104 metres to its final resting place beneath Blackfriars Bridge.

In other news, an impressive milestone was hit by our team at Falconbrook pumping station by successfully excavating a 250-metre long tunnel. We have also lowered a 'time capsule' at the bottom of the 60 metre deep shaft at Blackfriars before it is buried in a thick concrete base slab.

I hope you find this edition of the River Times both interesting and informative. If you'd like to get in touch, our contact information can be seen to the left.

Viv Jones
Tideway Project Director

ABOUT US

London relies on a 150-year-old sewer system built for a population less than half its current size.

As a result, tens of millions of tonnes of raw sewage overflow the system each year and end up in the River Thames.

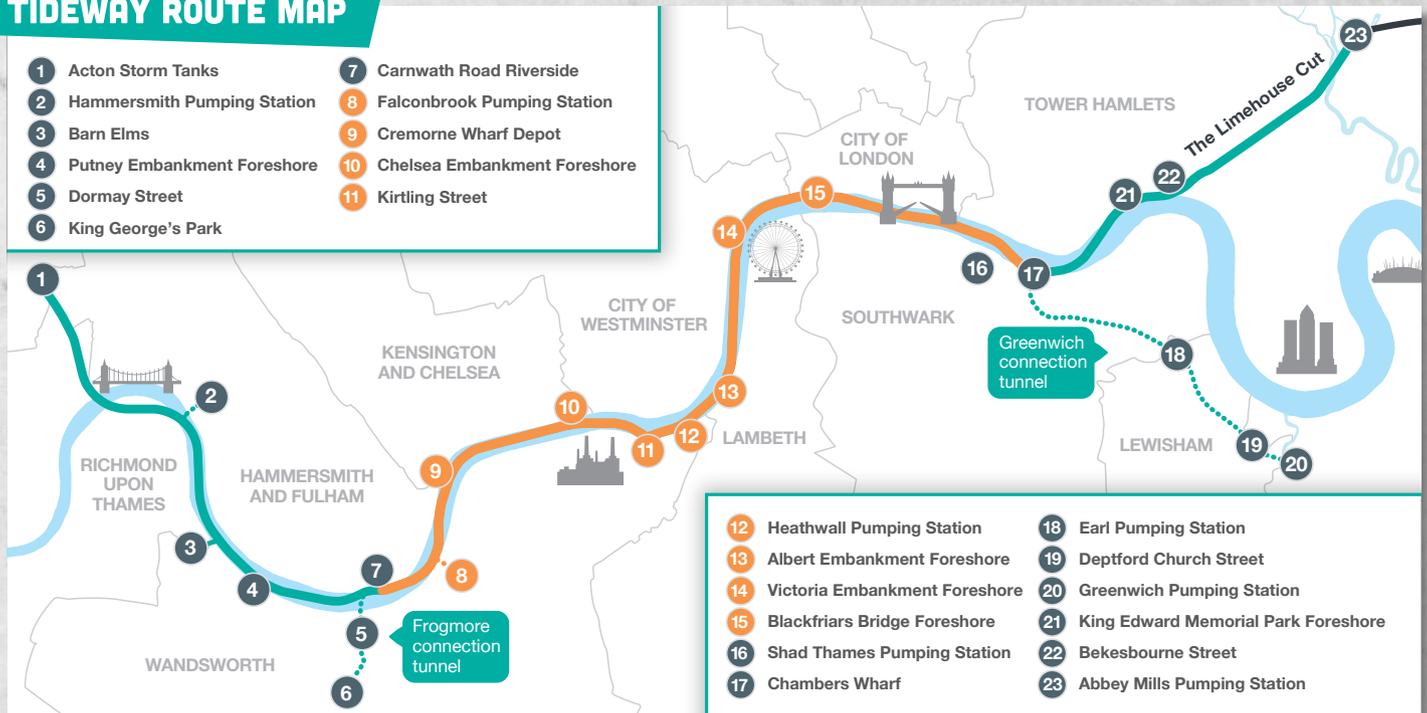
That's where we come in...

We're building a 25km 'super sewer' under the Thames to intercept those nasty spills and clean up our river.

The project will also bring thousands of new jobs, as well as new public space, creating a better environment for Londoners.



TIDEWAY ROUTE MAP





TUNNELLING COMPLETE ACROSS CENTRAL SECTION

London is one step closer to a cleaner River Thames after tunnelling on the central section of the super sewer was completed.

With tunnel boring machine (TBM) Ursula having successfully completed her 7.6km journey from Battersea to Bermondsey, not only has all of the tunnelling across the central part of the project finished, but more than four-fifths of the tunnelling across the entire project has now taken place.

The TBMs have now also successfully passed beneath 21 Thames crossings, including Tower, Waterloo and Westminster bridges.

As part of her drive, TBM Ursula excavated over a million tonnes of spoil, all of which was removed from site using barges on the Thames—preventing more than 250,000 HGV trips.

Viv Jones, Project Director for the central section, said: “The hard work from our teams on site and below ground has enabled us to safely continue tunnelling despite Covid—and continue work on this vital piece of infrastructure.”



BLACKFRIARS TEAM ACHIEVE KEY PROJECT MILESTONES

The team at Tideway’s Blackfriars site has recently uncovered the top—or the crown—of the main super sewer as part of its continuing excavation work.

When completed the Blackfriars shaft will connect directly to the main tunnel. The team reached the top of the tunnel at a depth of 39m and will continue through the ground below it for a further five metres. They will then finish the shaft with a concrete ‘plug’. At the end of 2020, the Blackfriars team also managed to successfully float a 100 metre-long, nine-metre-high culvert from a specially designed cofferdam to its resting place beneath Blackfriars Bridge.

The 3,700-tonne section of the concrete culvert had to be built in the river 100m away and carefully manoeuvred into place due to space constraints under the bridge where it will connect to the existing sewer system.



TIME CAPSULE BURIED AT TIDEWAY'S BLACKFRIARS SITE



A time capsule containing a Covid-19 mask, a smart phone, maps and a sample of water from the Thames has been buried 60 metres underground in Blackfriars.

The on-site team recently completed excavation of a giant 65m-deep cylindrical pit that will link to London's new sewer.

One of the final pieces of work needed to build the shaft is to pour the concrete base—a thick slab that will strengthen the bottom.

But before that, the team excavated a small hole at the bottom for the time capsule. The team also buried photos of Tideway's central London sites, a Tideway hardhat, a selection of hand tools and a cube of concrete from the project.

Viv Jones, Project Director of Tideway Central, said: "It's pertinent that we're commemorating the bottoming out of Tideway Central's ninth and final shaft with this time capsule given the historical significance of the time we're living in."

CONNECTION TUNNEL COMPLETE AT FALCONBROOK

A 250m-long connection tunnel has been completed deep below ground from Tideway's Falconbrook Pumping Station site, linking the site to the main super sewer tunnel deep below the River Thames.

From the base of the site's drop-shaft, some 41m below ground, the team used a sprayed concrete lining method to dig the tunnel. This technique involves spraying the excavated ground with concrete to form the primary lining.

At 250m, it is the longest connection tunnel on the central section of the project to be built using this method.

Once the system is up and running, sewage that has been dropped to the base of the shaft will run through the connection tunnel and into the new super sewer, where it will travel east to Beckton Sewage Treatment Works.



NEWS IN BRIEF



CONCRETE SEGMENT BARGES CUT EMISSIONS

As part of the creation of the central part of the Thames Tideway Tunnel, 238 barges were used to transport a total of 6,974 concrete rings, removing the need for 14,000 HGV movements. Not only is this a green logistical approach, but it highlights the value of the Thames as a transport route.

WESTBOUND SECONDARY LINING BEING INSTALLED

Deep below the River Thames, Tideway has started installing the secondary lining of the main sewer between the Kirtling Street site in Battersea and the Carnwath Road site in Fulham.

The secondary lining will protect the tunnel against erosion and prolong the asset's design life. So far, over 800m of the tunnel has been secondary lined.

TIDEWAY NEWS



TIDEWAY'S 'MAKE A DIFFERENCE' CAMPAIGN RAISES £20,000

Tideway's 'Make a Difference' campaign, designed to support a variety of charities facing financial difficulties due to the Coronavirus pandemic, has managed to raise over £20,000.

Staff working on the super sewer took up the challenge and embarked on a range of fundraising and volunteering initiatives to benefit almost 60 different organisations. Those involved spent a combined total of 600 hours participating in an array of fundraising events and challenges that, due to coronavirus restrictions, either took place virtually or at home.

One of the charities to benefit will be Endometriosis UK, which has announced that with the money raised on its behalf by Tideway employees Andeep Gehlot and Ama Addison, it will be able to pay for up to 23 helpline volunteers to support the growing number of women suffering from the condition.

Other charities supported include Thames21, South London Cares, Macmillan Cancer Support, Drive Forward Foundation, London Youth Rowing and Trinity Homeless Projects.

FIRST SECTIONS OF VORTEX AT ALBERT EMBANKMENT AND HEATHWALL

The first sections of giant vortex tubes that will be integral to the overall super sewer have been installed within the shafts at Albert Embankment Foreshore and Heathwall Pumping Station.

When operational, the vortex tubes will control the rate at which sewage flows down the shafts before entering the main super sewer tunnel deep below the Thames. As sewage enters the vortex tubes, it is spun around to reduce the impact on the shaft's concrete base slab.

At Albert Embankment, located by Vauxhall Bridge, the first section of the vortex installed in the shaft was 7m-tall. There are two shafts being constructed at the Heathwall site, located in Nine Elms, with the first 6m-section of the vortex structure already installed.

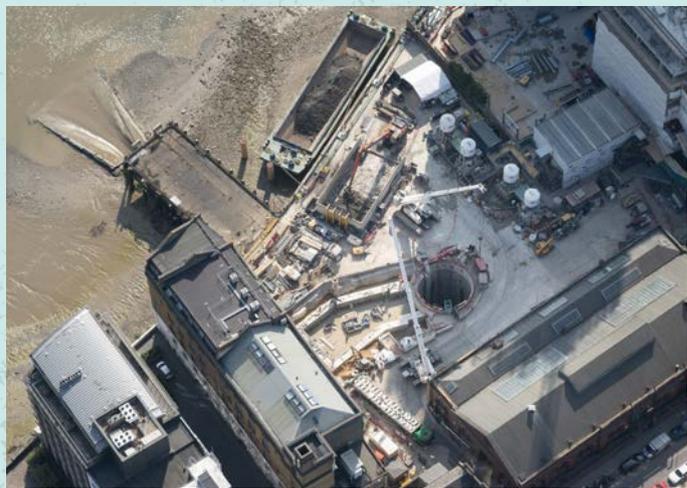


CREMORNE WHARF SITE CONNECTS TO MAIN TUNNEL

Cremorne Wharf Depot will shortly connect to the main super sewer tunnel after the excavation of a 147m-long connection tunnel was completed.

The tunnel was excavated one metre at a time from the bottom of the site's 45-metre deep shaft using a sprayed concrete lining method. This technique involves spraying the excavated ground with concrete to form the primary lining of the tunnel.

When the project is complete, this connection tunnel will transport raw intercepted sewage into the main super sewer, which runs from Acton Storm Tanks in West London to Abbey Mills Pumping Station in East London.



GO BEHIND THE SCENES

Tunnel Vision is an ongoing web video series from Tideway that will take a closer than ever look at the two dozen construction sites that make up the project, its amazing engineering and the people dedicated to cleaning up the River Thames.

**TUNNEL
VISION**

Watch Tunnel Vision on our
YouTube channel
[www.youtube.com/
tidewaylondon](http://www.youtube.com/tidewaylondon)



MEET THE APPRENTICE



TANISHA HOOD

Associate Project Manager Apprentice
Kirtling Street

What have you learned at Tideway?

Some of the key things I have learned are the practical aspects of Health Safety and Wellbeing (HSW), such as inspections, reporting, and how the associated risks are managed on the project. I am responsible for producing the weekly HSW report for Central, coordinating safety leadership tours, and tracking notable incidents project-wide.

What have you enjoyed about being on Tideway?

More women are being encouraged to become part of the industry and I am part of that change. I love the fact that everyone is given an equal opportunity on the project. I have enjoyed the freedom and flexibility of my role, and I love being on site to see developments as they happen.

What are your aspirations for the future?

I would love to continue building my career within the construction industry. One of my aims is to achieve Chartered Project Professional status through the Association for Project Management. Opportunities for individual growth and progress are endless within the industry.

For more information about Tideway, our language interpretation service or for Braille and large print:

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