

United Kingdom

ACTIVITY REPORT 2013

British Tunnelling Society
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BTS Compressed Air Working Group in co-operation with ITA WG5 met to discuss the first revision of ITA Report No 10“Guidelines for good working practice in High Pressure Compressed Air”

Guidance Documents:-

- Currently working on a document for the use of sprayed concrete in soft ground
- Prepared and ready for issue a historic review of the use of timbering in underground works in London Clay written by Colin Mckenzie

The BTS jointly with the Institution of Civil Engineers supports a Parliamentary Group to engage with politicians and promote tunnelling and use of underground space as a sustainable form of infrastructure development.



Sewage tunnels

Tunnelling was underway on the Lee Tunnel – the first and an important part of the Tideway scheme to improve the water quality of the River Thames. This comprises over 5km of 7m diameter tunnels and depths of up to 80m. Tunnelling was due to complete in early 2014.

Cable tunnels

Works continue on the construction of 33km of cable tunnels in London with over 20km of the tunnelling completed.

Railway Tunnels

Work on the capacity upgrade of existing London Underground stations at Tottenham Court Road, Victoria and Bond Street was underway. TBM tunnelling on major sections of Crossrail was underway with all TBMs now on site. The first of the 6km running tunnels between Royal Oak portal to the west of central London and Farringdon in the heart of London was completed in late 2013. Conventional tunnelling for all stations on Crossrail between Paddington and Stepney Green was fully underway. Some very large and complex sprayed concrete lining works (spans up to 19m) were being undertaken in Central London.

The Tunnelling and Underground Construction Academy (TUCA), part of the Crossrail legacy, continued to expand its facilities and included a visit from ITA.

Future work

Currently progressing to tender stage included the Thames Tideway Tunnel Scheme comprising 25km of 6.5-7.2 diameter tunnel at depth up to 75m directly beneath the River Thames.

- A major sewer tunnel in Glasgow and other smaller projects in North West England.
- An extension of the Northern Line of London Underground to Batterse comprising 2 new stations and 3km of running tunnel.
- London Underground continued their ambitious station capacity upgrade programme and a contract was awarded for the upgrade to Bank Station.
- London underground also have plans for further station upgrades at 5-10 central London stations.

The proposed High Speed Two rail link to Birmingham and Northern England continued to receive Government support to proceed. Additional lengths of line to be in tunnel were agreed for environmental reasons.



Temporary cradle on which running tunnel TBM would be jacked through Stepney Green cavern on the Crossrail project