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Sent: Monday, January 13, 2014 6:50 PM
To: Thames Tunnel
Subject: Application by Thames Water Utilities Limited for the Thames Tideway Tunnel:
Submission of documents

FAO. Mark Wilson, Principal Case Officer

Ref: 10018068

Dear Mr Wilson,

In accordance with the examination timetable I submit the following documents on behalf of the City of London Corporation:

COL 17 – Statement of Common Ground and Annex

COL 18 – Responses to the Examining Authority's Second Written Questions

Kind regards,

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THAMES TIDEWAY TUNNEL

THE CITY OF LONDON CORPORATION'S RESPONSE

TO

THE EXAMINING AUTHORITY'S SECOND WRITTEN QUESTIONS

Q27.16: This seeks the COL's comments on the consultant's report (AECOM dated 7th February 2013) and the recommendation given in Section 8.

The assessment report has not been completed in accordance with the Approval in Principle (AIP) especially the requirement for considering serviceability rather than just the structural element. This is essential for Tower Bridge given the statutory requirements to open the Bridge for river traffic. Some of these are alluded to in the report such as closure of the gap between bascules being smaller than the gap present and the increased tension in the chains which introduces significant additional stresses in the hangars on the approach spans.

Whilst the analysis indicates where the increased stresses occur the report does not confirm if these are within the capacity tolerances of the element or cumulatively to the structure especially as no live load consideration has taken place. Nor does the report clarify whether the changes require reduction in live loads, a situation not acceptable to the COL. Some of the assumptions have been too generous especially the even thicknesses of soil profiles given the TBM depth is at the Chalk interface.

We note from our original concerns raised during the AIP that TW are monitoring the gap between the bascules and that significantly more monitoring will be required before the works commence. We are happy to seek to agree these matters with TW but it will be necessary for them to understand the serviceability requirements to ensure this is correct and to ensure the statutory functions of the COL and TfL in respect of the bridge are not affected. Discussions between the COL, TW, TfL and the PLA are required.

Q34.1: This asks each highway authority to provide an update on what issues are still outstanding and the timetable for their resolution. The key outstanding issues for the COL are:

1. Lorry holding areas – No lorry holding areas will be permitted in the Square Mile of the City of London as our road network will not support them. Reference to lorry holding areas in the City should be excluded from contracts/tender documents.
2. Impact on the river wall of installing the new pier which will involve access through or over the wall with potential consequences for fluvial defences and/or disabled access.

3. Sturgeon lighting units – These are in need of refurbishment and discussions with TW are required about the programme, cost of their refurbishment and management of the reduction in the number of lighting units.
4. Pipe subways – Further discussion is required to agree how works affecting the pipe subways, diversions, COL access requirements and security will be managed.
5. Disapplication of statutory highway/traffic management powers – Disapplication of statutory powers post-construction is opposed. TW are reviewing the scope/ duration of disapplications and exclusions.
6. Consent process – TW's consent flow chart appears very complex and will incur staff time to manage. The scope of when it would be used (derogation events) is also unclear. The existing London permit scheme under the Traffic Management Act 2004 works effectively and the COL supports its use throughout the project including post-construction.

In terms of the timetable for resolving these issues we will continue to discuss them with TW.

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