

Tunnel Route	TW Site Name (West to East)	TW Site referred option	Shortlisted Site Ref No.	Works Proposed	Borough	Reviewers Initials	LUU	Streets (Structures)	Streets (Planning)	Streets (Operations)	Streets (Freight)	River	PLA (Safeguarded Wharves)	DLR	Overground	Crossrail	Cable Car	Comments		
Main Tunnel Alignment	Putney Bridge Foreshore to Bell Lane Creek	N/A	N/A	Main Tunnel			Tunnel passes under the District Line Putney Bridge over the Thames. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.												Details of the tunnel alignment effects	
Main Tunnel Alignment	Bell Lane Creek to Crombie Wharf Foreshore	N/A	N/A	Main Tunnel															Battersea Railway Bridge (Crombie Bridge) carries the London Overground West London Line. Although this is a Network Rail structure, any work affecting the bridge may have operational impacts for London Overground	
Main Tunnel Alignment	Hideaway Walk to Albert Embankment Foreshore	N/A	N/A	Main Tunnel			Tunnel passes under the Victoria Line twin tube tunnels between Putney and Brompton. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.													
Main Tunnel Alignment	Albert Embankment Foreshore to Victoria Embankment Foreshore	N/A	N/A	Main Tunnel			Tunnel passes under the Jubilee Line twin tube tunnels between Westminster and Waterloo. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.													
Main Tunnel Alignment	Victoria Embankment Foreshore to Blackfriars Bridge Foreshore	N/A	N/A	Main Tunnel			Tunnel passes under the Bakerloo Line twin tube tunnels between Embankment and Waterloo. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.													
Main Tunnel Alignment	Victoria Embankment Foreshore to Blackfriars Bridge Foreshore	N/A	N/A	Main Tunnel			Tunnel passes under the Northern Line (Charing Cross Branch) twin tube tunnels between Embankment and Waterloo and associated Charing Cross Loop tunnels (disused). Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.													
Main Tunnel Alignment	Blackfriars Bridge Foreshore to Devid Street	N/A	N/A	Main Tunnel			Tunnel passes under the Waterloo and City Line twin tube tunnels between Embankment and Waterloo (see also Blackfriars Bridge Foreshore Site). Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.													
Main Tunnel Alignment	Blackfriars Bridge Foreshore to Devid Street	N/A	N/A	Main Tunnel			Tunnel passes under the City and South London Line twin tube tunnels (disused). Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.													
Main Tunnel Alignment	Blackfriars Bridge Foreshore to Devid Street	N/A	N/A	Main Tunnel			Tunnel passes under the Northern Line (City Branch) twin tube tunnels between Bank and London Bridge. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.													
Abbey Mills Route	Butchers Row to Abbey Mills Pumping Station	N/A	N/A	Abbey Mills Tunnel			Tunnel passes under the District Line tracks between Bromley by Bow and West Ham. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.												Details of the tunnel alignment effects	
Thames Route	King Stairs Gardens to Burthick Wharf Foreshore	N/A	N/A	Thames Tunnel			Tunnel passes under the Jubilee Line twin tube tunnels between Canada Water and Canary Wharf. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.												Details of the tunnel alignment effects	
Rotherhithe Route	King Stairs Gardens to Earl Pumping Station	N/A	N/A	Rotherhithe Tunnel			Tunnel passes under the Jubilee Line twin tube tunnels between Bermondsey and Canada Water. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.												Details of the tunnel alignment effects	
Main Tunnel Alignment		N/A	N/A												The following is the most probable list of LDM structures which may be affected by the anticipated settlement of the TTT. Rotherhithe Pumping Station, Tunnels TL162, TL163, TL164 (Tunnels TL163 and TL164 are the Thames Tunnels), Rotherhithe Station structures, such as lifts, Slab Track T624, Wapping Pumping Station, Vent Shaft V137, Thames Tunnel Minor Dip and Thames Tunnel Major Dip Pumping Station, Vent Shaft V138, footbridge E123, Wapping Station structures such as escalators, Retaining Walls W633 and W634				A further potential impact arises where Crossrail and TTT route alignments cross beneath the Thames, opposite North Woolwich Station, (Crossrail Drive H). Acceptance of TTT alignments is dependent on proximity, timing, geographical features, separation and ground movements caused as a result. Details of which, need to be advised by Thames Water. The other potential impact of settlement caused by the TTT tunnel, is where the settlement trough under the Crossrail tunnel/tunnels cross, have an impact on third party assets on the surface. Wider instrumentation and monitoring should be used in order to differentiate between the impact on the tunnel and third party assets. Crossrail will only be maintaining their settlement monitoring for a further 12 months following project completion. Dewatering will be required where shafts are sunk. Crossrail is expected to dewater at a rate of 150L per second for over four years at sites like Limehouse, Steeple Green and the drive Y and Z cross passages.	Details of the tunnel alignment effects
Abbey Mills Route															The following is the most probable list of LDM structures which may be affected by the anticipated settlement of the TTT. Rotherhithe Pumping Station, Tunnels TL162, TL163, TL164 (Tunnels TL163 and TL164 are the Thames Tunnels), Rotherhithe Station structures, such as lifts, Slab Track T624, Wapping Pumping Station, Vent Shaft V137, Thames Tunnel Minor Dip and Thames Tunnel Major Dip Pumping Station, Vent Shaft V138, footbridge E123, Wapping Station structures such as escalators, Retaining Walls W633 and W634				There is a potential alignment clash at the intersection of the Crossrail and TTT (Abbey Mills Branch) local alignments. The location also coincides with the DLR Victoria and Limehouse Links, both of which require assessment of settlement impacts. Crossrail will need assurance that any settlement resulting from the TTT will be discernible from that of Crossrail and that it will not impact or increase the cost of delivering Crossrail. The point of intersection between Crossrail and the proposed TTT route at this location, is where Crossrail's Drive Z will be running. There is no immediate evidence of clash or construction interface issues. Crossrail would expect Thames Water to consult Crossrail as detailed in order to avoid interference to Crossrail construction traffic on prescribed routes. Crossrail would expect to be committed on a logistics network (key routes etc) to ensure minimum impact on project delivery. Dewatering will be required where shafts are sunk. Crossrail is expected to dewater at a rate of 150L per second for over four years at sites like Limehouse, Steeple Green and the drive Y and Z cross passages. The issue around dewatering concern Existing contamination sites will also be	Details of the tunnel alignment effects
Thames Route															The following is the most probable list of LDM structures which may be affected by the anticipated settlement of the TTT. Rotherhithe Pumping Station, Tunnels TL162, TL163, TL164 (Tunnels TL163 and TL164 are the Thames Tunnels), Rotherhithe Station structures, such as lifts, Slab Track T624, Wapping Pumping Station, Vent Shaft V137, Thames Tunnel Minor Dip and Thames Tunnel Major Dip Pumping Station, Vent Shaft V138, footbridge E123, Wapping Station structures such as escalators, Retaining Walls W633 and W634				Details of the tunnel alignment effects	

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Rotherhithe Route																			The following is the most probable list of LORH structures which may be affected by the anticipated settlement of the TTT: Rotherhithe Pumping Station, Tunnels T1142, T1143, T1144 (Tunnels T1143 and T1144 are the Thames Tunnel), Rotherhithe Station structures, such as lifts, Slab Track T204, Wapping Pumping Station, West Shaft V137, Thames Tunnel Minor Dip and Thames Tunnel Major Dip Pumping Stations, West Shaft V138, Footbridge L123, Wapping Station structures such as escalators, Retaining Walls W633 and W634
Main Tunnel Alignment		N/A	N/A					From Hammersmith Pumping Station - Under Battersea Bridge - TA Required Under Vauxhall Bridge - TA Required Under Lambeth Bridge - TA Required Under Westminster Bridge - TA Required To Kings Stairs Gardens											A further potential impact arises where Crossrail and TTT route alignments cross beneath the Thames, opposite North Woolwich Station. (Crossrail Drive H). Acceptance of TTT alignments is dependent on proximity, timing, geographical features, separation and ground movements caused as a result. Details of which, need to be advised by Thames Water. TTT would monitor the impacts of their own construction and would need a system for doing this. For any damage caused to the Crossrail tunnel, TTT would need to mitigate and pay for any remedial work that is required. Crossrail will also be undertaking various mitigation works on Thames Water utilities impacted by tunnelling and therefore, would expect work on TTT not to interfere with Crossrail programme in respect of these works.
Abbey Mills Route								From Hammersmith Pumping Station - Under Blackwall Tunnel North Approach - TA Required Under A1000(Buratt Rd) - TA Required Under A13 (Commercial Rd) - TA Required Under Lambeth Bridge - TA Required From Kings Stairs Gardens - Under Rotherhithe Tunnel - TA Required Under Blackwall Tunnel South Approach - TA Required To Becton Treatment Works											
Thames Route								From Kings Stairs - Under Rotherhithe Tunnel - TA Required Under Blackwall Tunnel South Approach - TA Required To Becton Treatment Works											
Rotherhithe Route								From Kings Stairs - Under Rotherhithe Tunnel - TA Required Under Blackwall Tunnel South Approach - TA Required To Becton Treatment Works											
Main Tunnel Alignment		N/A	N/A					From Kings Stairs - Under Rotherhithe Tunnel - TA Required Under Blackwall Tunnel South Approach - TA Required To Becton Treatment Works											
Abbey Mills Route																			
Thames Route																			
Rotherhithe Route																			
General Alignment	Acton Storm Tanks	y		CSO Interception Site	Ealing		No impact on LU.	No Effect - Not on TLRN	SRN (A402) some 300 metres away					DLRL Not affected	ELL Not Affected				More information needed on transport issues and connection tunnel
General Alignment			1	CSO Interception Site	Ealing		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected				
General Alignment			2	CSO Interception Site	Ealing		Ground movement impact on viaducts and track, direct interface between construction site and railway infrastructure and operations during works.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected				
General Alignment	Acton Storm Tanks Connection Tunnel			Connection Tunnel	Ealing		Tunnel passes under the District line elevated structures west of Ravenscourt Park Stn. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.	Tunnel below Great West Road(A4)						DLRL Not affected	ELL Not Affected				More information needed on transport issues and connection tunnel
General Alignment	Hammersmith Pumping Station	y		CSO Interception Site Main Tunnel Construction	Hammersmith & Fulham		No impact on LU.	No Effect - Not on TLRN	SRN close to Fulham Palace Road; also Hammersmith Gyrobray and Hammersmith Gyrobray; TLRN A4 Hammersmith Flyover					DLRL Not affected	ELL Not Affected				
General Alignment			1	CSO Interception Site Main Tunnel Construction	Hammersmith & Fulham		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected				
General Alignment			2	CSO Interception Site Main Tunnel Construction	Hammersmith & Fulham		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected				
General Alignment			3	Main Tunnel Construction	Hammersmith & Fulham		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected				
General Alignment	Barn Elms	y		CSO Interception Site Main Tunnel Construction	Richmond		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected				Preferred site is larger than the leaflet suggests as it includes temporary works
General Alignment			1	CSO Interception Site Main Tunnel Construction	Richmond		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected				
General Alignment			2	CSO Interception Site Main Tunnel Construction	Richmond		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected				
General Alignment			3	CSO Interception Site Main Tunnel Construction	Richmond		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected				
General Alignment	Putney Bridge Foreshore	y		CSO Interception Site	Wandsworth		No impact on LU.	No Effect - Not on TLRN	Close to SRN Preferred option to minimise road traffic and use the river					DLRL Not affected	ELL Not Affected				Preferred site seems to include site 3 as well from the drawings in the consultation document
General Alignment			1	CSO Interception Site	Wandsworth		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected				
General Alignment			2	CSO Interception Site	Wandsworth		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected				
General Alignment			3	CSO Interception Site	Wandsworth		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected				Shortlisted sites don't include land below the bridge as the preferred site - why not as this is the connection point
General Alignment	Bill Lane Creek	y		CSO Interception Site	Wandsworth		No impact on LU.	No Effect - Not on TLRN	Close to TLRN (A217) Increase in HGV movements would lead to increased congestion					DLRL Not affected	ELL Not Affected				Preferred site is larger than the consultation leaflet as there is a temporary construction area
General Alignment			1	CSO Interception Site	Wandsworth		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected				

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General Alignment	King George's Park	y		CSO Interception Site	Wandsworth		No impact on LU.	No Effect - Not on TLRN	Close to TLRN (A3)					DLRL Not affected	ELL Not Affected			Preferred site is larger in the consultation leaflet as there is a temporary construction area
General Alignment			1	CSO Interception Site	Wandsworth		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
General Alignment	King George's Park Connection Tunnel			Connection Tunnel	Wandsworth		No impact on LU.	Tunnel below Wandsworth Plain, crossing Wandsworth high Street - TA procedures required						DLRL Not affected	ELL Not Affected			
General Alignment	Jews Road	y		CSO Interception Site	Wandsworth		No impact on LU.	Close to SRN and TLRN (A217) structural concerns, as it is close to the bridge	Close to SRN and TLRN (A217) structural concerns, as it is close to the bridge					DLRL Not affected	ELL Not Affected			Preferred site is larger in the consultation leaflet as there is a temporary construction area Safeguarded Wharf
General Alignment			1	CSO Interception Site	Wandsworth		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
General Alignment			2	CSO Interception Site	Wandsworth		No impact on LU.	Works will need to protect subway complex at south of roundabout. TA Procedures required. Connecting tunnel will affect carriageway - TA required						DLRL Not affected	ELL Not Affected			
General Alignment	Bridges Court Car Park	y		CSO Interception Site	Wandsworth		No impact on LU.	Minor involvement on corner- need to uphold York Road- TA required	access should be off Bridges Court, not TLRN. Recommended site 1.					DLRL Not affected	ELL Not Affected			Preferred site is larger in the consultation leaflet as there is a temporary construction area
General Alignment			1	CSO Interception Site	Wandsworth		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
General Alignment			2	CSO Interception Site	Wandsworth		No impact on LU.	Site abuts TLRN-probable TA procedures. Connecting tunnel will affect carriageway - TA required for both Temporary works and Permanent						DLRL Not affected	ELL Not Affected			
General Alignment	Bridges Court Car Park Connection Tunnel		3	CSO Interception Site	Wandsworth		No impact on LU.	Connecting tunnel will affect carriageway - TA required						DLRL Not affected	ELL Not Affected			
General Alignment				Connection Tunnel	Wandsworth		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
General Alignment	Cremone Wharf Foreshore	y		CSO Interception Site Main Tunnel Construction	Kensington & Chelsea		No impact on LU.	No Effect - Not on TLRN	ok	Site of Moderate Concern - Road adjacent to TLRN - any changes to road capacity may have significant impact on key strategic routes, need to consider, ped, bus and cyclists. Any banned turns / closures and resulting diversion routes will need to be agreed with TL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the	Safeguarded Wharf. Any development must not reduce the potential for cargo purposes. Subsequent redesign could enhance the capacity of the wharf. Would expect significant use of river transport at this location.			DLRL Not affected	ELL Not Affected			Preferred site is larger in the consultation leaflet as there is a temporary construction area Safeguarded Wharf
General Alignment	Chelsea Embankment Foreshore	y		CSO Interception Site	Kensington & Chelsea		No impact on LU.	Considerable disruption- underground structure planned below A3212 - Large drop shaft abutting A3212 - Requires TA There will be temporary works accommodating the SCO build-out - TA required	On the TLRN (on the A3212) need more details in terms of access arrangements - is it proposed to close Chelsea Embankment	Site of high concern - TLRN, strategic routes, high volumes of traffic inc bus and cyclists, key east/west route, already demand more than supply at key junctions along the route. Any reduced capacity on the routes will have significant impacts and create very difficult network operating conditions. Any banned turns / closures and resulting diversion routes will need to be agreed with TL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in	Would expect significant use of river transport at this location.		DLRL Not affected	ELL Not Affected			Preferred site is larger in the consultation leaflet as there is a temporary construction area	
General Alignment	Tideway Walk	y		CSO Interception Site Main Tunnel Construction	Wandsworth		No impact on LU.	There will be an effect from a drop shaft close by - TA procedures required	there are many developments proposed in this area, in particular the preferred option as well as some of the alternative sites. Access should be taken from existing junctions and new ones should not be constructed.					DLRL Not affected	ELL Not Affected			Preferred site is larger than the site boundary as it also includes extra river land for the deliveries. Includes a safeguarded Wharf
General Alignment			1	CSO Interception Site Main Tunnel Construction	Wandsworth		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
General Alignment			2	CSO Interception Site Main Tunnel Construction	Wandsworth		No impact on LU, but area earmarked for Northern Line Extension construction by Treasury Holdings. Proposed station entrance and crossover would be towards the south of this site.	Site abuts A3205 Battersea Park Rd but no expected involvement depending on drop shaft locations						DLRL Not affected	ELL Not Affected			
General Alignment			3	CSO Interception Site Main Tunnel Construction	Wandsworth		No impact on LU, but area earmarked for Northern Line Extension construction by Treasury Holdings.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
General Alignment			4	CSO Interception Site Main Tunnel Construction	Wandsworth		No impact on LU, but area earmarked for Northern Line Extension construction by Treasury Holdings.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			Safeguarded Wharf
General Alignment			5	CSO Interception Site Main Tunnel Construction	Wandsworth		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
General Alignment			6	CSO Interception Site Main Tunnel Construction	Wandsworth		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
General Alignment			7	CSO Interception Site Main Tunnel Construction	Wandsworth		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
General Alignment			8	CSO Interception Site Main Tunnel Construction	Wandsworth		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
General Alignment			9	CSO Interception Site Main Tunnel Construction	Wandsworth		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
General Alignment			10	CSO Interception Site Main Tunnel Construction	Wandsworth		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			Safeguarded Wharf

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General Alignment			11	CSO Interception Site Main Tunnel Construction	Wandsworth		No impact on LUU.	No Effect - Not on TLRN				Safeguarded Wharf - known as Middle Wharf - currently vacant - owned by TW.	Middle Wharf - No current wharf use, vacant (although discussions continue with TWU as owners of the wharf to temporarily reactivate it for cargo-handling). While site taken during construction, appears from current plans that no area of wharf permanently retained post construction	DLRL Not affected	ELL Not Affected			Safeguarded Wharf	
General Alignment	Albert Embankment Foreshore	y		CSO Interception Site	Lambeth		CSO Interception chambers are close to the Victoria Line southbound tube tunnel. It is unlikely there is a direct interface, but piling or other deep excavation in the river bed will have to be undertaken using agreed mitigation measures to prevent risk of flooding to LU tunnel. LU engineering will need to be closely involved in the design development and construction planning for this site. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.	This site has potentially major structural effect to network as CSO connection are below bridge structure so TA required for both Temporary works and Permanent works on either side of Vauxhall Bridge to presumed connecting tunnel.	On the TLRN (A3036) need more details in terms of access arrangements	Site of High concern - TLRN, strategic routes, high volumes of traffic inc bus and cyclists, key east-west route, already demand more than supply at key junctions along the route. Any reduced capacity on the routes will have significant impacts and create very difficult network operating conditions. Any banned turns / closures and resulting diversion routes will need to be agreed with TL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the surrounding network. These are likely to have significant cost and time implications.	Would expect significant use of river transport at this location.		DLRL Not affected	ELL Not Affected			Preferred site is larger than the leaflet suggests as it includes temporary works		
General Alignment			1	CSO Interception Site	Lambeth		CSO Interception chambers are close to the Victoria Line southbound tube tunnel. It is unlikely there is a direct interface, but piling or other deep excavation in the river bed will have to be undertaken using agreed mitigation measures to prevent risk of flooding to LU tunnel. LU engineering will need to be closely involved in the design development and construction planning for this site. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.	Against-working close to TIL Listed Structure plus impact to network at a pinch point						DLRL Not affected	ELL Not Affected				
General Alignment			2	CSO Interception Site	Lambeth		Site is above the Victoria Line twin tube tunnels and CSO Interception chambers are close to the Victoria Line southbound tube tunnel. There is unlikely to be a direct interface, piling or other deep excavation in the river bed will have to be undertaken using agreed mitigation measures to prevent risk of flooding to LU tunnel. LU engineering will need to be closely involved in the design development and construction planning for this site. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.	Against-working close to TIL Listed Structure plus impact to network at a pinch point						DLRL Not affected	ELL Not Affected				
			3	CSO Interception Site			Site is close to a Northern Line Extension proposed ventilation shaft and there may be a clash in low level infrastructure. CSO Interception chambers are close to the Victoria Line southbound tube tunnel. It is unlikely there is a direct interface, but piling or other deep excavation in the river bed will have to be undertaken using agreed mitigation measures to prevent risk of flooding to LU tunnel. LU engineering will need to be closely involved in the design development and construction planning for this site. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.	No Effect - Not on TLRN					1. Given as an early stage to both the temporary and permanent impact on the road network operation from the works, including survey work for all sites. 2. Thames Water should set up Traffic Management Liaison Groups for each Borough to co-ordinate works and disseminate information on the works. Regular stakeholder engagement will be key to the successful delivery of the project. 3. A construction and logistics plan for each site will be required to provide a robust indication of how Thames Water intend to manage works. This needs to include details on road space requirements and lorry movements for demolition and all works stages and will need to pay careful attention to the transition stages for works. In this respect, a robust assessment to understand impacts of construction traffic in terms of number of construction vehicles, size, access and routing as well as the use of Lorry Delivery Bays will be required. 4. In relation to point 3, Thames Water, as part of this consultation, have expressed their desire to use the 5. TL will seek off-peak servicing for 6. Works on or close to TLRN / SRN 7. The carriageway footprint for the work 8. Where works require closure of road	DLRL Not affected	ELL Not Affected				
General Alignment	Victoria Embankment Foreshore	y		CSO Interception Site	City of Westminster		CSO Interception chamber is close to the Bakerloo Line northbound tube tunnel. It is unlikely there is a direct interface, but piling or other deep excavation in the river bed will have to be undertaken using agreed mitigation measures to prevent risk of flooding to LU tunnel. There is also potentially an indirect interface with the District Line tunnel. LU engineering will need to be closely involved in the design development and construction planning for this site. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.	Low level Sewer Interception chamber will affect A3211 Victoria Embankment. Also CSO Interception chamber. There will also be a knock-on effect from works surrounding Bazelgettes pipe subway and stairs that are between re-ventilation and temporary works accommodating the SCO sub-outlet - TA required	On the TLRN (A3211) need more details in terms of access arrangements	Site of High concern - TLRN, strategic routes, high volumes of traffic inc bus and cyclists, key east-west route, already demand more than supply at key junctions along the route. Any reduced capacity on the routes will have significant impacts and create very difficult network operating conditions. Any banned turns / closures and resulting diversion routes will need to be agreed with TL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the surrounding network. These are likely to have significant cost and time implications.	Would expect significant use of the river at this location. Potential for a low key/wharf user wharf to transfer material from road to water as a legacy of the TTT.	The shortlisted site will not have an effect on our premises as it is situated in the Victoria Embankment Gardens but the preferred site will have an effect on navigation and use of the upper end of Embankment Pier as the Pier is close to the Charing Cross Railway and the N1 arch of the Bridge is in constant use by vessel leaving the Pier on both the Flood and Ebb Tides there may also be a possibility that the preferred site could restrict safe passage through N12 but it is hard to tell as the site plans do not give precise details and these are mainly navigation constraints and they are more concerns of the PLA. We need to have more details about the plans for this site during the construction Period.	DLRL Not affected	ELL Not Affected			Preferred site is larger than the leaflet suggests as it includes temporary works		
General Alignment			1	CSO Interception Site	City of Westminster		The working site is directly above the District Line Sub-surface tunnel. Any site set-up and excavation will have a potentially unacceptable indirect or direct impact on this tunnel.	No Effect - Not on TLRN as LUU District Line is in beside or below the TLRN in this location.				Rivers not affected		DLRL Not affected	ELL Not Affected				
General Alignment	Blackfriars Bridge Foreshore	y		CSO Interception Site	City of London		Site sits directly over the twin tube tunnels of the Waterloo and City Line. The CSO Interception chamber is close to the southbound tube tunnel and the drop shaft while further away, is still close to the northbound. It is possible that there will be a direct interface, with the connecting structure and works to the pier and river wall. All works will have to be undertaken using agreed mitigation measures to prevent risk of flooding to LU tunnel or damage generally to our infrastructure. There is also potentially an indirect interface with the District Line tunnel. This is a very complex site with respect to the LU interface and LU engineering will need to approve design development and construction planning for this site. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.	Low level Sewer Interception chamber will affect A3211 Victoria Embankment. Also CSO Interception chamber. There may also be a clash with works that may be needed to Blackfriars bridgehead structure the NW link from Blackfriars bridge down onto A3211 along with the temporary works accommodating the SCO sub-outlet - TA required	On the TLRN (A3211) need more details in terms of access arrangements. Is it proposed to close the highway? The pier may have to be shut down/located. Coach parking may have to be re-located. How will vehicles turn into the site and where will they park?	Site of High concern - TLRN, strategic routes, high volumes of traffic inc bus and cyclists, key east-west route, already demand more than supply at key junctions along the route. Any reduced capacity on the routes will have significant impacts and create very difficult network operating conditions. Any banned turns / closures and resulting diversion routes will need to be agreed with TL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the surrounding network. These are likely to have significant cost and time implications.	Would expect significant use of river transport at this location.	This site will have a major impact on our premises as the preferred site is right in the middle of our premises and the Pier will have to be removed to accommodate this site. In removing the Pier this takes away a very busy commuter Pier used by Thames Clippers and Thames Executive Charters for access to the City of London and the access to Blackfriars Underground and Mainline Stations and the bus network. We also have an office on the Bankside of the Pier and this is leased to Crown River Cruises and they would have to be relocated. If the Pier is removed this would have an impact on our revenue and the revenue of the boat operators using the Pier. Can the Pier be relocated to another site or a temporary site while the works are taking place, the site would have to be close to the present site and the Blackfriars transport hub. As the site protrudes into the river there is a navigational issue for vessel using the N12 arch of Blackfriars Bridge once again this is more of a concern of the PLA. If the Pier is removed can the Pier go back into its present position once the TTT is built as the	DLRL Not affected	ELL Not Affected			Preferred site is larger than the leaflet suggests as it includes temporary works		
General Alignment	Druid Street	y		CSO Interception Site	Southwark		CSO Interception shaft is close to the Jubilee Line eastbound tube tunnel between London Bridge and Bermondsey. LU engineering will need to be closely involved in the design development and construction planning for this site. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.	Drop shaft and 2 underground chambers will affect Druid Street - TA procedures will be required.						DLRL Not affected	ELL Not Affected			Preferred site is larger than the leaflet suggests as it includes temporary works	

Tunnel Route	TW Site Name (West to East)	TW Site referred option	Shortlisted Site Ref No.	Works Proposed	Borough	Reviewers Initials	LUU	Streets (Structures)	Streets (Planning)	Streets (Operations)	Streets (Freight)	River	PLA (Safeguarded Wharves)	DLR	Overground	Crossrail	Cable Car	Comments	
General Alignment			1	CSO Interception Site	Southwark		CSO Interception shaft is close to the Jubilee Line eastbound tube tunnel between London Bridge and Bermondsey. LU engineering will need to be closely involved in the design development and construction planning for this site. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected				
General Alignment			2	CSO Interception Site	Southwark		No impact on LU.	Drop shaft and 2 underground chambers will affect Druid Street - TA procedures will be required.						DLRL Not affected	ELL Not Affected				
General Alignment	Druid Street Connection Tunnel			Connection Tunnel	Southwark		No impact on LU, but see notes on Druid Street regarding launch shaft.	Tunnel Below Tooley Street - TA Procedures will be required						DLRL Not affected	ELL Not Affected				
General Alignment	King Stairs Gardens	y		CSO Interception Site Main Tunnel Construction	Southwark		No impact on LU.	Tunnel Below Tanner Street - TA Procedures will be required	On the TLRN (A200) Minimise road traffic and use the river			Main Tunnel Site together with interception of four CSOs Preferred site is larger than the leaflet suggests as it includes temporary works. Would expect significant use of the river at this location.	DLRL Not affected	ELL Not Affected				Main Tunnel Site together with interception of four CSOs Preferred site is larger than the leaflet suggests as it includes temporary works	
General Alignment	King Stairs Gardens	y		Connection Tunnel to Earl Pumping Station	Southwark		This tunnel passes over or under the Jubilee Line between Bermondsey and Canada Water. Ground movement impacts together with monitoring of LU infrastructure and other mitigation will need to be assessed by TW and agreed by LU.	Covered under Rotherhithe Tunnel Route above				could be future sites for passenger pier to be built	DLRL Not affected	ELL Not Affected					
Abbeys Mills Route	King Edward Memorial Park Foreshore	y		CSO Interception Site	Tower Hamlets		No impact on LU.	No Effect - Not on TLRN	On the TLRN (A1203) need more details in terms of access arrangements			Preferred site is larger than the leaflet suggests as it includes temporary works. No indication that the site would use water transport. Given the location, we would expect significant use of water transport.	could be future sites for passenger pier to be built	DLRL Not affected	ELL Not Affected				Preferred site is larger than the leaflet suggests as it includes temporary works
Abbeys Mills Route			1	CSO Interception Site	Tower Hamlets		No impact on LU.							DLRL Not affected	ELL Not Affected				
Abbeys Mills Route	King Edward Memorial Park Foreshore	y		Connection Tunnel to Butcher Row	Tower Hamlets		No impact on LU.	Site abuts TLRN The Highway but CSO drop shaft would probably appear a suitable distance away - TA Procedures may be required Tunnel runs under Rotherhithe Tunnel, Limehouse Link, A10East India Dock Rd and A12 Tunnel Northern Approach by Towerwater Rd TA Procedures Required for all four						DLRL Not affected	ELL Not Affected				
Abbeys Mills Route	Butcher Row	y		CSO Interception Site	Tower Hamlets		No impact on LU.	Site abuts TLRN Butcher Row but CSO drop shaft appears a suitable distance away - TA Procedures may be required	On the TLRN (B128) need more details in terms of access arrangements. Recommended site 1 Interception chamber in the middle of SRN details to be provided of length of occupation and TA required to identify affects and alternative routing.				CSO drop shaft and interception chamber adjacent to DLR's viaduct structure. DLRL's viaduct in this area is part old brick viaduct and part newly constructed (and brick facade) concrete viaduct supported by columns and piled foundation. This means that there are two distinctly different structures which have different settlement characteristics. Ground movement assessment need to be provided to explain the impact on DLR trains and infrastructure: The proximity of the CSO works are concerning to DLR in various ways including: 1) Ground movement effects created by the CSO drop shafts, interception chambers and connection tunnels. 2) Depth of drop shafts and works detail generally has not been provided and as a consequence the effects cannot be fully quantified 3) Ground investigations conditions not provided 4) Monitoring of DLR's infrastructure would be required at least 12 months before, during and at least 12 months after the proposed works 5) Foundation detail not provided by DLR, so works may conflict with pile cap arrangement for the columns foundations 6) No details on fan isolation for the drop shafts were provided 7) Programme of works for the specific site not provided 8) Proposals conflict with DLR's Power Upgrade Proposals and the identified location for a substation crucial to the west route power supply 9) Construction methodology not defined for all of the works and may create risks to DLR's railway service and infrastructure and bore sizes not confirmed for the CSO drop shaft, interception chambers and connection tunnel 10) Access for inspection, maintenance and emergencies is likely affected during and after construction 11) Permanent access to DLR's infrastructure affected by the proposed land take 12) Details of the temporary works not provided 13) Land contained within the Permanent handstanding land is DLR owned land 14) DLR would not support the exercise of compulsory purchase powers over DLR land or land adjacent to its land. 15) DLR has concerns over the works powers potentially granted through the Route to Consent 16) Selection methodology does not justify the selection of the preferred site over Shortlisted site 2 17) Shortlisted sites 1 and 2 are considered a better option given they sit directly over the sewer and doesn't affect any more residential properties than is proposed by the Preferred Site. 18) No details of the connection tunnel to King Edward Memorial Park and King Stairs Gardens has been provided where will this be driven from and where is the reception site. This proposal could have significant effects in terms of settlement and infrastructure affected 19) No assessment of vibration effects for all of the works has been provided 20) EMI effects not established 21) Part of the land to be acquired is shortly to be sub-let 22) Proximity of the site to the Thames means that water laden soil is potentially more prevalent and creates greater risks when excavating/digging large shafts. 23) The illustrative visualisation shows more above ground structures than the during construction plans shows - this needs to be clarified as concern remains over whether any other above ground structures might appear in the final arrangement. 24) No works to commence or design to be undertaken without DLR's approval 25) Effects on DLR's radio signals to be assessed via a radio survey 26) This part of DLR's railway is at maximum turn in gradient and maximum track cant so an settlement could significantly increase derailment risk, especially concerning the differential settlement of the DLR viaduct structure	ELL Not Affected					
Abbeys Mills Route			1	CSO Interception Site	Tower Hamlets		No impact on LU.	No Effect - Not on TLRN					CSO drop shaft and interception chamber adjacent to DLR's viaduct structure. DLRL's viaduct in this area is part old brick viaduct and part newly constructed (and brick facade) concrete viaduct supported by columns and piled foundation. This means that there are two distinctly different structures which have different settlement characteristics. Ground movement assessment need to be provided to explain the impact on DLR trains and infrastructure: The proximity of the CSO works are concerning to DLR in various ways including: 1) Ground movement effects created by the CSO drop shafts, interception chambers and connection tunnels. 2) Depth of drop shafts and works detail generally has not been provided and as a consequence the effects cannot be fully quantified 3) Ground investigations conditions not provided 4) Monitoring of DLR's infrastructure would be required at least 12 months before, during and at least 12 months after the proposed works 5) Foundation detail not provided by DLR, so works may conflict with pile cap arrangement for the columns foundations 6) No details on fan isolation for the drop shafts were provided 7) Programme of works for the specific site not provided 8) Proposals conflict with DLR's Power Upgrade Proposals and the identified location for a substation crucial to the west route power supply 9) Construction methodology not defined for all of the works and may create risks to DLR's railway service and infrastructure and bore sizes not confirmed for the CSO drop shaft, interception chambers and connection tunnel 10) Access for inspection, maintenance and emergencies is likely affected during and after construction 11) Permanent access to DLR's infrastructure affected by the proposed land take 12) Details of the temporary works not provided 13) Land contained within the Permanent handstanding land is DLR owned land 14) DLR would not support the exercise of compulsory purchase powers over DLR land or land adjacent to its land. 15) DLR has concerns over the works powers potentially granted through the Route to Consent 16) Selection methodology does not justify the selection of the preferred site over Shortlisted site 2 17) Shortlisted sites 1 and 2 are considered a better option given they sit directly over the sewer and doesn't affect any more residential properties than is proposed by the Preferred Site. 18) No details of the connection tunnel to King Edward Memorial Park and King Stairs Gardens has been provided where will this be driven from and where is the reception site. This proposal could have significant effects in terms of settlement and infrastructure affected 19) No assessment of vibration effects for all of the works has been provided 20) EMI effects not established 21) Part of the land to be acquired is shortly to be sub-let 22) Proximity of the site to the Thames means that water laden soil is potentially more prevalent and creates greater risks when excavating/digging large shafts. 23) The illustrative visualisation shows more above ground structures than the during construction plans shows - this needs to be clarified as concern remains over whether any other above ground structures might appear in the final arrangement. 24) No works to commence or design to be undertaken without DLR's approval 25) Effects on DLR's radio signals to be assessed via a radio survey 26) This part of DLR's railway is at maximum turn in gradient and maximum track cant so an settlement could significantly increase derailment risk, especially concerning the differential settlement of the DLR viaduct structure	ELL Not Affected					
Abbeys Mills Route			2	CSO Interception Site	Tower Hamlets		No impact on LU.	This site abuts the Rotherhithe Tunnel - TW already state that the site is restrictive in terms of construction - this will impact on possible effects to the 100 year old tunnel if site is used. If used TA procedures plus permissions required.	be given at an early stage to both the temporary and permanent impact on the road network operation from the works, including survey work for all sites. 2. Thames Water should set up Traffic Management Liaison Groups for each Borough to coordinate works and disseminate information on the works. Regular stakeholder engagement will be key to the successful delivery of the project. 3. A construction and logistics plan for each site will be required to provide a robust indication of how Thames Water intend to manage works. This needs to include details on road space requirements and lorry movements for demolition and all works stages and will need to pay careful attention to the transition stages for works. In this respect, a robust assessment to understand impacts of construction traffic in terms of number of construction vehicles, size, access and routing as well as the use of Lorry Delivery Bays will be required. 4. In relation to point 3, Thames Water, as part of this consultation, have expressed their desire to use the 5. TW will seek off-peak servicing for 6. Works on or close to TLRN / SRN 7. The carriageway footprint for the works 8. Where works require closure of road	No details given of the proposed works within this site so DLR cannot comment on the likely effects Ground movement reports are required to understand the effect of the works	ELL Not Affected								
Abbeys Mills Route	Butcher Row Connection Tunnel			Connection Tunnel	Tower Hamlets		No impact on LU.	Tunnel below Rotherhithe tunnel and Limehouse Link - TA procedures required					See comments in response to the preferred site location regarding these connection tunnels	The following is the most probable list of LOM structures which may be affected by the anticipated settlement of the TTT: Rotherhithe Pumping Station, Tunnels TL 162, TL 163, TL164 (Tunnels TL163 and TL 164 are the Thames Tunnels), Rotherhithe Station structures, such as lifts, Slab Track TRO4, Wapping Pumping Station, Vent Shaft V137, Thames Tunnel Minor Dip and Thames Tunnel Major Dip Pumping Stations, Vent Shaft V138, footbridge EL23, Wapping Station structures such as escalators, Retaining Walls W633 and W634				More details required	

Tunnel Route	TW Site Name (West to East)	TW Site referred option	Shortlisted site Ref No.	Works Proposed	Borough	Reviewers Initials	LUU	Streets (Structures)	Streets (Planning)	Streets (Operations)	Streets (Freight)	River	PLA (Safeguarded Wharves)	DLR	Overground	Crossrail	Cable Car	Comments
Abbeys Mills Route	Abbeys Mills Pumping Station	y		Main Tunnel Construction Connection Site for the Lea Valley Tunnel	Newham		No impact on LUU.	Tunnel runs under A12 Tunnel Northern Approach by Towcester Rd TA Procedures Required	SRN Our comments should reflect was agreed in terms of the Lea Tunnel - use of water, Travel Plan, CMP etc.					DLRL Not affected	ELL Not Affected			
Abbeys Mills Route			1	Main Tunnel Construction Connection Site for the Lea Valley Tunnel	Newham		No impact on LUU.	No Effect - Not on TLRN	SRN Our comments should reflect was agreed in terms of the Lea Tunnel - use of water, Travel Plan, CMP etc.					DLRL Not affected	ELL Not Affected			
Abbeys Mills Route			2	Main Tunnel Construction Connection Site for the Lea Valley Tunnel	Newham		No impact on LUU.	Tunnel runs under A12 Tunnel Northern Approach by Towcester Rd TA Procedures Required	SRN Our comments should reflect was agreed in terms of the Lea Tunnel - use of water, Travel Plan, CMP etc.					DLRL Not affected	ELL Not Affected			
Abbeys Mills Route	King Stairs Gardens	y		Main Tunnel Construction Connection Site for the Lea Valley Tunnel	Southwark		No impact on LUU.	Tunnel runs under Rotherhithe Tunnel, Limehouse Link, A13(East India Dock Rd) and A12 Tunnel Northern Approach by Towcester Rd TA Procedures Required for all four	SRN Our comments should reflect was agreed in terms of the Lea Tunnel - use of water, Travel Plan, CMP etc.					DLRL Not affected	ELL Not Affected			
Abbeys Mills Route	Earl Pumping Station	y		CSO Interception Site	Lewisham		No impact on LUU.	No Effect - Not on TLRN				The preferred sites from a freight perspective would be 1, 2 and 3 as this would allow access to water transport.		DLRL Not affected	ELL Not Affected			Preferred site is larger than the leaflet suggests as it includes temporary works
Abbeys Mills Route			1	CSO Interception Site	Lewisham		No impact on LUU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
Abbeys Mills Route			2	CSO Interception Site	Lewisham		No impact on LUU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
Abbeys Mills Route			3	CSO Interception Site	Lewisham		No impact on LUU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
Abbeys Mills Route			4	CSO Interception Site	Lewisham		No impact on LUU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
Abbeys Mills Route	Borwick Wharf Foreshore	y		CSO Interception Site	Lewisham		No impact on LUU.	No Effect - Not on TLRN				Would expect significant use of river transport at this location.		DLRL Not affected	ELL Not Affected			Preferred site is larger than the leaflet suggests as it includes temporary works
Abbeys Mills Route			1	CSO Interception Site	Lewisham		No impact on LUU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
Abbeys Mills Route			2	CSO Interception Site	Lewisham		No impact on LUU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
Abbeys Mills Route	Greenwich Pumping Station	y		CSO Interception Site	Greenwich		No impact on LUU.	No Effect - Not on TLRN				Use of barges should be the primary mode of removal in order to relieve construction vehicle activity in and around Greenwich.		DLRL Not affected	ELL Not Affected			CSO drop shaft and interception chamber adjacent to DLRL's viaduct structure. DLRL's viaduct in this area is newly constructed concrete viaduct supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLRL piling and foundations. Ground movement assessment need to be provided to explain the impact on DLR trains and infrastructure. The proximity of the CSO works are concerning to DLRL in various ways including: 1) Ground movement effects created by the CSO drop shafts, interception chambers and connection tunnels. 2) Depth of drop shafts and works detail generally has not been provided and as a consequence the effects cannot be fully quantified 3) Ground investigations not provided 4) Monitoring of DLRL's infrastructure would be required before, during and after the proposed works 5) Foundation detail not provided by DLRL, so works may conflict with pile cap arrangement for the columns foundations 6) No details on fan solution for the drop shafts were provided 7) Programme of works for the specific site not provided 8) Proposals conflict with DLRL Protection Zone where development is restricted within this zone and no works can be commenced without DLRL's prior written approval. Furthermore, DLRL has column protection rights which would also be affected. 9) Construction methodology not defined for all of the works and may create risks to DLRL's railway service and infrastructure and bore sizes not confirmed for the CSO drop shaft, interception chambers and connection tunnel 10) Access for inspection, maintenance and emergencies is likely affected during and after construction 11) Permanent access to DLRL's infrastructure affected by the proposed land take 12) Details of the temporary works not provided 13) Land contained within the Permanent handstanding land is DLRL owned land 14) DLRL would not support the exercise of compulsory purchase powers over DLRL land or land adjacent to its land. 15) DLRL has concerns over the works powers potentially granted through the Route to Consent 16) Selection methodology does not justify the selection of the preferred site over Shortlisted site 2 17) Shortlisted sites 1 and 2 are considered a better option given they sit directly over the sewer and do not affect more residential properties than is proposed by the Preferred Site 18) No details of the connection tunnel to Borwick Wharf Foreshore have been provided - where will this be driven from and where is the reception site. This proposal could have significant effects in terms of settlement and infrastructure affected 19) No assessment of vibration effects for all of the works has been provided 20) EM effects not established 21) Proximity of the site to the Thames and Deptford Creek means that water laden soil is potentially more prevalent and creates greater risks when excavating/drilling large shafts. 22) The illustrative visualisation shows less above ground structures than the during construction plans shows - this needs to be clarified as concern remains over whether any other above ground structures might appear in the final arrangement. 23) No works to commence or design to be undertaken without DLRL's approval 24) Effects on DLRL radio signals to be assessed via a radio survey
Abbeys Mills Route			1	CSO Interception Site	Greenwich		No impact on LUU.	No Effect - Not on TLRN				to be given an early stage to both the temporary and permanent impact on the road network operation from the works, including survey work for all sites. 2. Thames Water should set up Traffic Management Liaison Groups for each Borough to co-ordinate works and disseminate information on the works. Regular stakeholder engagement will be key to the successful delivery of the project. 3. A construction and logistics plan for each site will be required to provide a robust indication of how Thames Water intend to manage works. This needs to include details on road space requirements and lorry movements for demolition and all works stages and will need to pay careful attention to the transition stages for works. In this respect, a robust assessment to understand impacts of construction traffic in terms of number of construction vehicles, size, access and routing as well as the use of Lorry Delivery Bays will be required. 4. In relation to point 3, Thames Water, as part of this consultation, have expressed their desire to use the 6. TL will seek off-peak servicing for 4 6. Works on or close to TLRN / SRN 7. The cartageway footprint for the w 8. Where works require closure of ro		Potentially affects DLRL's Lewisham Extension Tunnels as Shortlisted site 1 is adjacent to DLRL's tunnels although we have no evidence at this stage to show that the alignment misses the DLR tunnels Depth of the tunnel at this crossing point to be confirmed and its depth in relation to DLRL's tunnels Ground movement report required to understand the predicted settlement effects on DLRL's infrastructure Tunnel monitoring at least 12 months before, during and at least 12 months after tunnel boring is required, for both track and tunnel structure	ELL Not Affected			
Abbeys Mills Route	Greenwich Pumping Station Connection Tunnel			Connection Tunnels	Greenwich		No impact on LUU.	No Effect - Not on TLRN						See comments in response to the preferred site location regarding this connection tunnel	The following is the most probable list of LDM structures which may be affected by the anticipated settlement of the TTT: Rotherhithe Pumping Station, Tunnels TL162, TL163, TL164 (Tunnels TL163 and TL164 are the Thames Tunnels), Rotherhithe Station structures, such as lifts, Slab Track TK04, Wapping Pumping Station, Vent Shaft V137, Thames Tunnel Minor Dip and Thames Tunnel Major Dip Pumping Stations, Vent Shaft V138, footbridge EL23, Wapping Station structures such as escalators, Retaining Walls W533 and W534			More details required
River Thames Route	King Stairs Gardens	y		CSO Interception Site Main Tunnel Construction	Southwark		No impact on LUU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route	Earl Pumping Station	y		CSO Interception Site	Lewisham		No impact on LUU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route			1	CSO Interception Site	Lewisham		No impact on LUU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route			2	CSO Interception Site	Lewisham		No impact on LUU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route			3	CSO Interception Site	Lewisham		No impact on LUU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route			4	CSO Interception Site	Lewisham		No impact on LUU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route	Borwick Wharf Foreshore	y		CSO Interception Site	Lewisham		No impact on LUU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route			1	CSO Interception Site	Lewisham		No impact on LUU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route			2	CSO Interception Site	Lewisham		No impact on LUU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			

Tunnel Route	TW Site Name (West to East)	TW Site referred option	Shortlisted Site Ref No.	Works Proposed	Borough	Reviewers Initials	LUU	Streets (Structures)	Streets (Planning)	Streets (Operations)	Streets (Freight)	River	PLA (Safeguarded Wharves)	DLR	Overground	Crossrail	Cable Car	Comments
River Thames Route	Greenwich Pumping Station	y		CSO Interception Site	Greenwich		No impact on LUU.	No Effect - Not on TLRN						CSO drop shaft and interception chamber adjacent to DLR's viaduct structure. DLR's viaduct in this area is newly constructed concrete viaduct supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided to explain the impact on DLR trains and infrastructure. The proximity of the CSO works are concerning to DLR in various ways including: 1) Ground movement effects created by the CSO drop shafts, interception chambers and connection tunnels. 2) Depth of drop shafts and works detail generally has not been provided and as a consequence the effects cannot be fully quantified 3) Ground investigations not provided 4) Monitoring of DLR's infrastructure would be required before, during and after the proposed works 5) Foundation detail not provided by DLR, so works may conflict with pile cap arrangement for the columns foundations 6) No details on fan solution for the drop shafts were provided 7) Programme of works for the specific site not provided 8) Proposals conflict with DLR Protection Zone where development is restricted within this zone and no works can be commenced without DLR's prior written approval. Furthermore, DLR has column protection rights which would also be affected. 9) Construction methodology not defined for all of the works and may create risks to DLR's railway service and infrastructure and bore sizes not confirmed for the CSO drop shaft, interception chambers and connection tunnel 10) Access for inspection, maintenance and emergencies is likely affected during and after construction 11) Permanent access to DLR's infrastructure affected by the proposed land take 12) Details of the temporary works not provided 13) Land contained within the Permanent handstanding land is DLR owned land 14) DLR would not support the exercise of compulsory purchase powers over DLR land or land adjacent to its land. 15) DLR has concerns over the works powers potentially granted through the Route to Consent 16) Selection methodology does not justify the selection of the preferred site over Shortlisted site 2 17) Shortlisted sites 1 and 2 are considered a better option given they sit directly over the sewer and do not affect more residential properties than is proposed by the Preferred Site. 18) No details of the connection tunnel to Borthwick Wharf Foreshore have been provided - where will this be driven from and where is the reception site. This proposal could have significant effects in terms of settlement and infrastructure affected 19) No assessment of vibration effects for all of the works has been provided 20) EMI effects not established 21) Proximity of the site to the Thames and Deptford Creek means that water laden soil is potentially more prevalent and creates greater risks when excavating/drilling large shafts. 22) The illustrative visualisation shows less above ground structures than the during construction plans shows - this needs to be clarified as concern remains over whether any other above ground structures might appear in the final arrangement. 23) No works to commence or design to be undertaken without DLR's approval 24) Effects on DLR radio signals to be assessed via a radio survey	ELL Not Affected			
River Thames Route	Greenwich Pumping Station	y		CSO Interception Site	Greenwich		No impact on LUU.	No Effect - Not on TLRN						CSO drop shaft and interception chamber adjacent to DLR's viaduct structure. DLR's viaduct in this area is newly constructed concrete viaduct supported by columns and piled foundation. Thames Water needs to demonstrate this the TTT proposal does not conflict with the DLR piling and foundations. Ground movement assessment need to be provided to explain the impact on DLR trains and infrastructure. The proximity of the CSO works are concerning to DLR in various ways including: 1) Ground movement effects created by the CSO drop shafts, interception chambers and connection tunnels. 2) Depth of drop shafts and works detail generally has not been provided and as a consequence the effects cannot be fully quantified 3) Ground investigations not provided 4) Monitoring of DLR's infrastructure would be required before, during and after the proposed works 5) Foundation detail not provided by DLR, so works may conflict with pile cap arrangement for the columns foundations 6) No details on fan solution for the drop shafts were provided 7) Programme of works for the specific site not provided 8) Proposals conflict with DLR Protection Zone where development is restricted within this zone and no works can be commenced without DLR's prior written approval. Furthermore, DLR has column protection rights which would also be affected. 9) Construction methodology not defined for all of the works and may create risks to DLR's railway service and infrastructure and bore sizes not confirmed for the CSO drop shaft, interception chambers and connection tunnel 10) Access for inspection, maintenance and emergencies is likely affected during and after construction 11) Permanent access to DLR's infrastructure affected by the proposed land take 12) Details of the temporary works not provided 13) Land contained within the Permanent handstanding land is DLR owned land 14) DLR would not support the exercise of compulsory purchase powers over DLR land or land adjacent to its land. 15) DLR has concerns over the works powers potentially granted through the Route to Consent 16) Selection methodology does not justify the selection of the preferred site over Shortlisted site 2 17) Shortlisted sites 1 and 2 are considered a better option given they sit directly over the sewer and do not affect more residential properties than is proposed by the Preferred Site. 18) No details of the connection tunnel to Borthwick Wharf Foreshore have been provided - where will this be driven from and where is the reception site. This proposal could have significant effects in terms of settlement and infrastructure affected 19) No assessment of vibration effects for all of the works has been provided 20) EMI effects not established 21) Proximity of the site to the Thames and Deptford Creek means that water laden soil is potentially more prevalent and creates greater risks when excavating/drilling large shafts. 22) The illustrative visualisation shows less above ground structures than the during construction plans shows - this needs to be clarified as concern remains over whether any other above ground structures might appear in the final arrangement. 23) No works to commence or design to be undertaken without DLR's approval 24) Effects on DLR radio signals to be assessed via a radio survey	ELL Not Affected			
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N/A	Grosvenor Ditch CSO			Minor CSO modifications with no major interceptions works			Seems to be no work proposed at these locations.	No Exact location- also position with respect to TLRN, temporary works Technical Approvals may be required.		Site of Moderate Concern - Road adjacent to TLRN, any changes to road capacity may have significant impact on key strategic routes, need to consider, ped, bus and cyclists. Any banned turns / closures and resulting diversion routes will need to be agreed with TfL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the	More details required			DLR Not affected	ELL Not Affected			More details required	
N/A	Northumberland CSO			Minor CSO modifications with no major interceptions works			Seems to be no work proposed at these locations.	No Exact location- also position with respect to TLRN, temporary works Technical Approvals may be required.		Site of High concern - Road adjacent to TLRN, any changes to road capacity may have significant impact on key strategic routes, need to consider, ped, bus and cyclists. Any banned turns / closures and resulting diversion routes will need to be agreed with TfL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the	More details required			DLR Not affected	ELL Not Affected			More details required	
N/A	Savoy Street CSO			Minor CSO modifications with no major interceptions works			Seems to be no work proposed at these locations.	No Exact location- also position with respect to TLRN, temporary works Technical Approvals may be required.		Site of Moderate Concern - Road adjacent to TLRN, any changes to road capacity may have significant impact on key strategic routes, need to consider, ped, bus and cyclists. Any banned turns / closures and resulting diversion routes will need to be agreed with TfL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the	More details required			DLR Not affected	ELL Not Affected			More details required	
N/A	Norfolk Street CSO			Minor CSO modifications with no major interceptions works			Seems to be no work proposed at these locations.	No Exact location- also position with respect to TLRN, temporary works Technical Approvals may be required.		Site of Moderate Concern - Road adjacent to TLRN, any changes to road capacity may have significant impact on key strategic routes, need to consider, ped, bus and cyclists. Any banned turns / closures and resulting diversion routes will need to be agreed with TfL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the	More details required			DLR Not affected	ELL Not Affected			More details required	
N/A	Essex Street CSO			Minor CSO modifications with no major interceptions works			Seems to be no work proposed at these locations.	No Exact location- also position with respect to TLRN, temporary works Technical Approvals may be required.		Site of Moderate Concern - Road adjacent to TLRN, any changes to road capacity may have significant impact on key strategic routes, need to consider, ped, bus and cyclists. Any banned turns / closures and resulting diversion routes will need to be agreed with TfL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the	More details required			DLR Not affected	ELL Not Affected			More details required	
	Minor System Modifications			CSO Interception Site															
N/A	Stamford Brook CSO			Undefined minor works TBC by Thames Water			Seems to be no work proposed at these locations.	No Exact location- also position with respect to TLRN, temporary works Technical Approvals may be required.		Site of Moderate Concern - Road adjacent to TLRN, any changes to road capacity may have significant impact on key strategic routes, need to consider, ped, bus and cyclists. Any banned turns / closures and resulting diversion routes will need to be agreed with TfL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the	More details required			DLR Not affected	ELL Not Affected			More details required	
N/A	North West Storm Relief CSO			Undefined minor works TBC by Thames Water			Seems to be no work proposed at these locations.	No Exact location- also position with respect to TLRN, temporary works Technical Approvals may be required.		Site of Moderate Concern - Road adjacent to TLRN, any changes to road capacity may have significant impact on key strategic routes, need to consider, ped, bus and cyclists. Any banned turns / closures and resulting diversion routes will need to be agreed with TfL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the	More details required			DLR Not affected	ELL Not Affected			More details required	
N/A	Charlton Storm Relief CSO			Undefined minor works TBC by Thames Water			Seems to be no work proposed at these locations.	No Exact location- also position with respect to TLRN, temporary works Technical Approvals may be required.		Site of Moderate Concern - Road adjacent to TLRN, any changes to road capacity may have significant impact on key strategic routes, need to consider, ped, bus and cyclists. Any banned turns / closures and resulting diversion routes will need to be agreed with TfL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the	More details required			DLR Not affected	ELL Not Affected			More details required	
	Minor System Modifications			CSO Interception Site															
N/A	West Putney CSO			Minor CSO modifications with no major interceptions works	Wandsworth		No impact on LUU.	On the A205(Upper Richmond Rd) - TA Approvals subject to the nature of works		Site of Moderate Concern - Road adjacent to TLRN, any changes to road capacity may have significant impact on key strategic routes, need to consider, ped, bus and cyclists. Any banned turns / closures and resulting diversion routes will need to be agreed with TfL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the	More details required			DLR Not affected	ELL Not Affected			More details required	
N/A	Jews Road CSO 1			Minor CSO modifications with no major interceptions works	Wandsworth		No impact on LUU.	Abuts Trinity Road on slip(Bindhurst Rd) but not on TLRN- so no probably no effect		Site of Moderate Concern - Road adjacent to TLRN, any changes to road capacity may have significant impact on key strategic routes, need to consider, ped, bus and cyclists. Any banned turns / closures and resulting diversion routes will need to be agreed with TfL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the	More details required			DLR Not affected	ELL Not Affected			More details required	
N/A	Jews Road CSO 2			Minor CSO modifications with no major interceptions works	Wandsworth		No impact on LUU.	Abuts Trinity Road off slip(Wandsworth Common West Side) but not on TLRN- so no probably no effect		Site of Moderate Concern - Road adjacent to TLRN, any changes to road capacity may have significant impact on key strategic routes, need to consider, ped, bus and cyclists. Any banned turns / closures and resulting diversion routes will need to be agreed with TfL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the	More details required			DLR Not affected	ELL Not Affected			More details required	
N/A	Savoy Street CSO Chamber			Minor CSO modifications with no major interceptions works	City of Westminster		May have an impact on the District Line - more information required before we can confirm.	On A3211 (Embankment) depending on location and works required TA procedures required.		Site of Moderate Concern - Road adjacent to TLRN, any changes to road capacity may have significant impact on key strategic routes, need to consider, ped, bus and cyclists. Any banned turns / closures and resulting diversion routes will need to be agreed with TfL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the	More details required			DLR Not affected	ELL Not Affected			More details required	
N/A	Shad Thames Pumping Station			Minor CSO modifications with no major interceptions works	Southwark		No impact on LUU.	No Effect - Not on TLRN		Site of Moderate Concern - Road adjacent to TLRN, any changes to road capacity may have significant impact on key strategic routes, need to consider, ped, bus and cyclists. Any banned turns / closures and resulting diversion routes will need to be agreed with TfL & neighbouring traffic authorities. There will be a requirement for detailed traffic modelling and significant mitigation measures put in place on the	More details required			DLR Not affected	ELL Not Affected			More details required	
N/A	Holloway CSO			Minor CSO modifications with no major interceptions works	??		No impact on LUU.	Not Applicable- only site		Site of moderate concern	More details required			DLR Not affected	ELL Not Affected			More details required	
N/A	182 Strand Green Road			Minor CSO modifications with no major interceptions works	Haringey		No impact on LUU.	No Effect - Not on TLRN		Site of moderate concern	More details required			DLR Not affected	ELL Not Affected			More details required	
N/A	Junction of Strand Green Road and Tollington Park			Minor CSO modifications with no major interceptions works	Billington		No impact on LUU.	No Effect - Not on TLRN		Site of moderate concern	More details required			DLR Not affected	ELL Not Affected			More details required	

Tunnel Route	TW site Name (West to East)	TW Site referred option	Shortlisted site Ref No.	Works Proposed	Borough	Reviewers Initials	LLU	Streets (Structures)	Streets (Planning)	Streets (Operations)	Streets (Freight)	River	PLA (Safeguarded Wharves)	DLR	Overground	Crossrail	Cable Car	Comments
N/A	Junction of Midway Road, King Henry's Walk and Crossway			Minor CSO modifications with no major interceptions works	Basington		No impact on LU.	No Effect - Not on TLRN			More details required			DLRL Not affected	ELL Not Affected			More details required
N/A	Charlton Storm relief CSO	y	1	CSO Interception site	Greenwich		No impact on LU.	No Effect - Not on TLRN			More details required			DLRL Not affected	ELL Not Affected			More details required
N/A			2	CSO Interception Site	Greenwich		No impact on LU.	No Effect - Not on TLRN			More details required			DLRL Not affected	ELL Not Affected			More details required
N/A			3	CSO Interception site	Greenwich		No impact on LU.	No Effect - Not on TLRN			More details required			DLRL Not affected	ELL Not Affected			More details required
N/A			4	CSO Interception Site	Greenwich		No impact on LU.	No Effect - Not on TLRN			More details required			DLRL Not affected	ELL Not Affected			More details required
N/A			5	CSO Interception Site	Greenwich		No impact on LU.	No Effect - Not on TLRN			More details required			DLRL Not affected	ELL Not Affected			More details required
Other Shortlisted Sites (See other Shortlisted Sites List)																		
River Thames Route and Abbey Mills Route	Upglod Tunneling Area		1	Tunnel Boring Intermediate or retrieval Site	Southwark		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			2	Tunnel Boring Intermediate or retrieval Site	Southwark		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			3	Tunnel Boring Drive Intermediate or retrieval Site	Tower Hamlets		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			4	Tunnel Boring Intermediate or retrieval Site	Tower Hamlets		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			5	Tunnel Boring Intermediate or retrieval Site	Lewisham		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			6	Tunnel Boring Drive Intermediate or retrieval Site	Lewisham		No impact on LU.	No Effect - Not on TLRN					No current wharf use, vacant. Site would be the preferred drive site for both routes	DLRL Not affected	ELL Not Affected			Safeguarded Wharf
River Thames Route and Abbey Mills Route	Charlton Tunneling Area		1	Tunnel Boring Intermediate or retrieval Site	Greenwich		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			2	Tunnel Boring Drive site with Site 3	Greenwich		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			3	Tunnel Boring Drive site with Site 2	Greenwich		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			4	Tunnel Boring Drive Intermediate or retrieval Site	Greenwich		No impact on LU.	Possible drive, intermediate and reception site at the Blackwall Tunnel southern approach road - TA procedures may be required.						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			5	Tunnel Boring Intermediate or retrieval Site or Drive site together with Site 6	Greenwich		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			6	Tunnel Boring Intermediate or retrieval Site or Drive site together with Site 5	Greenwich		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			7	Tunnel Boring Intermediate or retrieval Site	Greenwich		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			8	Tunnel Boring Intermediate or retrieval Site or Drive site together with Site 8	Greenwich		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			9	Tunnel Boring Intermediate or retrieval Site or Drive site together with Site 8	Greenwich		No impact on LU.	No Effect - Not on TLRN					Aggregates Wharf - Current wharf use, operated by Cemex, handled 0.882k in 2009 (950k in 2008). Site was considered, but not preferred, either alone or	DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			10	Tunnel Boring Drive Intermediate or retrieval Site	Greenwich		No impact on LU.	No Effect - Not on TLRN					Murphy's Wharf - Current wharf use, operated by Tarmac and Day Aggregates, handled 0.985k in 2009 (1.006k in 2008). Site was considered, but not preferred	DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			11	Tunnel Boring Intermediate or retrieval Site or Drive site together with Site 14 and 15	Greenwich		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			12	Tunnel Boring Drive Intermediate or retrieval Site	Greenwich		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			13	Tunnel Boring Drive Intermediate or retrieval Site together with site 16	Greenwich		No impact on LU.	No Effect - Not on TLRN					Riverside Wharf - Current wharf use, operated by Tarmac, handled 0.40k in 2009 (30k in 2008). Site would be preferred drive site for both routes and also the preferred CSO site, with (presumably) area of wharf permanently retained post construction with structures on it.	DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			14	Tunnel Boring Intermediate or retrieval Site or Drive site together with Site 11 and 15	Greenwich		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			15	Tunnel Boring Intermediate or retrieval Site or Drive site together with Site 11 and 14	Greenwich		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route and Abbey Mills Route			16	Tunnel Boring Drive Intermediate or retrieval Site together with site 13	Greenwich		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			
River Thames Route	Beckton Tunneling Area		1	Tunnel boring drive site and general works.	Newham		No impact on LU.	No Effect - Not on TLRN					TLRN Similar to Lee Tunnel and other works at Beckton; however, there seems to be CSO issue to the Woolwich Ferry?	Proposal conflicts directly with DLR's Barking & Dagenham Extension route alignment Agreement between DLR and Thames Water in place which regulates aspects of this interface	ELL Not Affected			
All Routes	Wandsworth Tunneling Area		1	Tunnel Boring Drive Intermediate and retrieval site	Wandsworth		No impact on LU.	No Effect - Not on TLRN			uncertain what we are being asked to comment on			DLRL Not affected	ELL Not Affected			Not proposed to be used for any of the routes for boring
All Routes			2	Tunnel Boring Drive Intermediate and retrieval site	Hammersmith & Fulham		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			Not proposed to be used for any of the routes for boring
All Routes			3	Tunnel Boring Drive Intermediate and retrieval site	Hammersmith & Fulham		No impact on LU.	No Effect - Not on TLRN						DLRL Not affected	ELL Not Affected			Not proposed to be used for any of the routes for boring

Tunnel Route	TW Site Name (West to East)	TW Site referred option	Shortlisted site Ref No.	Works Proposed	Borough	Reviewers Initials	LUL	Streets (Structures)	Streets (Planning)	Streets (Operations)	Streets (Freight)	River	PLA (Safeguarded Wharves)	DLR	Overground	Crossrail	Cable Car	Comments
All Routes			4	Tunnel Boring Drive Intermediate and retrieval site	Hammersmith & Fulham		No impact on LU.	No Effect - Not on TLRN			Not proposed to be used for any of the routes for boring			DLRL Not affected	ELL Not Affected			Not proposed to be used for any of the routes for boring
All Routes	Lets Road Tunnelling Area		1	Tunnel Boring Drive Intermediate and retrieval site	Hammersmith & Fulham		No impact on LU.	No Effect - Not on TLRN	uncertain what we are being asked to comment on	Site of moderate concern	Not proposed to be used for any of the routes for boring			DLRL affected	ELL Not Affected			Not proposed to be used for any of the routes for boring
All Routes			2	Tunnel Boring Drive Intermediate and retrieval site	Kensington & Chelsea		No impact on LU.	No Effect - Not on TLRN			Not proposed to be used for any of the routes for boring			DLRL affected	ELL Not Affected			Not proposed to be used for any of the routes for boring
All Routes	Limehouse Tunnelling Area		1	Tunnel Boring Drive Intermediate and retrieval site	Tower Hamlets		No impact on LU.	No Effect - Not on TLRN	uncertain what we are being asked to comment on		Not proposed to be used for any of the routes for boring			DLRL Not affected	ELL Not Affected			Not proposed to be used for any of the routes for boring
All Routes			2	Tunnel Boring Drive Intermediate and retrieval site	Tower Hamlets		No impact on LU.	Above Rotherhithe Tunnel and Abutting A1203. This "weas" a possible drive/intermediate and reception site. Therefore this will be subject to TA procedures and intense discussions on shaft locations.			Not proposed to be used for any of the routes for boring			DLRL Not affected	ELL Not Affected			Not proposed to be used for any of the routes for boring
All Routes			3	Tunnel Boring Drive Intermediate and retrieval site combined with site 4	Tower Hamlets		No impact on LU.	Abuts A1203(the Highway) could be for Intermediate or Reception shaft only- therefore TA procedures possibly required.			Not proposed to be used for any of the routes for boring			DLRL's railway is passed under to the east of Limehouse Station on older brick viaduct and metal and concrete spans (which has visible sign of twist across its arches) DLRL's viaduct in this area is listed. Depth of the tunnel at this crossing point to be confirmed Ground movement report required to understand the predicted settlement effects on DLRL's infrastructure and to consider the impact on DLRL infrastructure	ELL Not Affected			Not proposed to be used for any of the routes for boring
All Routes			4	Tunnel Boring Drive Intermediate and retrieval site combined with site 5	Tower Hamlets		No impact on LU.	Above Limehouse Link - could be for Intermediate or Reception shaft only- therefore TA procedures possibly required.			Not proposed to be used for any of the routes for boring			DLRL's railway is passed under to the east of Limehouse Station on older brick viaduct and metal and concrete spans (which has visible sign of twist across its arches) DLRL's viaduct in this area is listed. Depth of the tunnel at this crossing point to be confirmed Ground movement report required to understand the predicted settlement effects on DLRL's infrastructure and to consider the impact on DLRL infrastructure	ELL Not Affected			Not proposed to be used for any of the routes for boring
All Routes			5	Tunnel Boring Drive Intermediate and retrieval site	Tower Hamlets		No impact on LU.	Abuts A1203(the Highway) could be for Intermediate or Reception shaft only- therefore TA procedures possibly required.			Not proposed to be used for any of the routes for boring			DLRL's railway is passed under to the east of Limehouse Station on older brick viaduct and metal and concrete spans (which has visible sign of twist across its arches) DLRL's viaduct in this area is listed. Depth of the tunnel at this crossing point to be confirmed Ground movement report required to understand the predicted settlement effects on DLRL's infrastructure and to consider the impact on DLRL infrastructure	ELL Not Affected			Not proposed to be used for any of the routes for boring