We are considering making some changes to our plans in response to comments received during our second phase of consultation, which ended on 10 February 2012.

This information paper only describes our proposed amendments to the phase two consultation material regarding the proposed vehicle access arrangements at Barn Elms.

If you require more detailed information on our proposals, please see our Barn Elms site information paper (Autumn 2011).

For a copy the site information paper and our Report on phase two consultation visit www.thamestunnelconsultation.co.uk or call 0800 0721 086.
Section 1:
Introduction and site information

We are still proposing to use the south eastern corner of the Barn Elms Schools Sports Centre for this construction work and to accommodate permanent structures required to operate the main tunnel.

The site would be used to connect the existing local combined sewer overflow (CSO), known as the West Putney Storm Relief, to the main tunnel. The location of the site is shown in Figure 1A.

What we are consulting on

During phase two consultation we proposed that construction traffic would access the site along a temporary access road along the northern side of the Beverley Brook watercourse.

Following feedback from phase two consultation, we are now proposing that construction traffic accesses the site from Upper Richmond Road (A205), travels along Rocks Lane (A306) before turning right into Queen Elizabeth Walk.
Figure 1A: Site location plan

- Draft limit of land to be acquired or used
- Proposed tunnel route – centreline
- Local authority boundary
- Existing sewer
- Existing CSO
Section 2: Construction

Construction transport and access

A new vehicle access route would be constructed along the northern and eastern perimeters of the Barn Elms Schools Sports Centre. Figure 2A illustrates the alignment of the construction access route.

We would use the alignment of this new route for both the temporary construction access and the permanent operational access.

The existing changing room facility would need to be relocated, together with some existing track and field facilities. A number of car parking spaces would also have to be relocated.

Traffic would leave the site via the same route. Beyond this, construction traffic would use the Transport for London (TfL) major road network to get to and from its final destination. Figure 2B illustrates the proposed access route to the nearest major road.

As part of the construction access proposals, we would need to make some minor modifications to the junction layout between Queen Elizabeth Walk and Rocks Lane.

These modifications would comprise temporarily relocating the stop line and traffic signals along the northbound carriageway of Rocks Lane.
Figure 2A: Alignment of proposed access route through Barn Elms Schools Sports Centre

- Modification to junction layout. Repositioning of northbound stop line and traffic signals
- Anticipated location of temporary alternative changing room facilities
- Existing track and field facilities to be relocated
- Existing changing room facility to be demolished
- CSO construction site
- Maximum extent of construction site for this construction phase
- Local authority boundary
- Internal site road
- Site access
- Existing Thames path
Figure 2B: Proposed access route to the site from the nearest major road

- Draft limit of land to be acquired or used
- Internal site road
- Site access
- Local authority boundary
- Transport for London (TfL) road network
- Proposed lorry access to TfL road network
Targeted consultation: Barn Elms

June 2012

110-ED-PNC-00000-000773

It is very important that you understand this information. If you need further information in another language, Braille, large print or audio format, please contact us on 0800 0721 086.

For further information or to comment on these changes visit our website: www.thamestunnelconsultation.co.uk