

**From:** [Brierley Peter](#)  
**To:** [Grandison, Andrew](#)  
**Cc:** "[Oller, Jordi \(Capita\)](#)"; "[Raymond Gonzalez Rios](#)"; "[Olivia Birtwistle](#)"  
**Subject:** RE: 100 Avenue Road - Impact assessment  
**Date:** 22 June 2016 11:49:09  
**Attachments:** [image001.jpg](#)  
[image002.png](#)  
[1813694-RPT-TRK-B112-001-01 \(First Draft Issue\).pdf](#)

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Andrew

Please see attached the track assessment report for Swiss Cottage Jubilee line. If you could update the monitoring action plan and the comments on the email below then we can close out the requirements prior to excavation.

Regards

**Peter Brierley** CEng MICE  
Outside Parties Engineer | Infrastructure Protection

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## Mitigating risk - while helping London develop.

Please consider the environment before printing this e-mail

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**From:** Brierley Peter  
**Sent:** 08 June 2016 14:49  
**To:** 'Grandison, Andrew'  
**Cc:** 'Oller, Jordi (Capita)'; 'Raymond Gonzalez Rios'; Olivia Birtwistle  
**Subject:** 100 Avenue Road - Impact assessment

Andrew

I reviewed the detailed track assessment and monitoring action plan with the track engineers yesterday.  
Points from the meeting:

1. In your ground movement assessment could you overlay the graphs showing the track movement and the tunnel movement so that we can identify differential movement as this effects the clearance for the train.
2. Could you also state in the report that the movement in the track over 2m and 5m cords is negligible (i.e. less than 2mm). This appears to be the case from your graphs.
3. The track assessment shows that there are some areas that are close to the limit of the track geometry standard so we could not allow any change in the track geometry.
4. Therefore the monitoring action plan will have an absolute movement (your predicted movement) as the amber trigger, which is relatively simple to measure with the targets you have set up in the tunnels already. Then should you go above this level you will need to do a detailed track survey and compare to the track survey we have already. The red trigger will be set by the track standard.

If you could make the changes to your report. Then we'll finalise the track assessment and the monitoring action plan.