

## Geotechnical considerations and impacts on the operational railway

### Mr. Neil Moss

Principal Tunnel Engineer, Transport for London

#### Seminar overview:

Transport infrastructure is widely believed to have developed in London because of the suitability of the London Clay as a tunnelling medium. The extensions to the original deep tube have necessitated tunnelling into the Lambeth Group soils. Although this presented challenges during construction subsequently during operations different geology driven concerns have developed. This presentation will highlight the investigation, design and construction of the solutions.

#### Biography:

Mr Moss has been involved in tunnelling projects since 1989. After an eye opening six week spell at the Channel Tunnel he worked on sewage balancing tunnels in Ramsgate until the Jubilee Line Extension came along. He spent two years working on designs for Southwark Station before going on site to C102 Westminster on secondment to Balfour Beatty AMEC. After this he became responsible for the design of the tunnels on the Singapore MRT Northeast and Singapore Deep Tunnel Sewerage scheme. In 2001 he joined Channel Tunnel Rail Link supervising the tunnelling beneath London Underground assets. After CTRL he worked with Arup on King's Cross Redevelopment before joining TfL. Initially working on Crossrail and then moving to London Underground where he is currently Principal Tunnel Engineer for the Northern Line Extension to Battersea.



Source: <https://greatwen.com/2010/03/12/under-the-thames-in-the-brunel-tunnel-or-how-i-became-a-moleman/>

#### When and where:

**Wednesday, 16 May, 19:00**  
**Queens' College**

#### Queries:

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