

<b>Meeting title:</b>	Silvertown Tunnel Implementation Group Meeting #11
<b>Date &amp; time:</b>	08 February 2024, 1100-1300
<b>Location:</b>	MS Teams

<b>Item:</b>
<ol style="list-style-type: none"><li>1. Introductions and welcome (All)</li><li>2. Review of actions from previous meeting 21 Sep 2023 (TfL)</li><li>3. Diversity &amp; Inclusion (All)</li><li>4. Safety, Health and Environment (All)</li><li>5. Project report (TfL)</li><li>6. Construction update – (TfL)</li><li>7. MMS update (TfL):<ol style="list-style-type: none"><li>a. Scheme of Mitigation update - (TfL)</li><li>b. Socio-economic monitoring (Lot C) - Year -2 update (TfL/ Arcadis/ Steer)</li><li>c. Monitoring - (TfL)<ol style="list-style-type: none"><li>a. Traffic monitoring and network update (TfL)</li><li>b. Monitoring reporting (TfL)</li></ol></li></ol></li><li>8. Other relevant updates (All)</li><li>9. Obligations and forward meeting planner (TfL)</li><li>10. Next steps and AOB (All)</li></ol>



# Silvertown Tunnel Implementation Group

Update report  
08 February 2024 – FINAL

MAYOR OF LONDON



**TRANSPORT  
FOR LONDON**  
EVERY JOURNEY MATTERS

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## **STIG administration**

### ***Remit of STIG***

The Silvertown Tunnel Implementation Group (STIG) has been established under the terms of the Silvertown Tunnel Order 2018 (the Development Consent Order, or DCO), available here:

<https://www.legislation.gov.uk/uksi/2018/574/contents>

Article 66 of the DCO sets out details of the STIG, the bodies that are represented on the STIG and the matters on which TfL must consult STIG. In summary, these matters concern the following two activities:

- Undertaking an updated or 'Refreshed Assessment' of the scheme's impacts when operational, to inform the user charges, changes that will be made to the bus network and any mitigation measures that may be required
- Monitoring the scheme's traffic, environmental and socio-economic effects once operational

These activities will be undertaken in accordance with the following documents which were certified as part of the DCO:

Monitoring & Mitigation Strategy (rev 2)  
(herein referred to as the MMS)

Bus Strategy (rev 2)

Charging Policies and Procedures (rev 3)  
(herein referred to as the Charging Policy)

More information on the purpose and remit of the STIG can be found in the Terms of Reference that was agreed by STIG members at the meeting on 28 January 2021. This will be kept under review and updated where necessary. Further information on STIG including papers and meeting notes can be found on TfL's website here:

<https://tfl.gov.uk/stig>

### ***Meeting frequency / dates***

In keeping with the STIG meetings that have taken place to date, we anticipate continuing the STIG meeting frequency on a four-monthly cycle. The next meeting is provisionally planned for May 2024.

### ***Recording of decisions***

Where TfL consults with STIG members on any matter listed within Article 66 of the DCO, a summary of the consultation undertaken, the responses received by STIG members and any material decision subsequently made by TfL in relation to that matter will be duly recorded. Final 'Record of decision' forms in respect of the socio-economic and traffic monitoring have been circulated to STIG members with feedback incorporated and the forms uploaded to the TfL website.

### ***DCO obligations***

The DCO and associated certified documents contain a large number of obligations which, under DCO conditions, TfL must discharge. Several of these obligations make a direct reference to the role of STIG and its membership.

TfL is maintaining a record of those DCO obligations that either make a direct reference to STIG or are deemed to be of specific interest to members. Progress on these obligations is being tracked in the form of a tracker and shared with the group at each meeting. A copy of this obligation tracker will continue to be sent out to STIG members, with all other meeting material.

### ***Purpose of this report***

This report is intended to provide an overview of progress on the matters that are relevant to STIG. It also includes a brief update on the general progress of the project for information.

## General Project Update

Riverlinx currently has circa 1,000 people working on site at Greenwich and Silvertown.

## Construction Update



Construction continues at pace with works transitioning from the heavy civils and excavation to the fit-out and services installation. This changes the dynamic of site with the focus needing to be around integration and coordination.

The main tunnel has had all of the cross passageways excavated and these have progressed through to invert concrete pours and now the first fix of the mechanical equipment as well as door fittings.

The brickwork has begun to go up on both portal buildings and has progressed to a good quality. This will allow the internal works to the buildings to commence which in turn will allow for the fitting out and systems to be installed.

Gantries for the new road layout to the A102 have been installed with the old ones being removed.

The domes which form the roof to the cut and cover tunnels have been poured in both Silvertown and Greenwich which is another step towards moving away from the heavy civils elements of the job towards the fit out.

The next phase of the Tidal Basin roundabout works have been installed which moves traffic onto a new alignment to allow Riverlinx to progress with the works in that section of the site.

## Programme

Based on the current programme the Silvertown Tunnel is planned to open in 2025.

## Safety, Health & Environment Update

As the works are moving from heavy civils to installation of mechanical, electrical and power, there is therefore a focus on inducting these operatives into the STT safety culture and ensuring the change in risk profile is incorporated into the Health and Safety plan.

Riverlinx performance has remained in line with KPIs however the last two months have seen two RIDDORs reported which have increased the Accident Frequency Rate. These incidents have been the subject of thorough Serious Incident Reviews with lessons learnt identified and actioned on site.

Riverlinx continue to run periodic safety initiatives to target the most significant risks on site as well as addressing well-being topics. The number of observations raised are increasing which allows Riverlinx to identify good practice or necessary improvements and anticipate incidents. An increase in safety tours and a policy to remove the requirement for office meetings before 10am has ensured key personnel are on site more frequently.

## Project Communications – October 2023 to January 2024

### Community Liaison Groups

Community Liaison Groups (CLGs) are held to provide construction updates and further detailed information about the project to the local community, businesses, and other interested parties and are an opportunity to provide feedback to Riverlinx directly. CLGs are held quarterly, in person, at venues in Newham and Greenwich. Where possible a hybrid meeting is offered. Over 100 individuals are registered to receive information about each CLG.

CLG meetings scheduled for December 2023 were postponed until January 2024. Issues raised at the meetings included; Boord Street foot/ cycle bridge opening date (stairs) and cycle access, biodiversity financial contribution made to Royal Borough Greenwich (RBG), bus routes and stops to serve Silvertown tunnel, air quality monitoring, and traffic management during the works.

The most recent meetings were held on:

- 16 January 2024 (Greenwich)
- 23 January 2024 (Newham)

The next scheduled meetings are planned for:

- 05 March 2024 (Greenwich)
- 12 March 2024 (Newham)

Anyone wishing to be sent an invitation to attend a CLG should contact the helpdesk.

### 24 hr Helpline and Email

The 24-hour helpline and email continue to operate.

Email: [help@riverlinxcjv.co.uk](mailto:help@riverlinxcjv.co.uk)

24/7 Helpdesk: (07907) 978 486

### Riverlinx information bulletin

Information bulletins for each side of the river were distributed to residents and businesses in January 2024.

The bulletins are also posted to the website:

<https://www.riverlinx.co.uk/progress-updates>



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05/01/2024

**TfL advises of five weekends of planned works affecting southbound traffic through Blackwall Tunnel in January and February**

[Read More](#)

January – March 2024

#### Information Sheet - Silvertown Works

Riverlinx CJV are working on behalf of Transport for London to construct the Silvertown Tunnel.

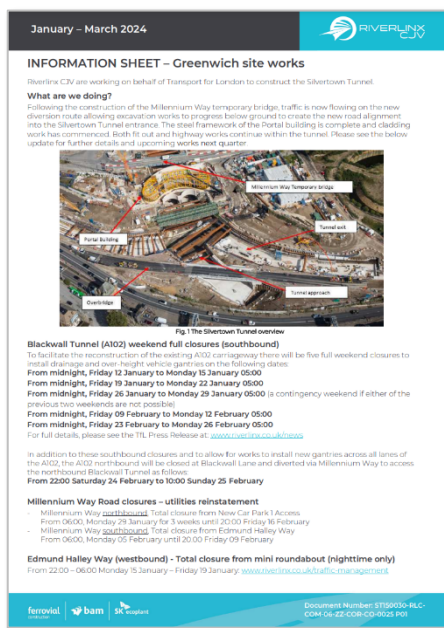
**What are we doing?**  
As works progress in all areas of our Silvertown site, we continue to build the new road alignment which will be the existing infrastructure into the new tunnel and requires the enlargement of the Tidal Basin roundabout. The completion of cross passage excavation and waterproofing marks the end of tunnelling. The steel framework of the Portal building is complete and cladding work has commenced. Following the dome installation in the cut and cover section of tunnel, see fig 1 below, both utilities fit out works and highways works have started within the tunnel. Please find further details below for activities this quarter.

**Fig 1** Roof of the Cut and Cover Tunnel prior to last pour **Fig 2** Highway Construction within the Cut and Cover Tunnel

**Blackwall Tunnel (A102) weekend full closures (Southbound)**  
To facilitate the reconstruction of the existing A102 carriageway there will be five full weekend closures to initial drainage and over-height vehicle queries on the following dates:  
From midnight, Friday 12 January to Monday 15 January 05:00  
From midnight, Friday 19 January to Monday 22 January 05:00  
From midnight, Friday 26 January to Monday 29 January 05:00 (a contingency weekend if either of the previous two weekends are not possible)  
From midnight, Friday 09 February to Monday 12 February 05:00  
From midnight, Friday 23 February to Monday 26 February 05:00  
For full details, please see the TfL Press Release at [www.tfl.gov.uk/press-releases](https://www.tfl.gov.uk/press-releases)

**Lower Lea Crossing**  
In mid January the Lower Lea Crossing traffic management will be altered and the contraflow removed, with single lane traffic on each carriageway. This will enable works to continue in the central reservation for the installation of vehicle restraint barriers.  
The southern end of the new Tidal Basin roundabout will be returned to the confines of the site boundary, within the hoarding, to allow the next phase of construction to take place, connecting the tunnel's entrance underground to the tunnel approach (above ground).  
A semi-permanent pedestrian and cycle crossing will be operational during the road reconfiguration. Please refer to the map on the Riverlinx website for further details and future updates: [www.riverlinx.co.uk/press-releases](https://www.riverlinx.co.uk/press-releases)

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COH 13-25-2016-00-001a R01



Recent communications with stakeholders included:

- The second Air Quality Baseline Monitoring Report for the Silvertown Tunnel was published to the project website and shared with stakeholders in December 2023: <https://content.tfl.gov.uk/silvertown-baseline-aq-monitoring-report-2022.pdf>
- In January 2024, a press release was issued to raise awareness of five upcoming closures of the A102 Blackwall tunnel southbound, including some contingency plans that were not required. Stakeholders and local media were informed of the cancelled contingency weekend closure.
- A102 Noise Barrier – work continues on engagement and negotiations with property owners and other stakeholders to ensure plans are approved and building the barrier can begin in 2024. A contractor is being appointed.
- Several consultations have been supported on connected schemes including Lower Lea Crossing Walking & Cycling improvements and Route 188.

## Refreshed Assessment of scheme impacts

A range of modelling applications have been used to inform the Refreshed Assessment of the scheme’s operational impacts, based on updated information and data.

### Traffic modelling

Outputs from the Refreshed Assessment traffic modelling have been used to inform the final short-list of locations where the need for localised highway mitigation was considered. This work has been discussed with affected highway authorities and has informed the Scheme of Mitigation submission to the Secretary of State that was made in November 2023 (see below).

### Environmental modelling

The environmental modelling for air quality (AQ) and noise impacts has been completed. This work utilised outputs from the traffic modelling and included a review of the links within the AQ model to determine if any amendments were required to ensure consistency with the traffic modelling.

### User charging

An integral element of the scheme is the implementation of user charging at both the Silvertown and Blackwall Tunnels when the Silvertown Tunnel opens.

High-level requirements for the user charging system for both tunnels have been captured, in accordance with the Charging Policy. These requirements are being used to inform the user charging system design. The user charge will need to be flexible to allow for any future changes that need to be made to manage impacts once the tunnel is open, and this flexibility has already been captured within these requirements.



The User Charge Assessment Framework (UCAF) will be used to assess the performance of the user charge against project objectives. This work remains in progress and an update will be shared with STIG members later in 2024 during the period of consultation on the user charge closer to tunnel opening in 2025.

## **Bus network planning**

Bus service operator contract was awarded in September 2023 which will provide electric vehicles from tunnel opening. Bus priority measures for the cross-river routes are being planned and the project team will shortly be engaging with relevant boroughs on these plans. In addition, we have recently sent our scope of works for the supporting infrastructure measures (stops, driver toilets and stands) to our contractor to begin feasibility design work.

## **Mitigation measures**

The DCO commits TfL to submitting details of any necessary highway mitigation measures to the Secretary of State for Transport for approval following consultation with affected boroughs.

The refreshed assessment traffic modelling flagged potential locations where mitigation was considered. This short list of locations was presented at the STIG in May 2023 and subsequently discussed with affected boroughs (LB Tower Hamlets, LB Newham and RB Greenwich).

The submission to the Secretary of State to discharge this DCO requirement was made in November 2023 following this consultation with affected boroughs. The Department for Transport notified TfL in January 2024 that it is satisfied the DCO requirements have been met which allows the mitigation works to progress.

Further information will be presented to all STIG members on this at the February 2024 meeting and the Record of Decision will be published on the TfL website in due course.

## **Monitoring of scheme impacts**

Once operational the scheme's impacts must be monitored for at least three years, and to provide a representative baseline, this monitoring must commence at least three years pre-opening. The monitoring includes topics of traffic, air quality and noise and socio-economic.

### ***Traffic monitoring***

The traffic monitoring plan was shared at the STIG meeting on 30 September 2021. Traffic monitoring in connection with the scheme commenced in November 2021, including annual bespoke count surveys at the Woolwich ferry and Boord Street foot/cycle bridge.

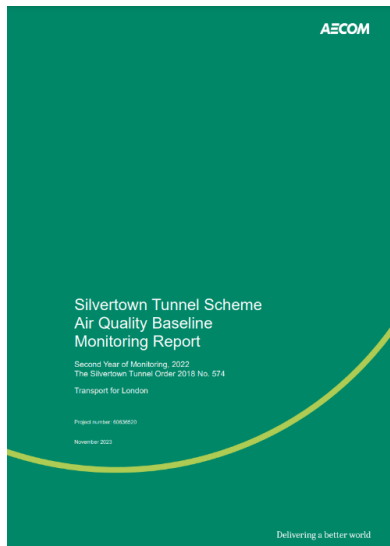
Installation of the new market-leading traffic monitoring sensors on the DCO stage affected road network was completed in April 2022. Following the completion of the Refreshed Assessment we continue to review the extent of any additional traffic monitoring that may be required and, subject to agreement with the relevant boroughs, we intend to extend the monitoring programme in spring 2024. Data collected will be assimilated into the monitoring baseline as it becomes available and published later in 2024.

The raw traffic data that is being collected to monitor traffic patterns in the scheme's area of influence has been made available using a cloud storage SharePoint platform. A link to access this platform and log-in details has been provided to all STIG members.

## **Air quality monitoring**

Our second Air Quality Baseline Monitoring Report covering 2023 can be viewed on the TfL STIG website here:

[Silvertown Tunnel Implementation Group - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk/stig/silvertown-tunnel-implementation-group-transport-for-london)



The report collates and presents the results of our baseline data collection of NO<sub>2</sub> for 2022. This includes data collected from our network of 38 AQ monitoring locations as well as selected local authority data that was publicly available in July 2023.

In the meantime, the data from the Continuous Monitoring Stations is accessible on the London Air Quality Network website:

<https://www.londonair.org.uk/LondonAir/Default.aspx>

Once the tunnel is operational, air quality monitoring will continue for a minimum of three years. The air quality monitoring data collected post-opening will be presented within annual monitoring reports. Before the end of that period, we will consult STIG members on whether it is appropriate to extend this period by up to an additional two years.

## **Noise monitoring**

Noise monitoring data was collected in the vicinity of the planned Silvertown tunnel portal locations in RB Greenwich and LB Newham for a period of 12 months prior to the start of construction activities. No further noise monitoring has been undertaken to inform the refreshed assessment. Noise monitoring forms part of Riverlinx construction activities.

Once operational, noise monitoring will resume for a minimum of three years. The noise monitoring data collected post-opening will be presented within annual monitoring reports. Before the end of that period, we will consult STIG members on whether it is appropriate to extend this period by up to an additional two years. Internal discussions relating to operational noise monitoring have commenced.

## **Socio-economic monitoring**

TfL's approach for socio-economic monitoring was presented to STIG at the meeting on 27 May 2021. This included plans for primary and secondary research. The primary research included resident and business surveys.

The Year 1 research findings were collated in a combined baseline report. A summary presentation was provided to STIG members (November 2022) and the report was published on the TfL website:

<https://content.tfl.gov.uk/stt-socio-economic-year-1-combined-report-2021.pdf>

The Year 2 residential and business surveys were undertaken during October and November 2023. The secondary data was updated in December 2023. Initial findings from the surveys and the secondary data analysis will be presented to STIG members at the 08 February 2024 meeting. The final report which presents the collated findings of the primary and secondary research is expected to be completed and published later in 2024.

## Cross-river cycling public consultation



The Cross-River Cycling public consultation concluded in September 2023. We are currently finalising the analysis of the wide range of responses received and our report and next steps. Further to the consultation, some additional work has been required to enable decisions regarding our preferred option. The consultation report will be published online and all those who responded to the consultation will receive an email update of the outcome.

Further information:

<https://haveyoursay.tfl.gov.uk/silvertown-cycling-service>