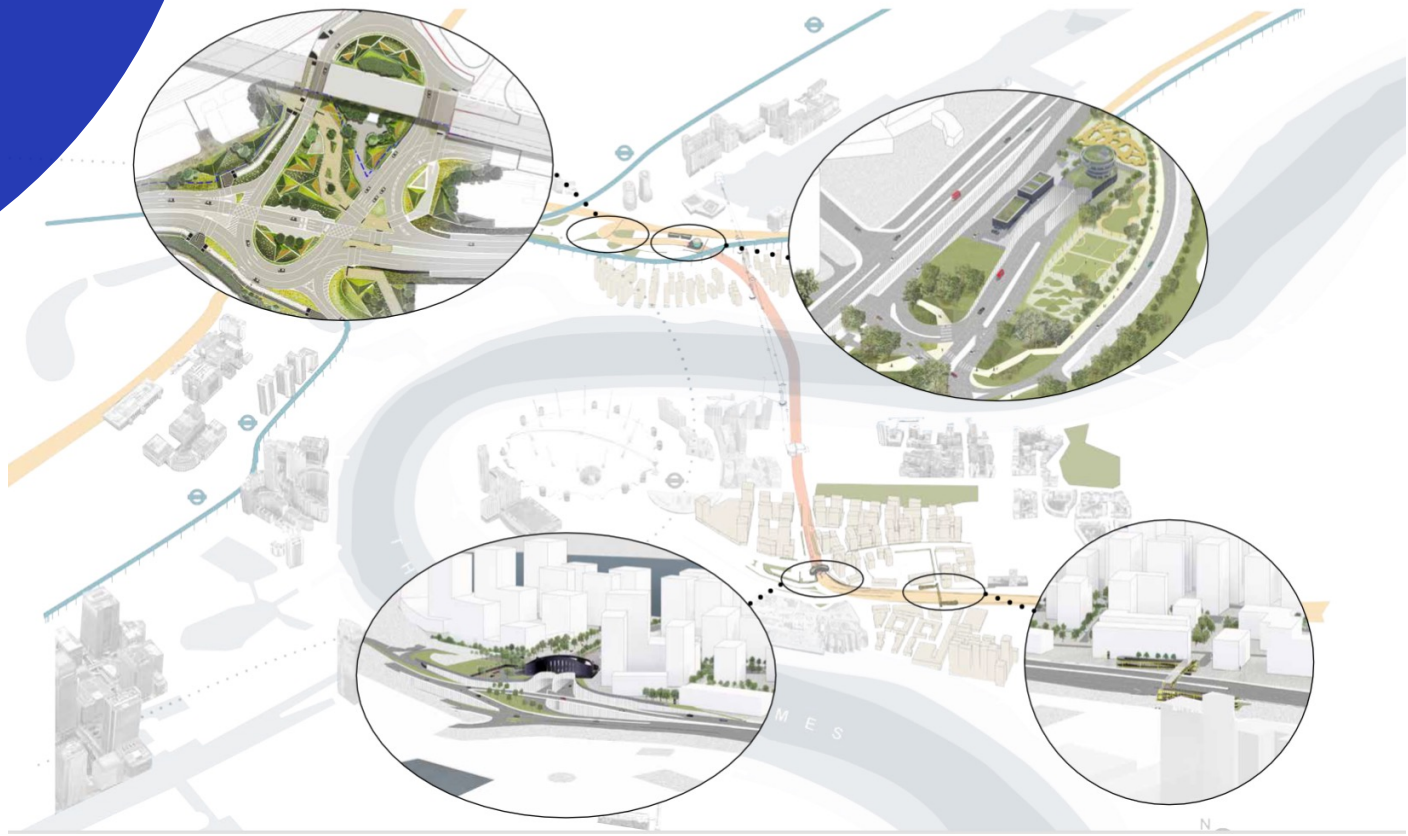
Silvertown Tunnel Implementation Group

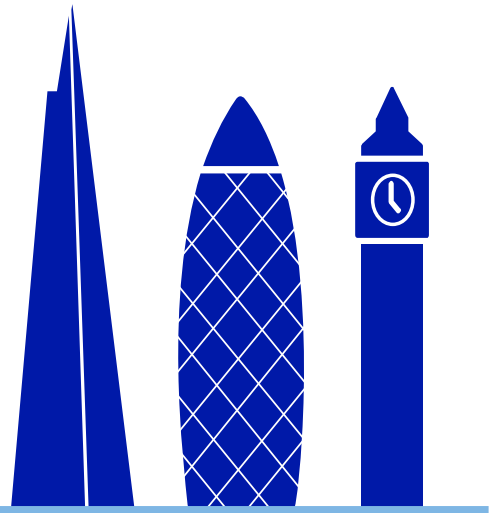
Meeting no. 11

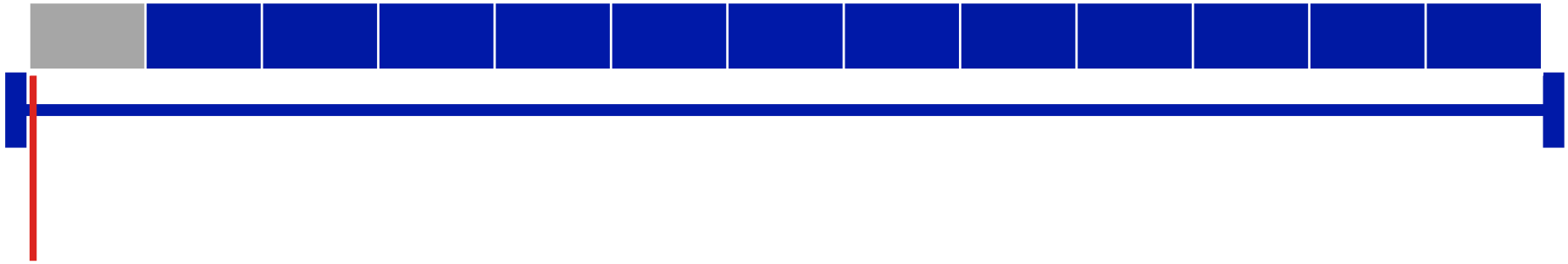
08 February 2024 – 11:00-13:00



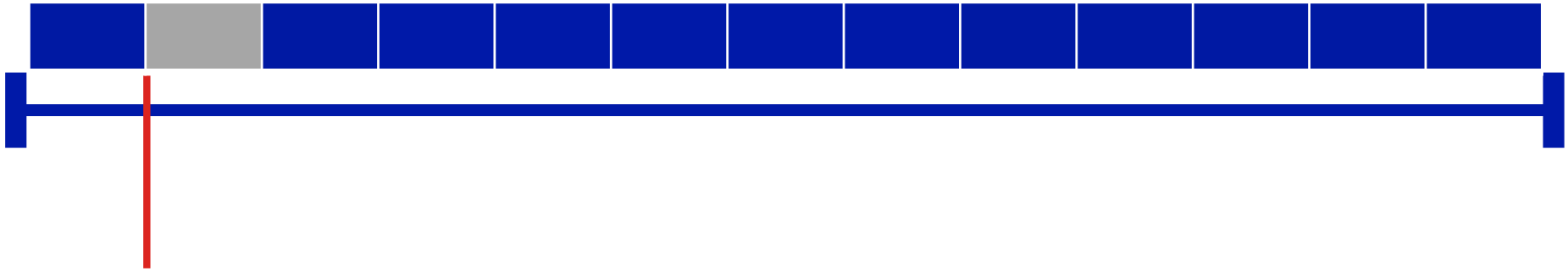
Agenda

1. Introductions and welcome (All) (5 mins)
2. Review of actions from previous meeting 21 Sep 2023 (TfL) (5 mins)
3. Diversity & Inclusion (All) (5 mins)
4. Safety, Health and Environment (All) (5 mins)
5. Project report update (TfL) (10 mins)
6. Construction update (TfL) (15 mins)
7. MMS update (TfL):
    a) Scheme of Mitigation update (TfL) (5 mins)
    b) Socio-economic monitoring (Lot C) - survey wave 2 update (TfL/ Arcadis/ Steer) (10 mins)
    c) Monitoring - (TfL) (15 mins):
        - Traffic monitoring and network update (TfL)
        - Monitoring reporting (TfL)
8. Other relevant updates (All) (5 mins)
9. Obligations and forward meeting planner (TfL) (5 mins)
10. Next steps and AOB (All) (5 mins)





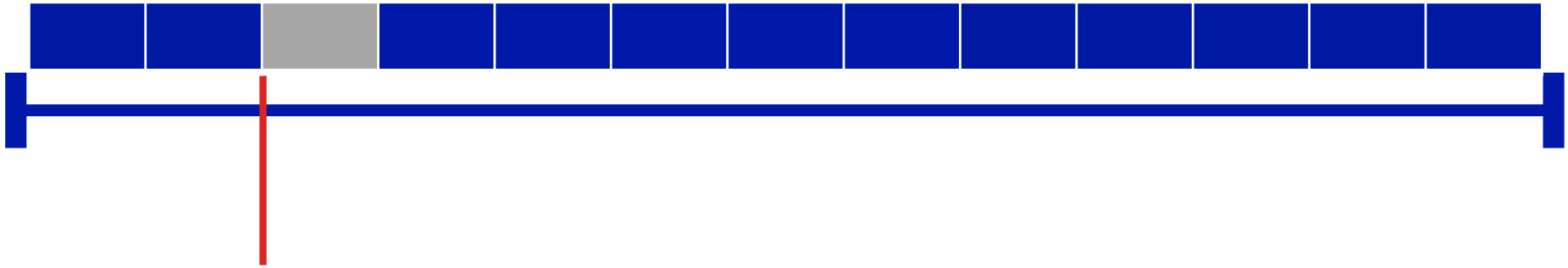
1. Introductions and welcome



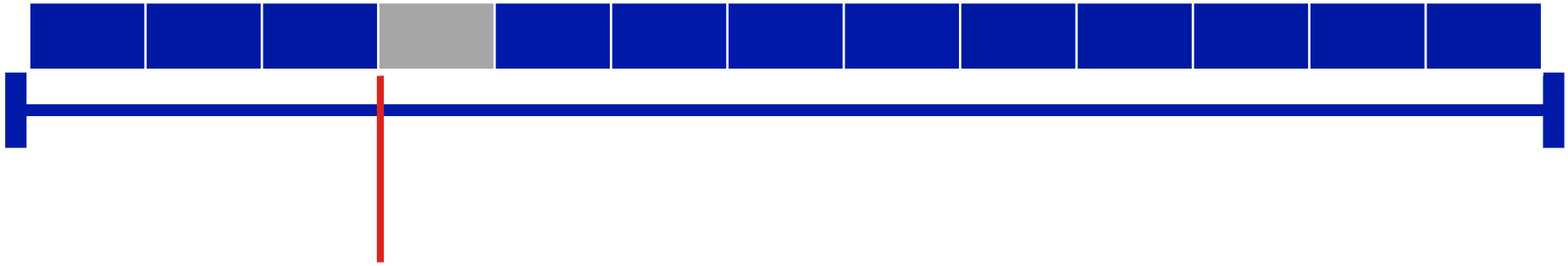
2. Review of Actions from previous meeting

Actions

No.	Action description (21-Sep-23)	Completed
1	**ACTION:** MD to circulate details of the upcoming road closures for onward dissemination.	✓
2	**ACTION:** TfL to provide a note summarising forecast traffic impacts in LB Hackney when Silvertown Tunnel opens (TfL/ Jacobs/ SWECO).	✓
3	**ACTION:** TfL to arrange a follow-up meeting with LBN to discuss any conflicts and/or opportunities between the Bow roundabout proposals and the bus priority options for Stratford High Street (TfL/ GLA).	✓
4	**ACTION:** TfL to share an FAQs document to assist with onward briefing [regarding Scheme of Mitigation]. ALL STIG members to provide any common questions they think would be useful to be included in this.	**Update at this mtg**
5	**ACTION:** Provide a link to the London AQ website - to be provided in the meeting notes.	✓



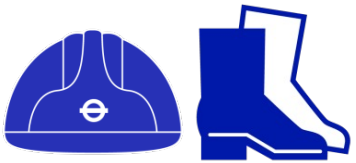
3. Diversity & Inclusion

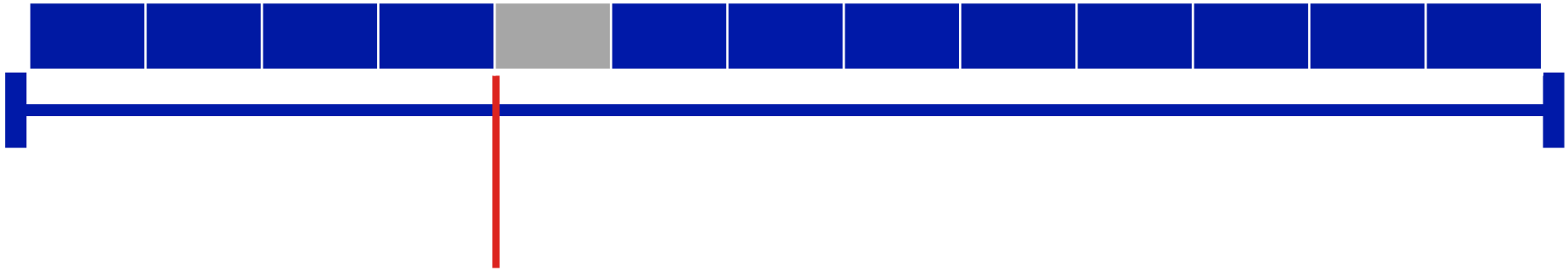


4. Safety, Health & Environment

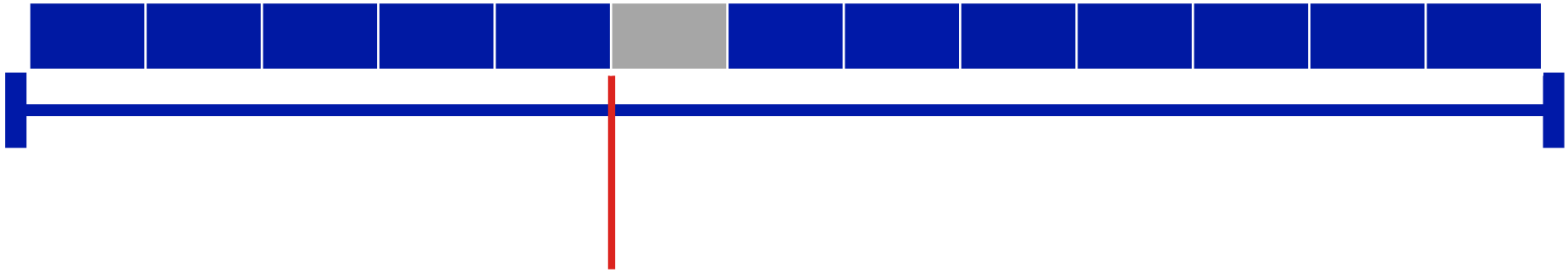
SILVERTOWN TUNNEL SAFETY

- Riverlinx instigated a two week shutdown over Christmas period – no incidents.
- Return to work initiatives undertaken following shutdown
- Works now moving from heavy civils to mechanical and electrical installation. Focus on inducting new contractors and incorporating revised risk profile into Health and Safety plans
- Safety initiatives continue concentrating on key risks. Health and well-being initiatives undertaken each period
- KPIs on track with exception of Accident Frequency Rate which has increased over last two periods due to 3 x RIDDORs / LTIs
- Key challenges include security in and around site, A102 closures, number of contractors and simultaneous working on site

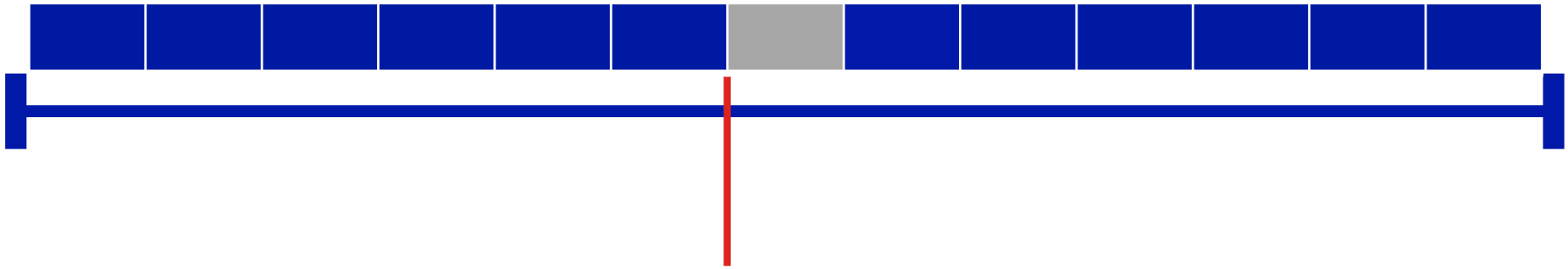




5. Project Update



6. Construction Update

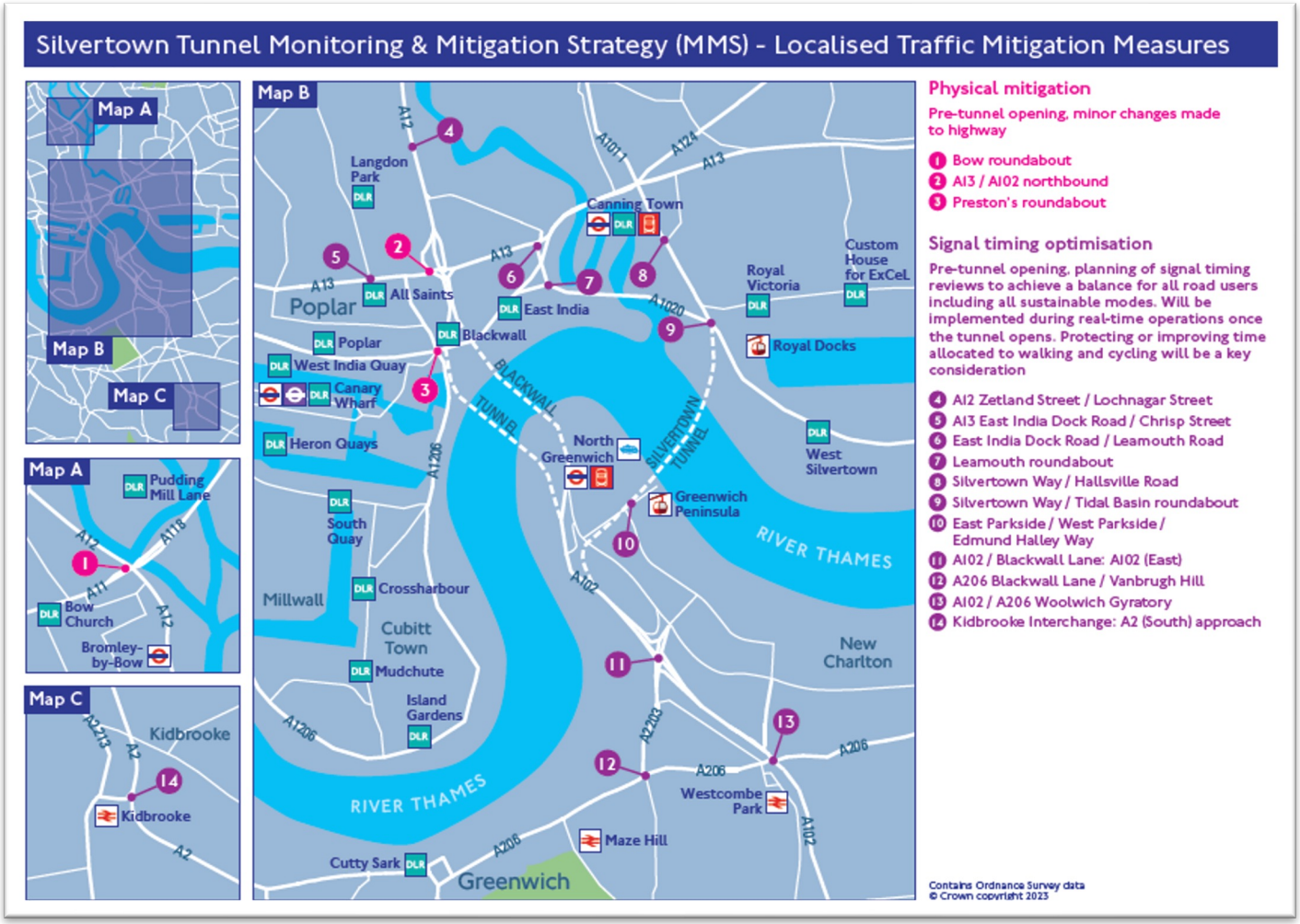


7a. MMS Update:
Scheme of Mitigation (TfL)

Scheme of Mitigation update

- In January 2024, the Secretary of State and Department for Transport formally approved the discharge of DCO Requirement 7: Monitoring & Mitigation Strategy - Pre-opening mitigation (paras (4) to (9))

- With the discharge received, we can now proceed with implementation of the pre-tunnel opening highways mitigation plans



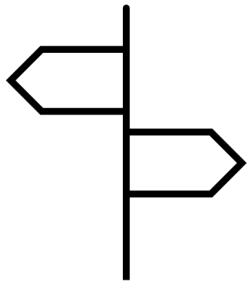
Scheme of Mitigation update

Next Steps

- Continue to work with LB Tower Hamlets and LB Newham to progress the design of the three physical highway mitigation locations:
  - Bow roundabout
  - Preston's roundabout
  - A13/ A102 junction

- These mitigations involve changes to the highway to ensure the continued network resilience whilst ensuring 'nil detriment' to all road users

- Eleven locations where signal timing reviews will be undertaken (RB Greenwich, LB Tower Hamlets and LB Newham) will be planned to be undertaken by TfL Network Performance as part of the operational go-live plans for tunnel opening



7b. MMS Update:
Socio-economic monitoring
(TfL/ Arcadis/ Steer)

MMS update – Socio-economic monitoring

Scope Refresh:

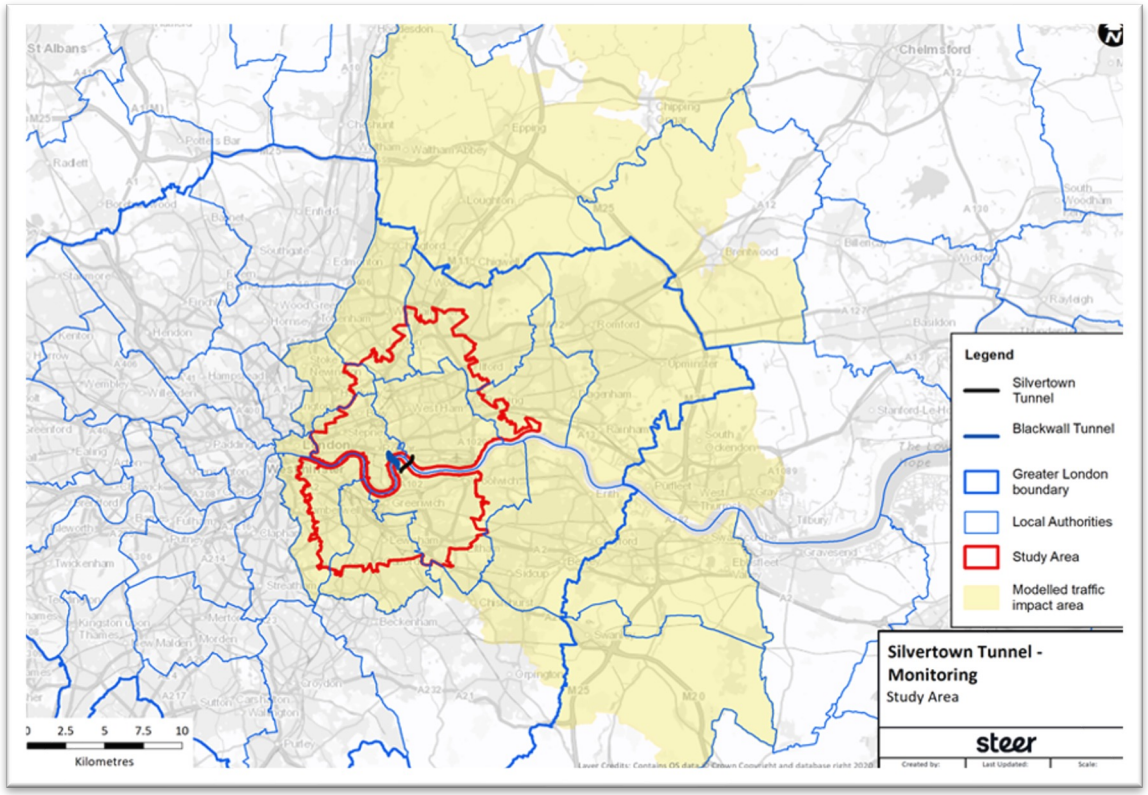
- Second pre-opening wave (Year -2)
- Monitoring completed in 2021 and 2023.

Primary research:

- Resident surveys: approx. 1,000 face to face surveys undertaken with people living in the study area.
- Business surveys: approx. 400 telephone surveys with businesses in the study area.

Secondary research:

- Secondary data analysis: focuses on three areas of interest – economic; social; and travel.
- Updated annually to reflect changes in datasets.



The Study Area

MMS update – Socio-economic monitoring

Residential Surveys – Key Findings / Areas of Change from 2021 to 2023:

- 1,027 residential interviews achieved
- There has been a **shift in general travel patterns** from 2021 to 2023 as London has emerged from the pandemic, e.g.:
  - residents making shopping and personal business trips 3-4 times a week (increase from 10% in 2021 to 14% in 2023)
  - increase in education and business trips particularly
  - increase in cross-river travel (5% increase between survey waves)
  - changes relating to modal choice and time of day/week – one in ten residents have changed mode for their regular cross-river trips
- **Cross-river trips have increased** (33% to 38%), with commuting most frequent purpose. Opportunity to unlock **more representative populations** in cross-river journeys.
- Main reason given for why it is not currently easy to cross the Thames given as **traffic congestion** (the same as 2021), followed by **access to crossings.**

MMS update – Socio-economic monitoring

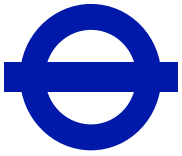
Business Surveys – Key Findings / Areas of Change from 2021 to 2023:

- 402 business interviews achieved (compared to 300 surveys in 2021).
- Businesses seem to be **more optimistic generally.**
- **Importance of a reliable road network for business performance** (57% saying ease of access by customers/ clients is very important; 44% stating ease of access to markets is very important).
- **Predictability of journey times** for road traffic crossing the Thames in the Silvertown/ Blackwall area are poor or very poor (increase from 46% to 50%).
- Slight **shift in travel patterns** (e.g. smaller proportion of car use overall, slight drop in proportion of weekly business trips).
- Survey findings highlight an **opportunity to improve perceptions around sustainable travel choice** with the new tunnel.

MMS update – Socio-economic monitoring

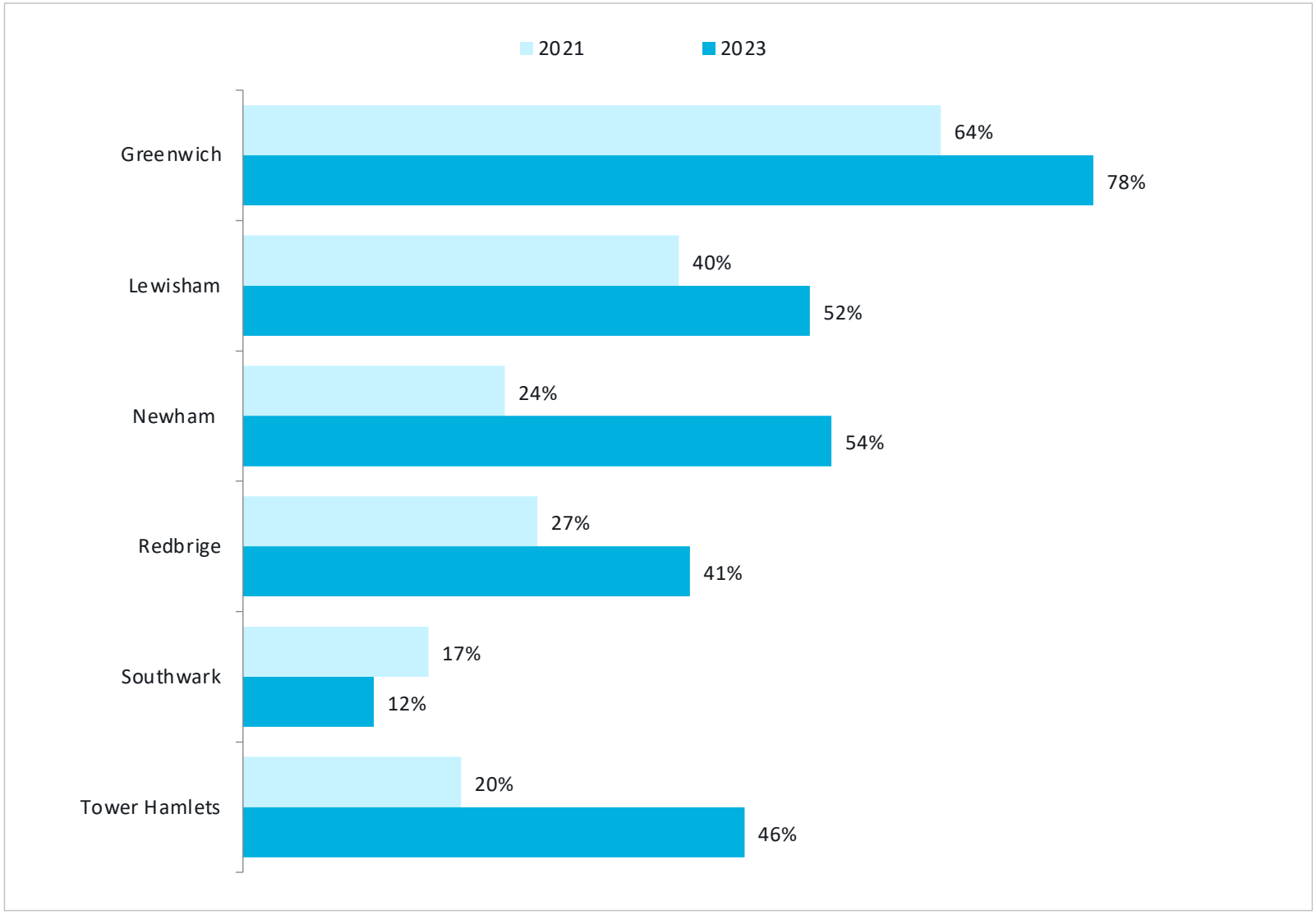
Secondary Data Analysis

- Analysis incorporates new data from 2021 Census and LTDS
- No significant differences in terms of key findings / change over time, for example the following have remain unchanged:
  - business distribution by size band;
  - employee distribution by sector group; and
  - household income and affordability.
- Economics: slight decline in retail, office and industrial floorspace over time
- Transport: improvements in public transport frequency and capacity, and the addition of the Elizabeth Line, which have improved Public Transport Accessibility Level (PTAL) values in some locations.



MMS update – Socio-economic monitoring

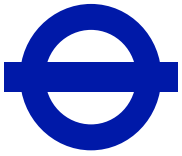
Awareness of Silvertown Tunnel by Borough of Residence

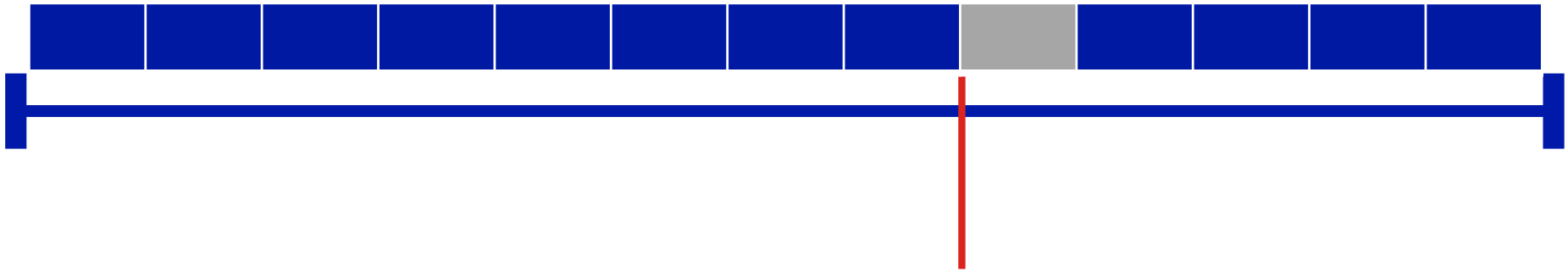


Next steps

- Findings from the surveys and secondary data analysis to be incorporated into a Year -2 Socio-economic Monitoring Report which will be published on our website.

- Next survey wave (Year -1) will commence in Autumn 2024.





7c (i) MMS Update:
Traffic monitoring and network update (TfL)

Network Update

- Following slides give commentary on outputs from the Transport for London Road Network Monitoring Dashboard.

- Dashboard displays information from automatic traffic counts, updated daily to help understand network recovery from the pandemic and performance in relation to the baseline.

- Please note the figures given are not absolute traffic counts but refer to estimates of Vehicle Kilometres Travelled (VKT) derived from counts on corridor segments multiplied by the length in Km of that segment.

- Analysis covers the date range **01 June 2021 – 31 December 2023** and covers **normal weekdays** excluding weekends and bank holidays. The time period shown is **7am – 7pm** (AM, Inter and PM peaks).

- Baseline has been adapted so from April 2023 data is compared to the equivalent day in 2022 as these conditions are now seen to be the 'new normal'. Prior to that, March 2021 – April 2023 data was compared to 2019 pre-pandemic levels.

Network Update - Summary

- Since the post pandemic traffic recovery, the figures for vehicle-km travelled (VKT) have remained relatively stable leading to the decision to change the baseline year data. This will continue forwards i.e. 2024 will now be compared to 2023.
- The same seasonal patterns still exist in the data with a slight dip in the summer holiday period followed by recovery and a more noticeable dip over the Christmas holiday period.
- There are always times when unique events such as Queen Elizabeth II funeral and extreme weather events impact the figures.
- There are still spatial and temporal variations in observed travel patterns which we will continue to monitor over the coming year.
- VKT down against baseline across all corridors.
- General patterns remain similar with morning and evening peaks, however the VKT in the AM peak are generally lower than baseline.
- Middle of the day shows less variance, which perhaps indicates a change in travel behaviour with people working more flexibly and starting their journey later, and also travelling later after traditional PM peak.

Network update

Total Vehicle Km Travelled (VKT) by date Jan 2020 – Jan 2024 on TLRN, compared to baseline

Transport for London

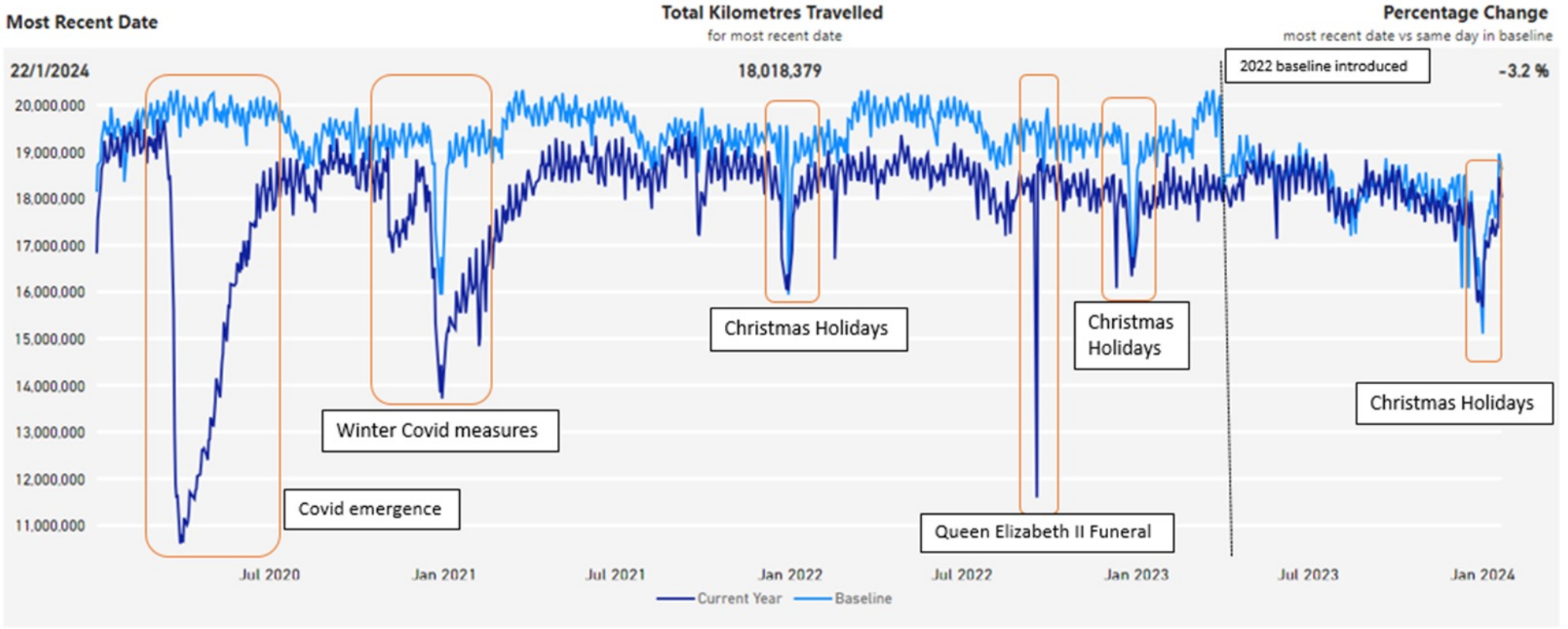
Total Kilometres Travelled by Date

This page is interactive, please select from the filters to change the results.
To select more than one option in the same category hold down CTRL.

Operational Analysis

App Designer: Jennifer MacInnis / Data Owner: Max Harryman / Data: ATC Patched Database

Corridor	Segment	Area	Direction	Peak	Hour	Weekday /Weekend / Bank Hols	Day of the week
All	All	All	All	Multiple sele...	All	Weekday	All



Note: Prior to 7 March 2021 the baseline represented the equivalent date in the previous year. From 7 March 2021 onwards the baseline has been moved to represent the equivalent date in 2019. This will allow comparisons to be made to a pre COVID-19 period. From April 2023 the baseline has been moved to represent the equivalent date in 2022. Default view set to 7am - 7pm. To change use the 'Peak' filter.

Comparison of VKT (7am-7pm) on TLRN corridors between June 2021 and December 2023

Transport for London

Average Daily Kilometres Travelled by Corridor

This page is interactive, please select from the filters to change the results.
To select more than one option in the same category hold down CTRL.

Operational Analysis

Data: ATC & Vivacity

Date Range: 01/06/2021 – 31/12/2023

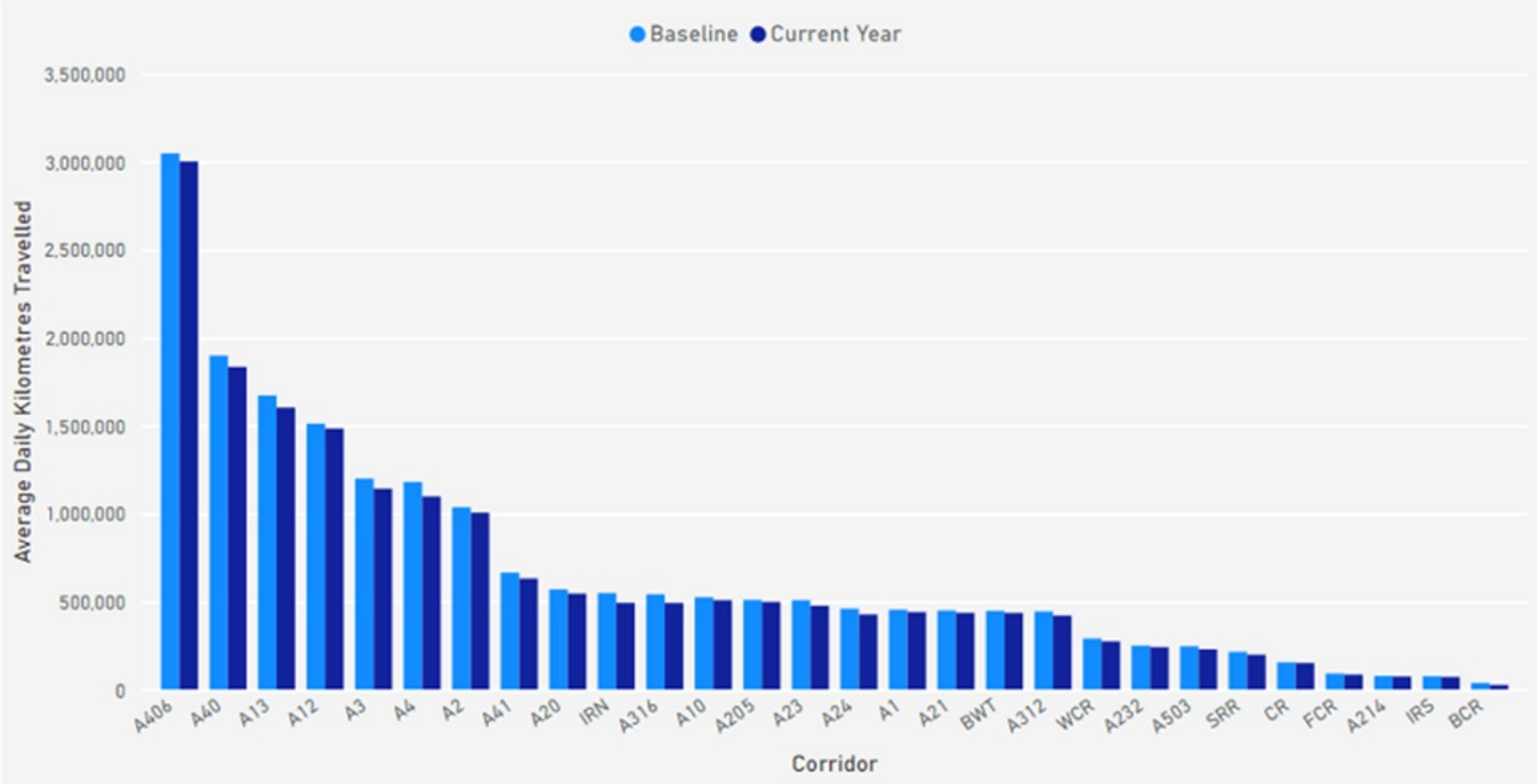
Peak: Multiple select...

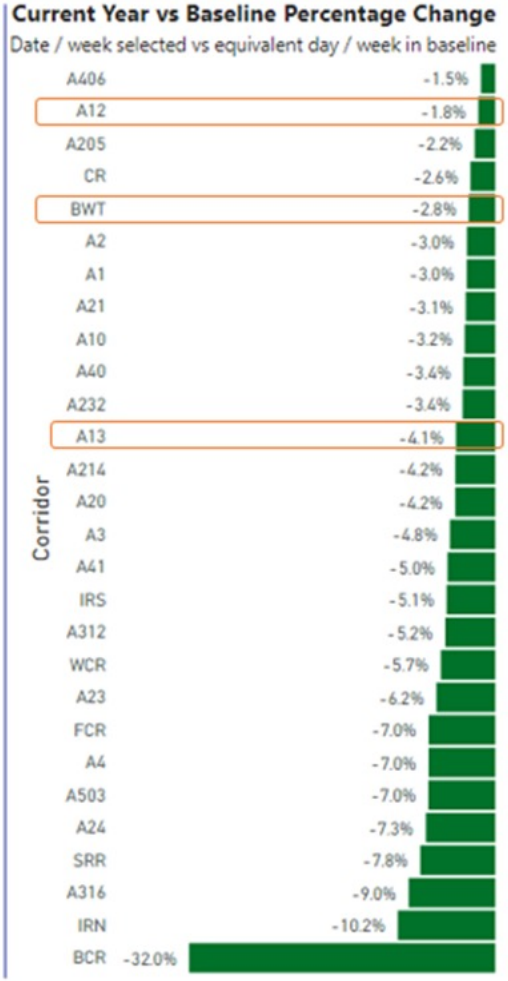
Hour: All

Weekday / Weekend / Bank Hols: Weekday

Direction: Multiple selections

Area: All





Comparison of VKT on TLRN corridors of interest (A12, A13 & BWT) between June 2021 and December 2023, by hour

Transport for London

Average Daily Kilometres Travelled by Hour

This page is interactive, please select from the filters to change the results.
To select more than one option in the same category hold down CTRL.

Operational Analysis

App Designer: Jennifer MacInnis / Data Owner: Max Harryman / Data: ATC Patched Database

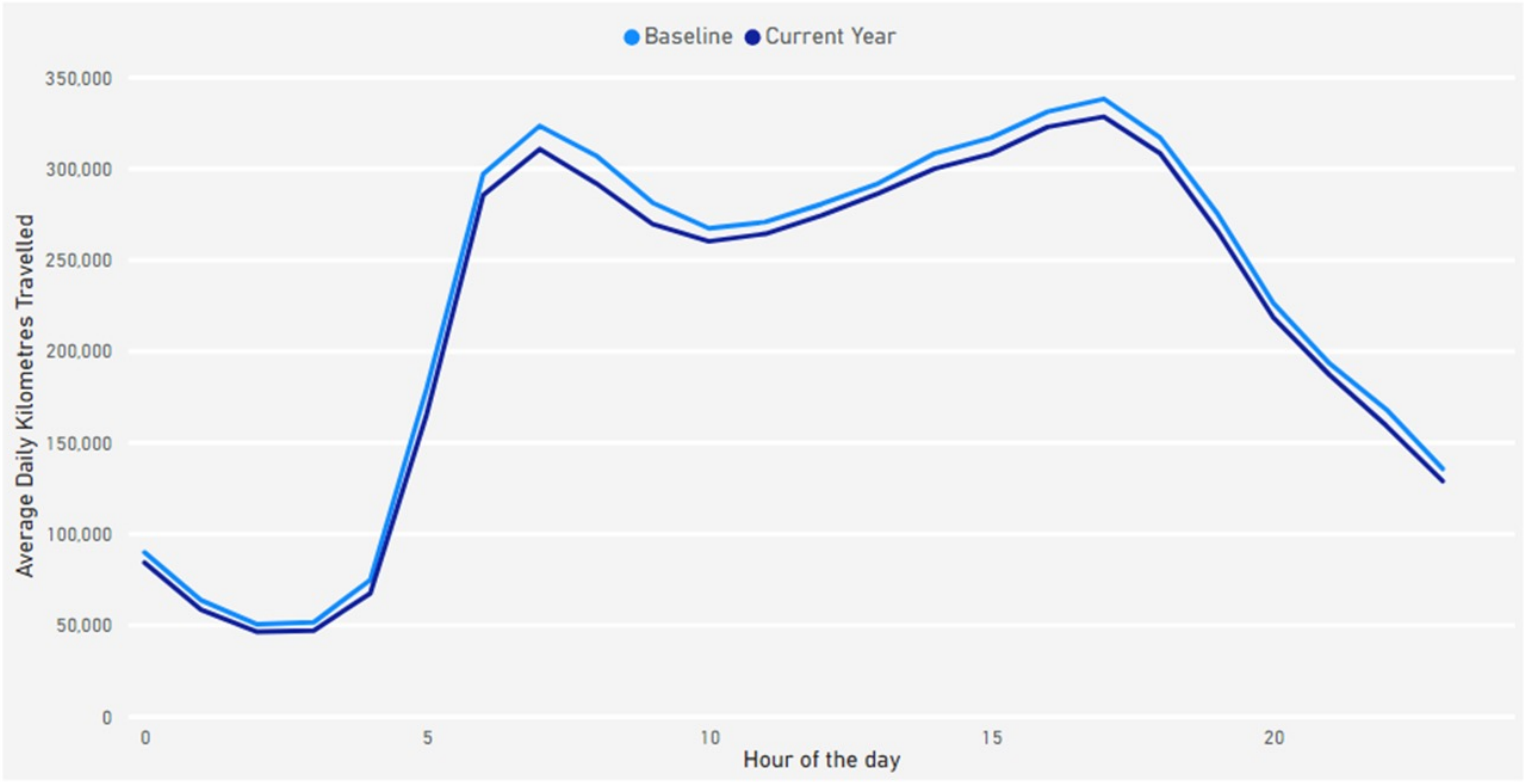
Date Range: 01/06/2021 – 31/12/2023

Weekday / Weekend / Bank Hols: Weekday

Area: All

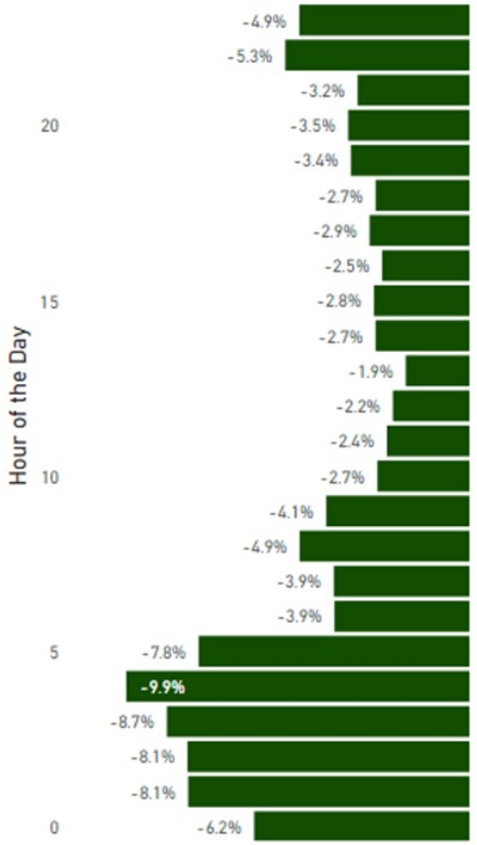
Corridor: Multiple selections

Direction: Multiple selections



Current Year vs Baseline Percentage Change

Date / week selected vs equivalent day / week in baseline



Comparison of Average VKT Blackwall Tunnel Corridor (northbound) between June 2021 and December 2023, by hour

Transport for London

Average Daily Kilometres Travelled by Hour

This page is interactive, please select from the filters to change the results.
To select more than one option in the same category hold down CTRL.

Operational Analysis

App Designer: Jennifer MacInnis / Data Owner: Max Harryman / Data: ATC Patched Database

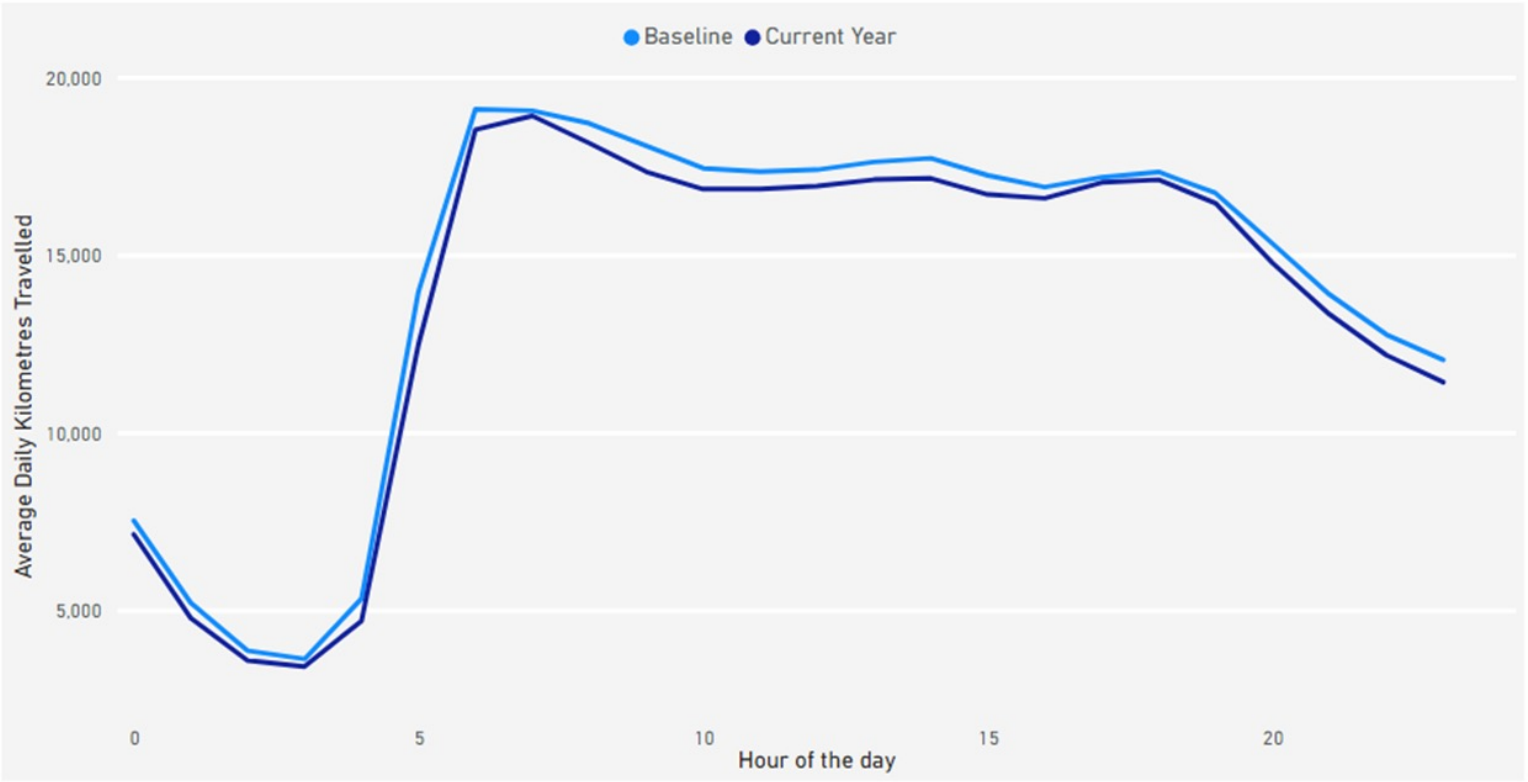
Date Range: 01/06/2021 – 31/12/2023

Weekday / Weekend / Bank Hols: Weekday

Area: All

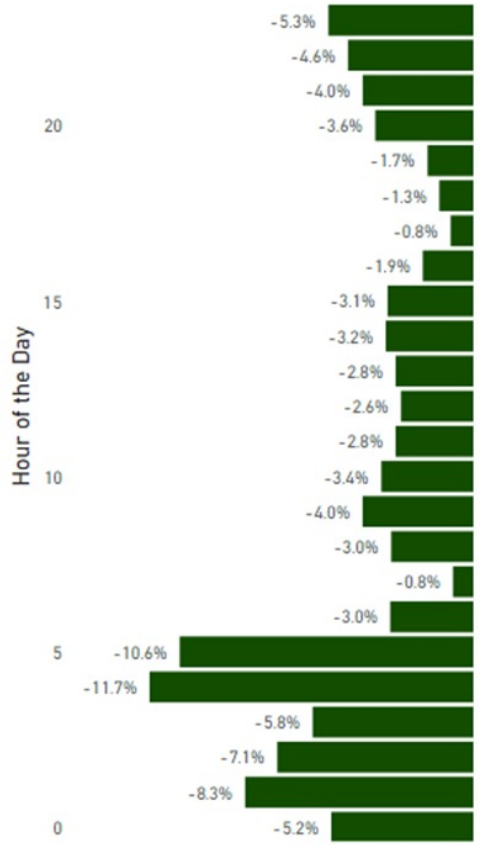
Corridor: BWT

Direction: Inbound



Current Year vs Baseline Percentage Change

Date / week selected vs equivalent day / week in baseline



Comparison of Average VKT on Blackwall Tunnel Corridor (southbound) between June 2021 and December 2023, by hour

Transport for London

Average Daily Kilometres Travelled by Hour

This page is interactive, please select from the filters to change the results.
To select more than one option in the same category hold down CTRL.

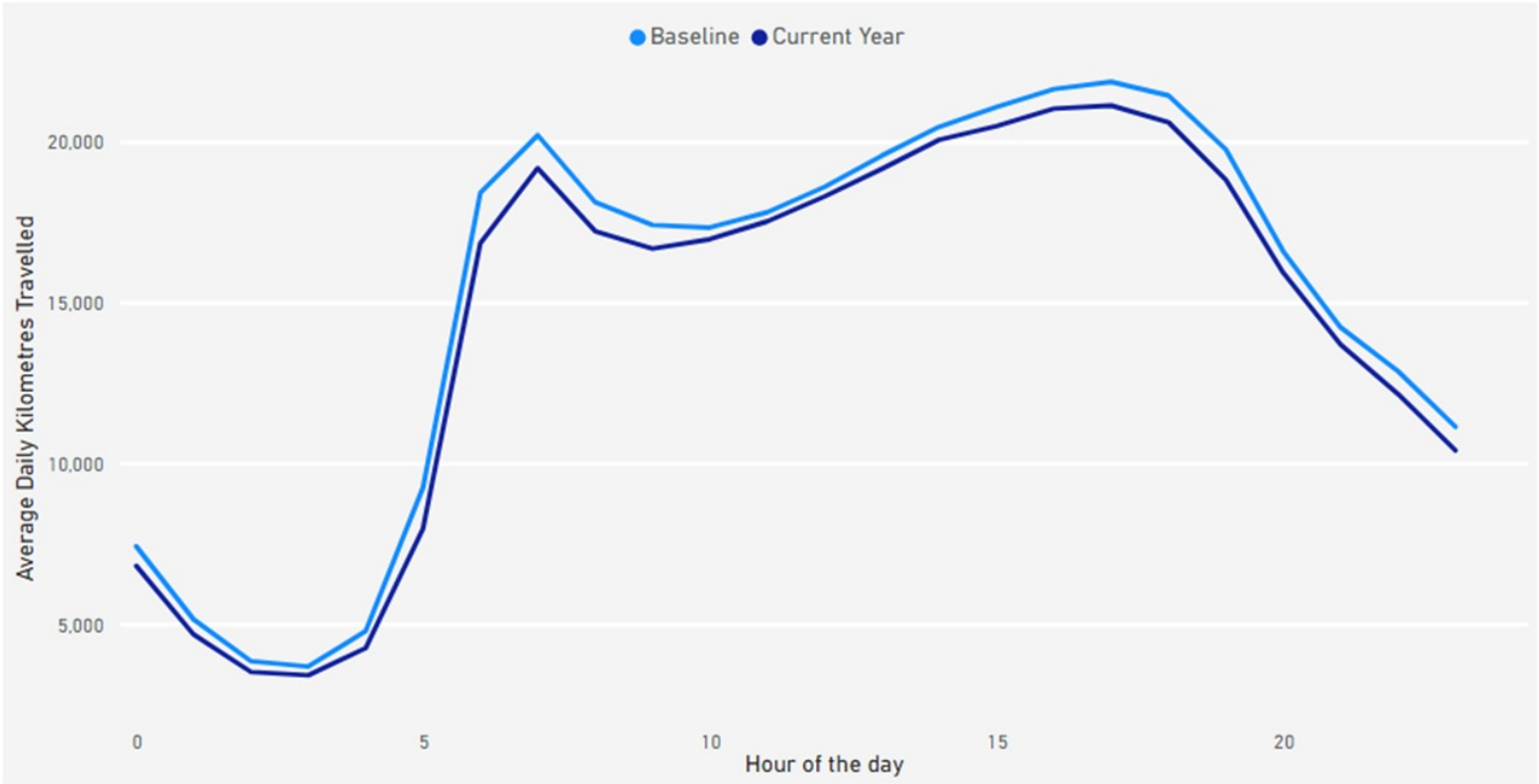
Operational Analysis

App Designer: Jennifer MacInnis / Data Owner: Max Harryman / Data: ATC Patched Database

Date Range: 01/06/2021 – 31/12/2023

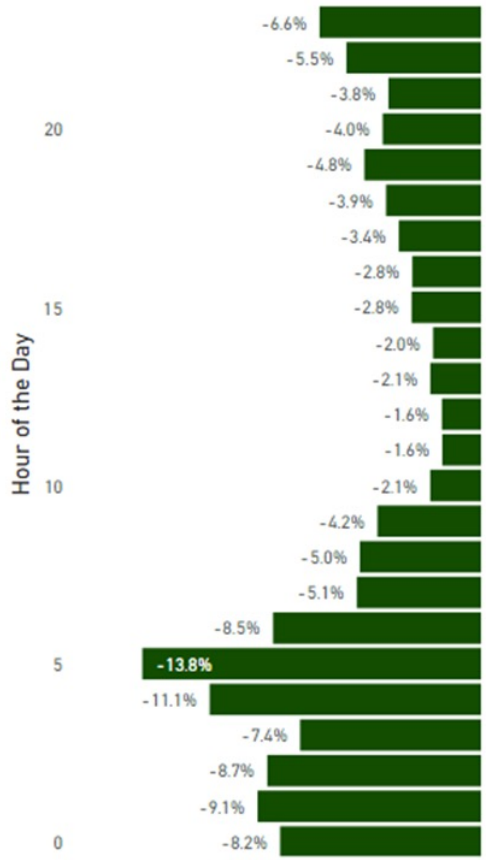
Weekday / Weekend / Bank Hols: Weekday

Area: All | Corridor: BWT | Direction: Outbound



Current Year vs Baseline Percentage Change

Date / week selected vs equivalent day / week in baseline



Comparison of Average VKT on A13 Corridor (westbound) between June 2021 and December 2023, by hour

Transport for London

Average Daily Kilometres Travelled by Hour

This page is interactive, please select from the filters to change the results.
To select more than one option in the same category hold down CTRL.

Operational Analysis

App Designer: Jennifer MacInnis / Data Owner: Max Harryman / Data: ATC Patched Database

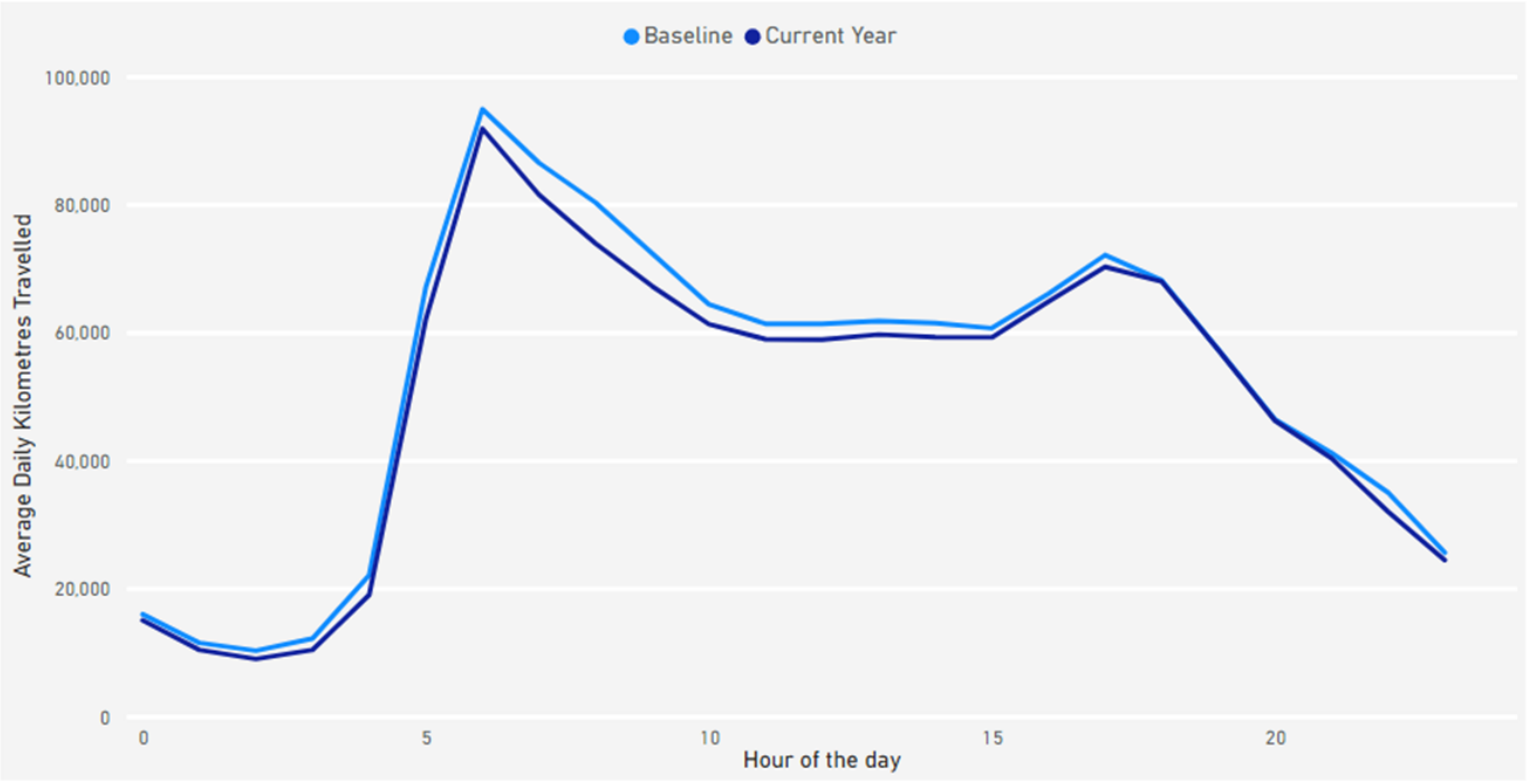
Date Range: 01/06/2021 – 31/12/2023

Weekday / Weekend / Bank Hols: Weekday

Area: All

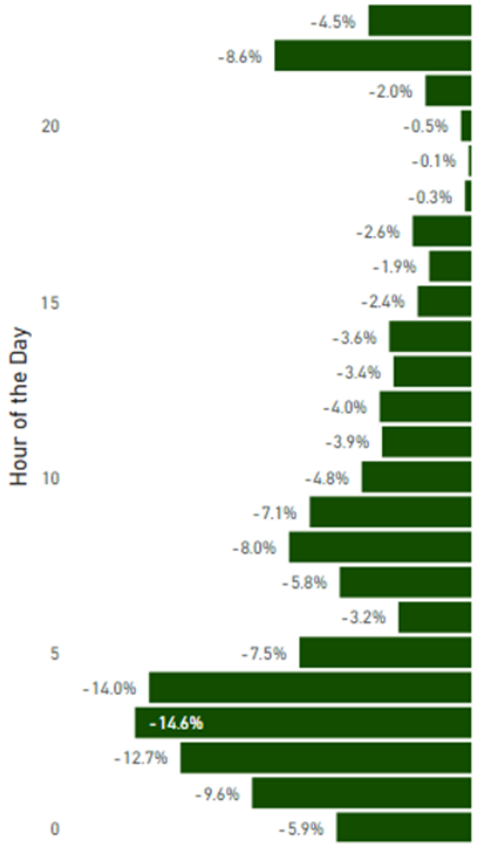
Corridor: A13

Direction: Inbound



Current Year vs Baseline Percentage Change

Date / week selected vs equivalent day / week in baseline



Comparison of Average VKT on A13 Corridor (Eastbound) between June 2021 and December 2023, by hour

Transport for London

Average Daily Kilometres Travelled by Hour

This page is interactive, please select from the filters to change the results.
To select more than one option in the same category hold down CTRL.

Operational Analysis

App Designer: Jennifer MacInnis / Data Owner: Max Harryman / Data: ATC Patched Database

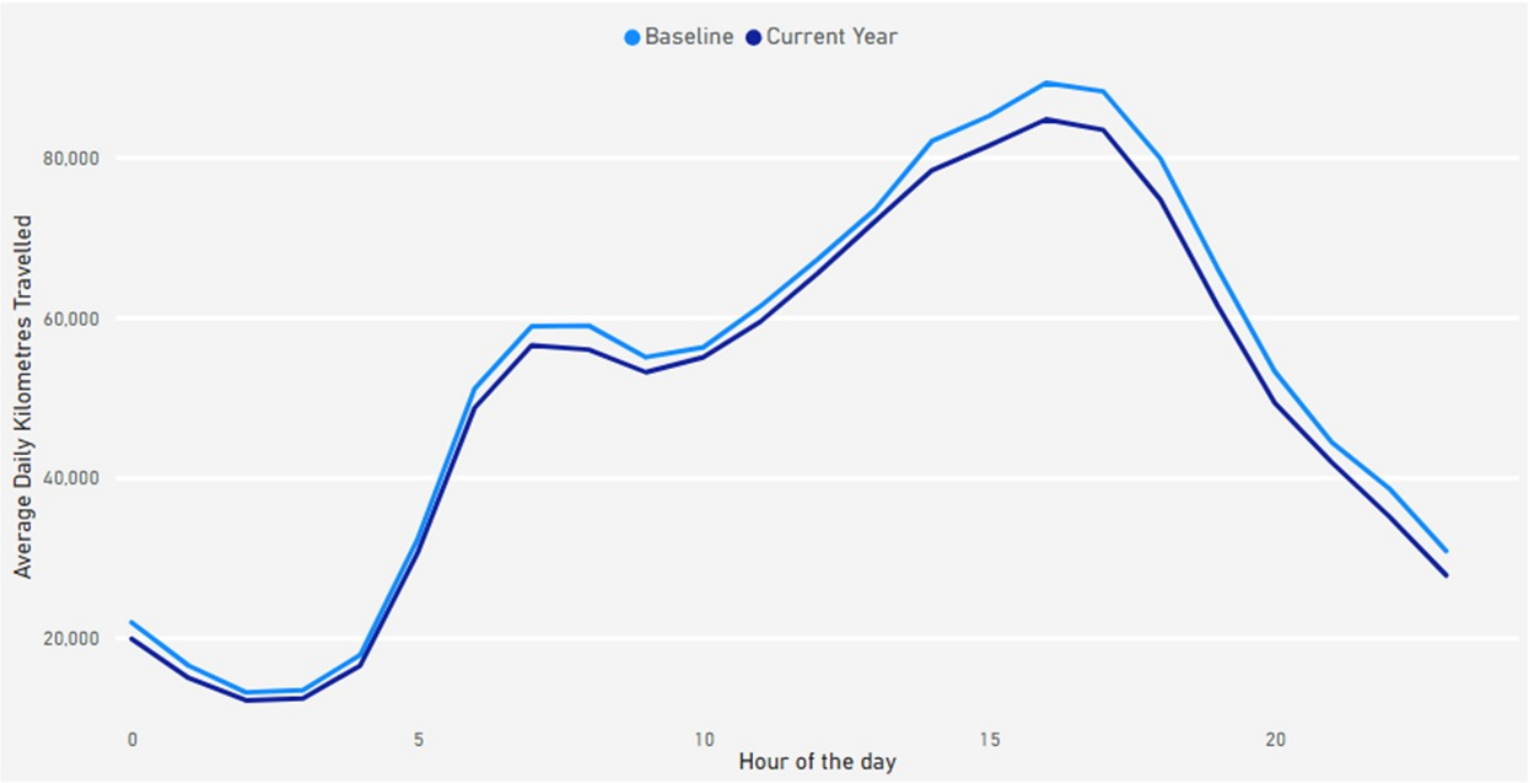
Date Range: 01/06/2021 – 31/12/2023

Weekday / Weekend / Bank Hols: Weekday

Area: All

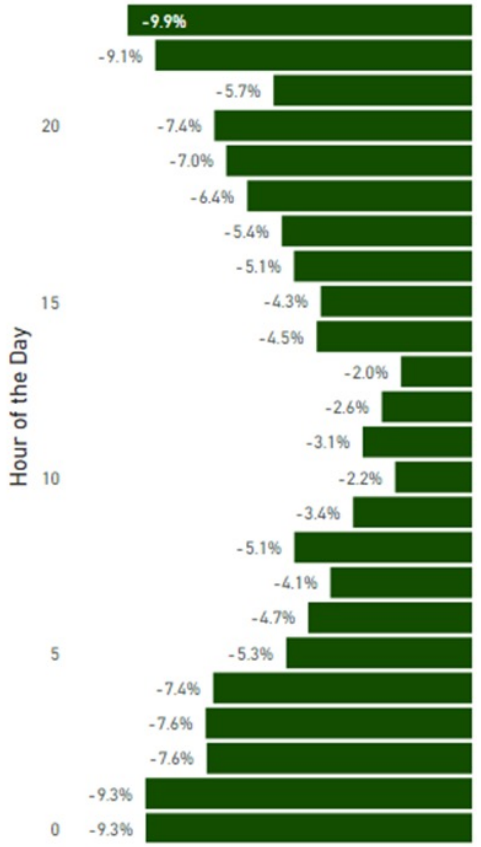
Corridor: A13

Direction: Outbound



Current Year vs Baseline Percentage Change

Date / week selected vs equivalent day / week in baseline



Comparison of Average VKT on A12 Corridor (Southbound) between June 2021 and December 2023, by hour

Transport for London

Average Daily Kilometres Travelled by Hour

This page is interactive, please select from the filters to change the results.
To select more than one option in the same category hold down CTRL.

Operational Analysis

App Designer: Jennifer MacInnis / Data Owner: Max Harryman / Data: ATC Patched Database

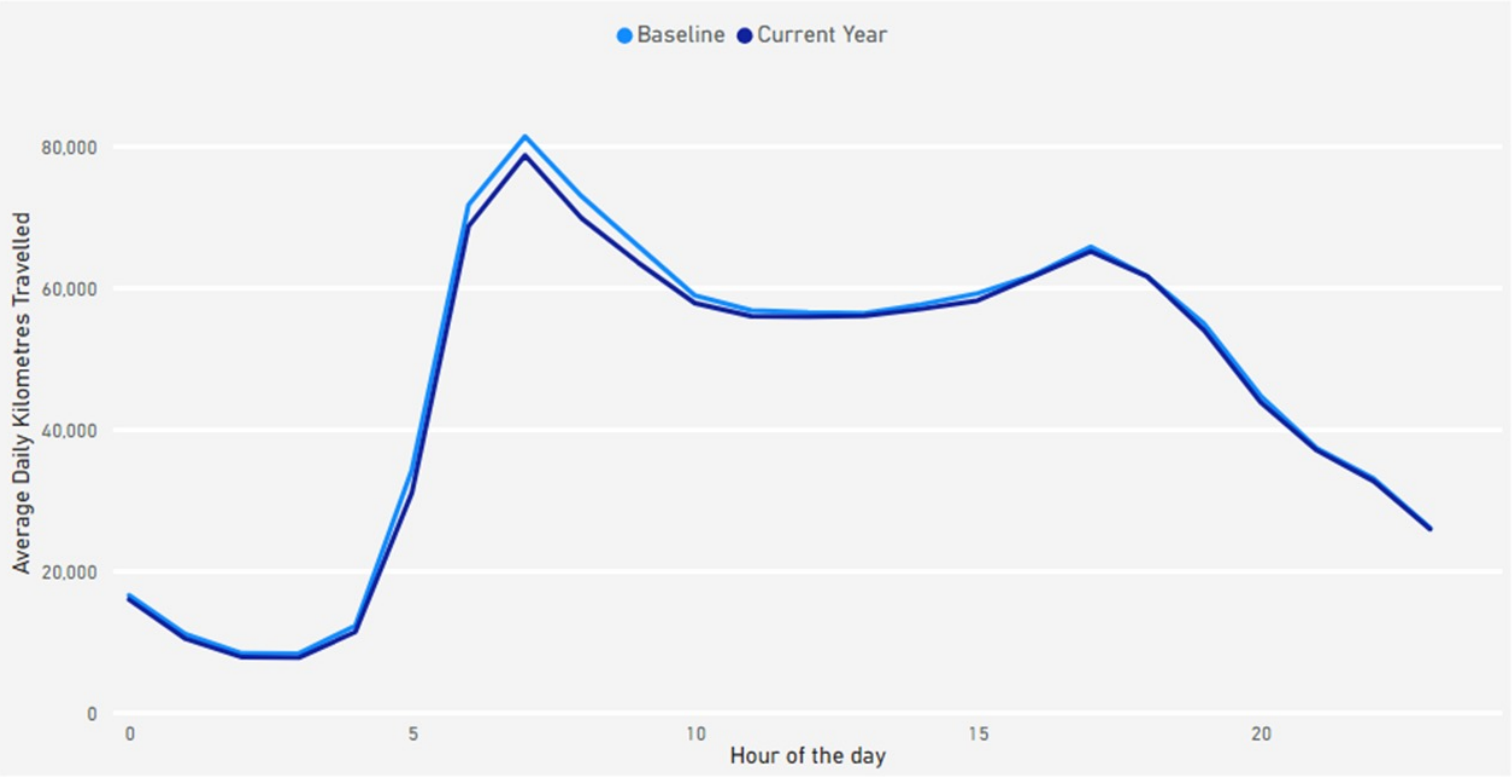
Date Range: 01/06/2021 – 31/12/2023

Weekday / Weekend / Bank Hols: Weekday

Area: All

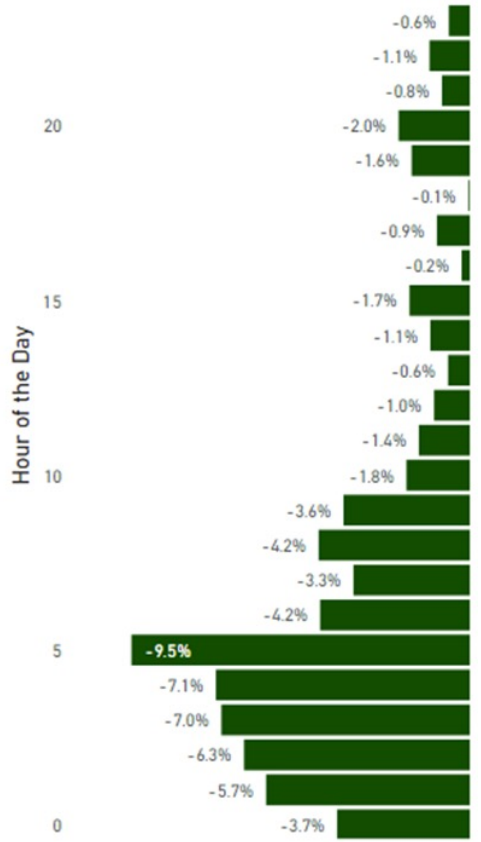
Corridor: A12

Direction: Inbound



Current Year vs Baseline Percentage Change

Date / week selected vs equivalent day / week in baseline



Comparison of Average VKT on A12 Corridor (Northbound) between June 2021 and December 2023, by hour

Transport for London

Average Daily Kilometres Travelled by Hour

This page is interactive, please select from the filters to change the results.
To select more than one option in the same category hold down CTRL.

Operational Analysis

App Designer: Jennifer MacInnis / Data Owner: Max Harryman / Data: ATC Patched Database

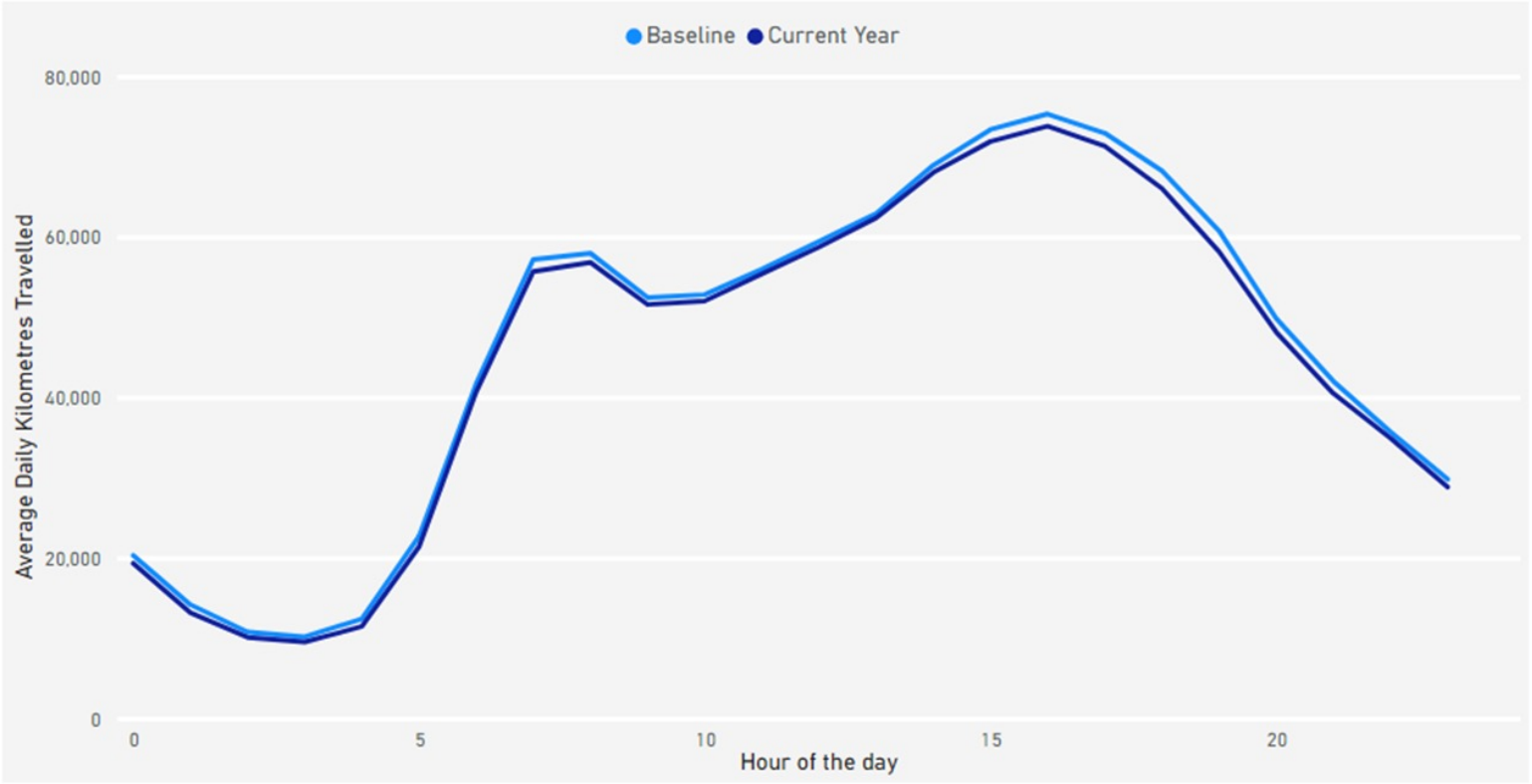
Date Range: 01/06/2021 – 31/12/2023

Weekday / Weekend / Bank Hols: Weekday

Area: All

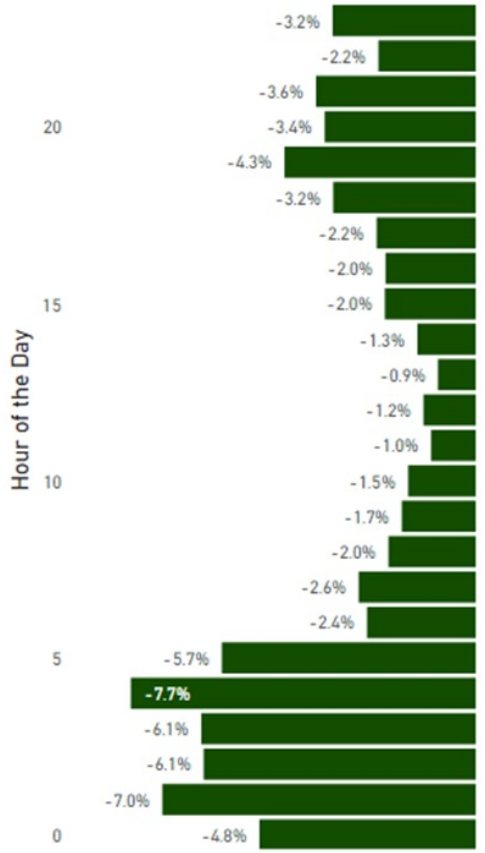
Corridor: A12

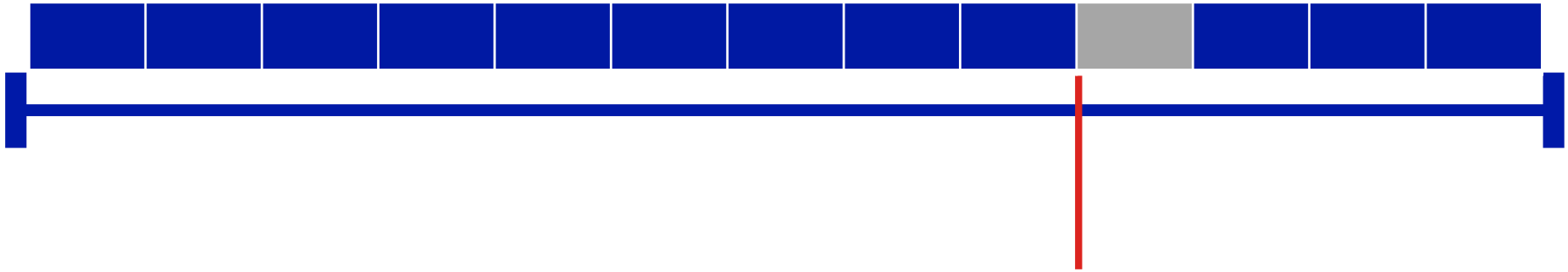
Direction: Outbound



Current Year vs Baseline Percentage Change

Date / week selected vs equivalent day / week in baseline





7c (ii) MMS Update:
Monitoring reports (TfL)

Monitoring reporting update (TfL)

Aim of monitoring:

- More than mandated under MMS – want to fully understand and evaluate the impacts of the tunnel 'in the round'.
- Extensive baseline data collected for three main topics: Traffic; Environment (Air Quality & Noise); Socio-economic.
- Post-opening monitoring will be undertaken for at least three years. Consistency of approach pre- and post-opening essential for comparability of data.

Proposed arrangements for reporting (three levels):

- Direct **access to data**, e.g. traffic flows where relevant / possible.
- **Topic specific reports** published online.
- **Summary reports** produced by TfL as part of established Travel in London series. Draw monitoring together and set in wider context - TfL pre-opening Baseline monitoring report - key baselines to monitor against and interpretation (e.g. MMS thresholds, pandemic, other developments (e.g. ULEZ)).
- Post-opening – quarterly reporting in year one followed by annual reporting thereafter for duration of monitoring period. Comparison against baselines, interpretation in wider context, conclusions.

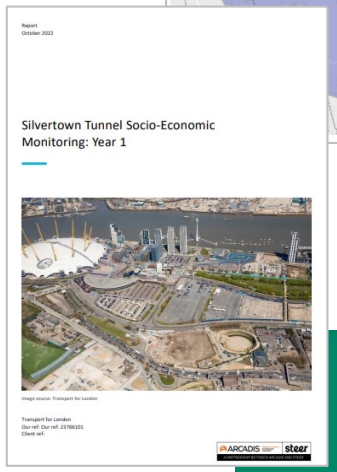
Post-opening monitoring: Approach

Current progress

- Emphasis on consistency with pre-opening monitoring (set out in MMS) for comparability of trends over time, and on identifying any further areas requiring monitoring and / or mitigation considered based on Refreshed Assessment conclusions.
- Adding locations (e.g. junctions) that Refreshed Assessment identified as requiring post-opening monitoring and / or mitigation in addition to current monitored locations.
- Post-opening Monitoring Plan to be shared with STIG later this year.

Exploring potential reporting tools

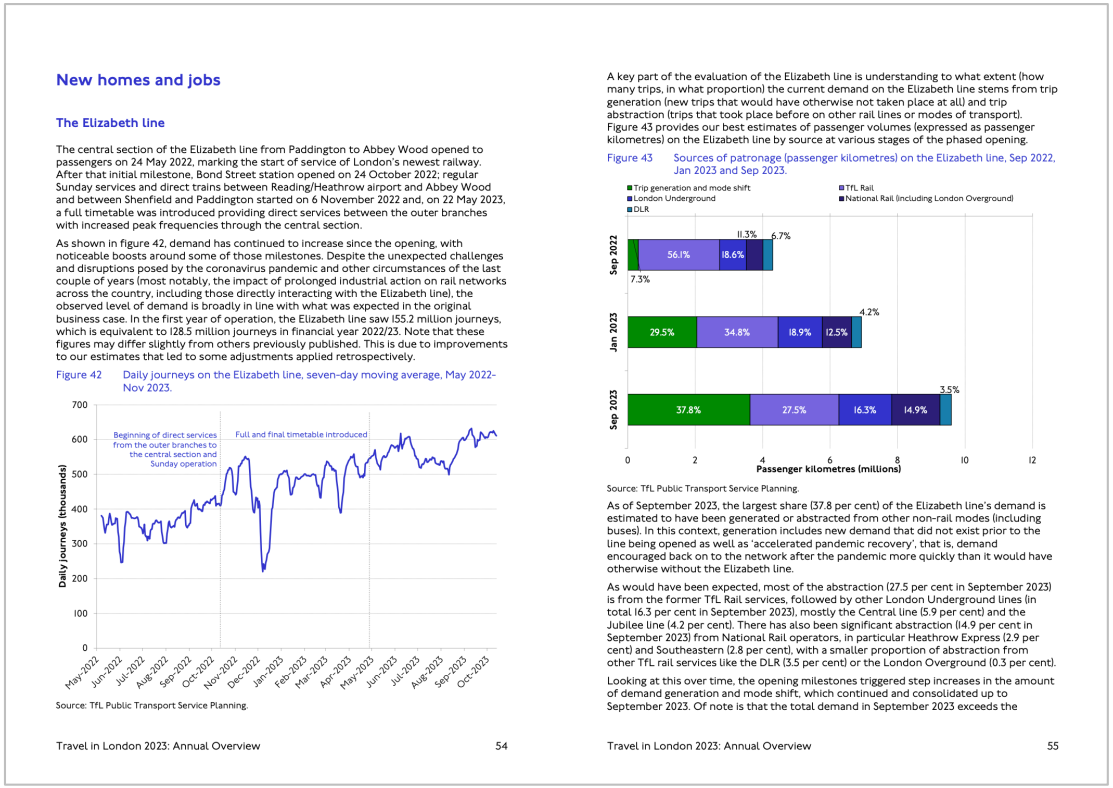
- Power BI dashboards – would enable clear summarising of data trends over time across Area of Influence.
- Could inform any mitigation strategies required and draws from data already being collected under DCO Requirements.



Travel in London reports

Available at:

https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports



New homes and jobs

The Elizabeth line

The central section of the Elizabeth line from Paddington to Abbey Wood opened to passengers on 24 May 2022, marking the start of service of London's newest railway. After that initial milestone, Bond Street station opened on 24 October 2022; regular Sunday services and direct trains between Reading/Heathrow airport and Abbey Wood and between Shenfield and Paddington started on 6 November 2022 and, on 22 May 2023, a full timetable was introduced providing direct services between the outer branches with increased peak frequencies through the central section.

As shown in figure 42, demand has continued to increase since the opening, with noticeable boosts around some of those milestones. Despite the unexpected challenges and disruptions posed by the coronavirus pandemic and other circumstances of the last couple of years (most notably, the impact of prolonged industrial action on rail networks across the country, including those directly interacting with the Elizabeth line), the observed level of demand is broadly in line with what was expected in the original business case. In the first year of operation, the Elizabeth line saw 155.2 million journeys, which is equivalent to 128.5 million journeys in financial year 2022/23. Note that these figures may differ slightly from others previously published. This is due to improvements to our estimates that led to some adjustments applied retrospectively.

Figure 42 Daily journeys on the Elizabeth line, seven-day moving average, May 2022-Nov 2023.

Source: TfL Public Transport Service Planning.

A key part of the evaluation of the Elizabeth line is understanding to what extent (how many trips, in what proportion) the current demand on the Elizabeth line stems from trip generation (new trips that would have otherwise not taken place at all) and trip abstraction (trips that took place before on other rail lines or modes of transport). Figure 43 provides our best estimates of passenger volumes (expressed as passenger kilometres) on the Elizabeth line by source at various stages of the phased opening.

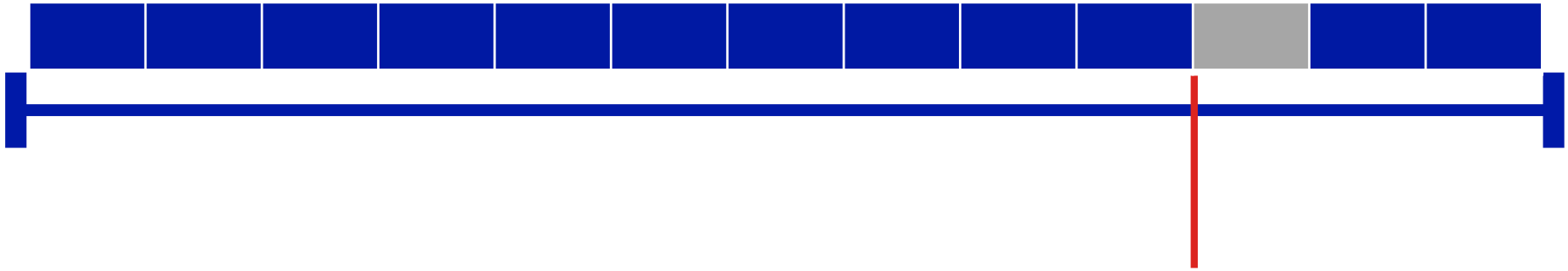
Figure 43 Sources of patronage (passenger kilometres) on the Elizabeth line, Sep 2022, Jan 2023 and Sep 2023.

Source: TfL Public Transport Service Planning.

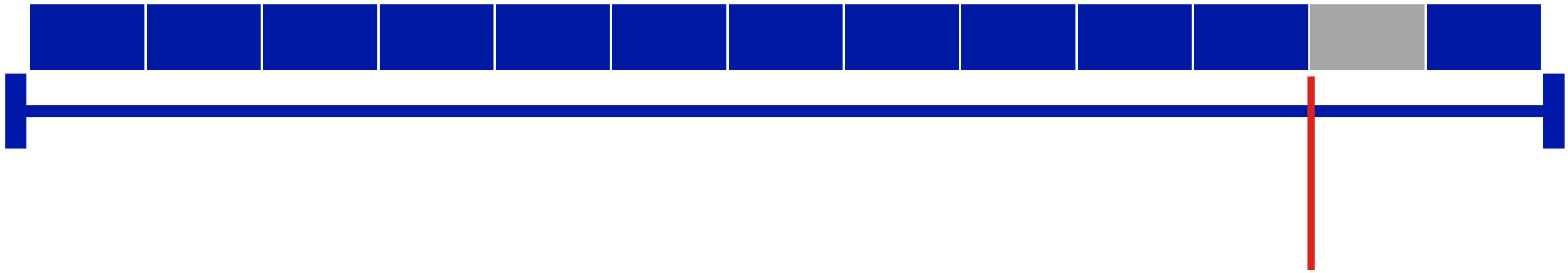
As of September 2023, the largest share (37.8 per cent) of the Elizabeth line's demand is estimated to have been generated or abstracted from other non-rail modes (including buses). In this context, generation includes new demand that did not exist prior to the line being opened as well as 'accelerated pandemic recovery', that is, demand encouraged back on to the network after the pandemic more quickly than it would have otherwise without the Elizabeth line.

As would have been expected, most of the abstraction (27.5 per cent in September 2023) is from the former TfL Rail services, followed by other London Underground lines (in total 16.3 per cent in September 2023), mostly the Central line (5.9 per cent) and the Jubilee line (4.2 per cent). There has also been significant abstraction (14.9 per cent in September 2023) from National Rail operators, in particular Heathrow Express (2.9 per cent) and Southeastern (2.8 per cent), with a smaller proportion of abstraction from other TfL rail services like the DLR (3.5 per cent) or the London Overground (0.3 per cent).

Looking at this over time, the opening milestones triggered step increases in the amount of demand generation and mode shift, which continued and consolidated up to September 2023. Of note is that the total demand in September 2023 exceeds the



8. Other relevant updates (All)



9. Obligations tracker and forward meeting planner (TfL)

Forward Meeting Planner

Silvertown Tunnel Implementation Group – forward meeting planner

08.02.2024

Meeting 1 – 24 September 2020

- Terms of Reference
- Update on MMS procurement
- High-level milestones and engagement
- Air quality monitoring proposals

Meeting 2 – 28 January 2021

- Election of chairperson
- Recording of decisions made
- Approach to strategic transport modelling
- Lot B, C and D – general update

Meeting 3 – 27 May 2021

- Scope of environmental compliance assessment
- Approach to socio-economic monitoring
- Traffic monitoring proposals

Meeting 4 – 30 September 2021

- Update on refreshed assessment, including core modelling scenarios
- Socio-economic monitoring – primary surveys
- Final traffic monitoring plan

Meeting 5 – 27 January 2022

- Emerging modelling outcomes (Lot A)
- Update on initial bus proposals
- User charging assessment framework
- Approach to identifying mitigation measures

Meeting 6 – 16 June 2022

- Update on modelling outcomes (Lot A)
- Air quality monitoring data (Lot B)
- Bus network planning progress

Meeting 7 – 03 November 2022

- Refreshed Assessment update on: traffic modelling, air quality modelling and socio-economic monitoring
- Cross-river bus network update

Meeting 8 – 23 February 2023

- Refreshed Assessment update – traffic and air quality
- Local highway mitigation update – forward meeting plan
- User Charge Assessment Framework (UCAF) - update
- Bus network planning update – forward look

Meeting 9 – 25 May 2023

- Refreshed Assessment update – traffic and air quality
- Air quality monitoring – year two data
- Bus network consultation outcomes

Meeting 10 – 21 September 2023

- Refreshed Assessment update – Lots A and B
- SoS submission
- Socio-economic monitoring update
- Bus network development update

Meeting 11 – 08 February 2024

- Construction update
- Scheme of Mitigation update
- Socio-economic monitoring
- Traffic monitoring and network update/ traffic monitoring reporting

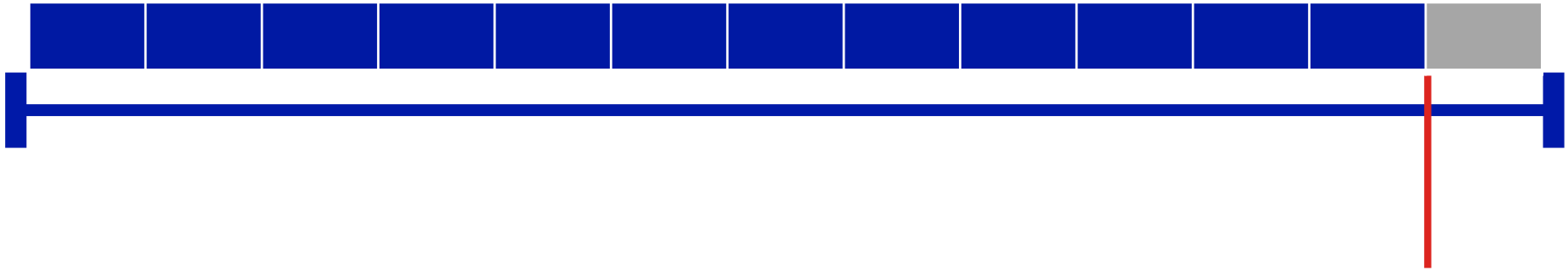
Meeting 12 – May / Jun 2024 (tbc)

- *User Charge planning, UCAF and consultation*
- *Post-opening monitoring plan update*
- *Scheme of mitigation update*

TfL Key Milestones

Milestone Description/ Date	Mile-stone Date	2021		2022		2023		2024		2025
		H1	H2	H1	H2	H1	H2	H1	H2	H1
Lots A & B: Commence Refreshed Assessment	Sept 2021		X							
Lot C: Commence socio-economic monitoring (primary surveys)	Sep 2021		X							
Lot D: Commence traffic monitoring	Dec 2021		X							
Conclusion of Refreshed Assessment (*modelling & identification of mitigation*)	Q2 2023					X				
Submission to Secretary of State	**Q4 2023**						X			
SoS decision	Q4 2023							X		
Scheme of Mitigation design	Q3 2024									
Scheme of Mitigation delivery	Q4 2024									
User charge consultation/ TfL Board sign-off	H2 2024									
Scheme opening	2025									

KEY: H1 = JAN to JUN/ H2 = JUL to DEC



10. Next steps and AOB (All)