

Meeting title:	Silvertown Tunnel Implementation Group Meeting #08
Date & time:	23 February 2023, 0930-1130
Location:	Virtual meeting hosted on MS Teams

Item:
<ol style="list-style-type: none">1. Introductions and welcome (All)2. Review of actions from previous meeting 03 November 2022 (TfL)3. Diversity & Inclusion (All)4. Safety, Health and Environment (All)5. Project update (TfL)6. Refreshed Assessment update<ol style="list-style-type: none">a. Traffic and air quality modelling update (TfL/ Jacobs/ AECOM)b. Local highway mitigation – forward engagement plan (TfL)c. User Charge Assessment Framework update (TfL/Jacobs)d. Bus network planning update - forward look (TfL)7. Other relevant updates (All)8. Obligations and forward meeting planner (All)9. Next steps and AOB (All)



Silvertown Tunnel Implementation Group

Update report
23 February 2023

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 group, the bodies that are represented on the group 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)

A Terms of Reference 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 until the Refreshed Assessment is concluded in summer 2023. The next meeting is provisionally planned for May 2023.

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 pre-meeting material prior to each meeting.

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

Works continue on both sides of the river with circa 1000 people working on site on a daily basis.

Construction Update

The first of the systems packages of detailed design have now been completed with procurement of the specialist contractors making good progress.

The vast majority of the heavy civils works have now been completed including the piling for the cut and cover tunnel, the concrete pouring for both portals and the excavation of all three shafts, together with a large amount of the open cut excavation.

The TBM, named Jill, has completed the southbound tunnelling and is soon to be rotated before being launched northbound to complete the tunnelling later this year.

Works have been completed for the Decked Car Park in North Greenwich and the asset handed over to the O2 arena car parks operator.

The first phases of the A102 works have begun with the attenuation tank on the south side and the piling for the new Boord Street footbridge. Further temporary traffic management will be required in the coming months as set out later in this report.

The vast majority of the utilities works have been completed enabling the construction of the permanent structures.

The construction of the rotation chamber which is 40m diameter.

Southbound Tunnel/ Rotation chamber



Programme

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

Safety, Health & Environment Update

On 18 November 2022 a Dangerous Occurrence took place when a contractor had seven sections of tremmie pipe suspended from a crane that became loose and landed on the A102. There were however no injuries and the HSE was alerted and have been investigating the incident further.

Community Liaison Groups (CLGs)

Community Liaison Groups (CLGs) are held to provide construction updates and further detailed information about construction to the local community, businesses and other interested parties. These provide an opportunity to provide feedback to Riverlinx directly. CLGs are held quarterly and following the removal of covid restrictions, are now being held in person at venues in Newham and Greenwich. Where possible a hybrid meeting has also been offered. Over 100 individuals are registered to receive information about each CLG.

The next meeting dates are:

- 07 March 2023 (Greenwich)
- 14 March 2023 (Newham)

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

Email: help@riverlinxcjv.co.uk

24/7 Helpdesk: (07907) 978 486

Project communications – November 2022 to February 2023

Complaints and enquiries

A Greenwich CLG meeting was held in December as planned. Attendees included representatives from East Greenwich Residents Association (EGRA), Westcombe Society, Upper & Lower Riverside and Greenwich Cyclists. An action from the meeting was to discuss the wider Air Quality monitoring in the area with Royal Borough Greenwich. A meeting was held with ward Councillors and Deputy Leader Cllr Lekau in January 2023.

The Newham meeting had been scheduled for 13 December but due to strike action was postponed until the 23 January 2023.

Poor weather conditions throughout December gave way to several complaints regarding mud on the roads particularly near Tidal Basin roundabout and the Lower Lea Crossing. Riverlinx responded by installing additional wheel washing facilities and deploying road sweeping when necessary (being mindful that this too can be noisy and disruptive for some residents). Riverlinx has also responded to local cyclists' feedback and have improved the lighting on their hoarding in the same area.

Additional complaints were received regarding vibrations experienced in the Britannia Village area. A full investigation was undertaken and no correlation with Riverlinx activity was found. We have concluded the vibrations were not caused by work on the Silvertown Tunnel.

Tunnel Boring Machine (TBM) - Progress

The TBM has now tunnelled the first bore and emerged in the Rotation Chamber in Greenwich at around 21:30 on 15 February.

Updates will continue to be published on the project websites and social media accounts as work to rotate the TBM takes place.

<https://www.riverlinx.co.uk/news>

<https://tfl.gov.uk/travel-information/improvements-and-projects/silvertown-tunnel>

TBM Tracker

The TBM tracker on the Riverlinx website will resume when tunnelling northbound begins in several months' time and will then be updated every two weeks.



TBM Tracker - Our Prog

Tunnel Boring Machine

Launch location

Distance travelled so far

1085.2 m

Approximate distance remaining

Latest update

The southbound carriageway of the A102 will be closed for over 48hrs while the northbound carriageway will have a diversion in place for 12hrs over Saturday night and into Sunday morning. The southbound carriageway will re-open to traffic on the following Monday morning.

Further details will be circulated to STIG members in the next few weeks, and we would appreciate if the information could be cascaded as appropriate.

As with the previous A102 roadworks, key stakeholders will be informed in advance. Riverlinx will be installing advanced warning signs and virtual message signs (VMS) and the roadworks will be publicised in their regular community information bulletin. All project websites will have information on the closures and TfL customer emails will be issued to relevant groups. Key stakeholders from the logistics, taxi and private hire groups and other transport related stakeholders will be informed.

Social Media

Since Riverlinx launched their social media accounts, providing further options to follow progress and find out more about the project, they have continued to grow their audience.

Recent posts have included a reference to Riverlinx winning an industry award and also the arrival of the TBM in Greenwich. The 'breakthrough' of the TBM into the Rotation Chamber and the rotation process, which will be an engineering first in the UK and will take several months to complete, will be covered by social media posts in the coming months.

Boord Steet Footbridge Installation Communications

Plans for the installation of the new replacement Boord Street Footbridge are underway and will involve the partial closure of the A102 / Blackwall Tunnel in late March/ early April with final dates to be confirmed.



- Raising awareness of road closures and potential diversions and monitoring effects
- Promotion of a consultation on the proposed cross-river cycling solution (date tbc)
- Updating project websites and informing wider stakeholders on project progress

Refreshed Assessment of scheme impacts

A range of modelling applications are being used to inform the Refreshed Assessment of the scheme's operational impacts, based on updated information and data.

Traffic modelling

We have recently completed our Scheme Assessment 3 forecast, results from which will be shared in a presentation to STIG at the February STIG meeting. These forecasts have fed into the latest Air Quality assessment which will also be shared at STIG. Once again, our position is that, as was projected at the DCO stage, the scheme is not expected to have significant air quality impacts and that the user charges proposed at that time are expected to successfully deliver on the scheme outcomes.

Work on Scheme Assessment 4 is also underway which involves modest updates to the representation of the input assumptions in light of updated information available, particularly with regard to junction performance. The results are unlikely to be materially different so should provide further reassurance regarding the Scheme's performance. Nonetheless, further sensitivity tests of different charging levels will also be undertaken.

Riverlinx information bulletin

Information bulletins for each side of the river were distributed to residents and businesses in December 2023 and these continue to be well received. The bulletins are also posted to the website: <https://www.riverlinx.co.uk/progress-updates>

Summary of communications in 2023

For the first six months of 2023 we will continue to focus on the key message that construction of the tunnel is gathering pace, with tunnelling of the first bore complete.

Communications focus for the year ahead include:

- Continuing to raise awareness that tunnelling is underway and acknowledge major milestones
- Showcasing the engineering achievements of the scheme

Environmental modelling

The environmental modelling for air quality (AQ) and noise impacts is ongoing, utilising outputs from the traffic modelling. A review of the links within the AQ model has been undertaken to determine if any amendments are required to ensure consistency with the traffic modelling.

We are pleased to share the second outputs from the air quality modelling, the details of which will be presented to STIG at the February STIG meeting. This second model run includes updated traffic modelling and user charging forecasts. We have planned a further AQ model run in line with the traffic modelling and the outputs from these will be shared with STIG in the future. The outputs from the models will feed into the Environmental Compliance Assessment report which will be completed during summer 2023.

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, and once completed, will be shared with STIG members for comment.

The Silvertown Tunnel project team continue to work closely with TfL colleagues who are looking at future road

user charging plans for London. Any wider plans and policy development work for the future of road user charging in London must take account of the need for a user charge at Silvertown and Blackwall tunnel to deliver on the project's objectives.

Bus network planning

Since the last STIG meeting in November 2022 we have completed a public consultation, presenting our proposals for a new cross-river bus network through the Silvertown tunnel. The consultation ran between 16 November 2022 and 11 January 2023 and sought comments on the following proposals:

- Introducing a new high frequency, limited stop service between Grove Park and Canary Wharf, provisionally named route X239. Within this, options for how route X239 accesses Blackwall Way and Wood Wharf were included
- Extending route 129 north across the river to Great Eastern Quay, via the Royal Docks development zone. Within this, options for how route 129 accesses the Royal Docks
- Rerouting the 108 slightly so that it uses the new Millennium Way slip road when exiting the Blackwall Tunnel towards North Greenwich station

We are continuing to work through the detailed responses and their implications and intend to publish the Consultation Report and Response to Issues Raised report in March 2023. Alongside this, we are developing our understanding of the infrastructure and bus priority measures that will be required to support the operation of the new bus network from 2025. Once the consultation analysis is complete and we have developed our understanding of the new infrastructure requirements we will present the further details to STIG members.

Mitigation measures

TfL is required to submit details of any further necessary highway mitigation measures to the Secretary of State for Transport for approval having first consulted with members of STIG.

Discussions continue with the Department for Transport regarding the format of the submission to ensure the necessary level of detail is provided.

The long-list of flagged potential mitigation locations was shared with STIG members via a technical workshop on 1 November and circulated to STIG members after the November STIG meeting. Further analysis of potential traffic impacts at these locations is being undertaken and dedicated borough meetings have been offered to STIG members to further discuss the long-list, with meetings taking place during February and March.

The next step for this work is to further establish a short-list of locations at which local highway mitigation measures will be considered. Locations not short-listed will be added to the monitoring programme so that scheme impacts can be assessed in real time when the tunnel opens as is required by the DCO. Further workshops will be held with STIG members on the development of this short-list in the coming months.

Monitoring of scheme impacts

The scheme's effects once operational must be monitored for at least three years, and to provide a representative baseline this monitoring must commence at least three years pre-opening.

Traffic monitoring

The traffic monitoring plan was shared at the STIG meeting of 30 September 2021. Traffic monitoring in connection with the scheme commenced in November 2021, including annual bespoke surveys at the Woolwich ferry.

Installation of the new market-leading traffic monitoring sensors was completed in April 2022. Data collected will be assimilated into the monitoring baseline as it becomes available.

We have been considering the best means of making the monitoring data collected available to STIG members. The raw data that is being collected to monitor the traffic impacts in the scheme's area of influence will be made available using a cloud storage SharePoint platform. A link to access the platform and log-in details has been provided to all STIG members.

Once any additional locations have been added to the monitoring programme following the Refreshed Assessment work, reporting that collates the latest traffic monitoring data will be undertaken and shared with STIG members. This is likely to be from summer 2023.

Air quality monitoring

Our first Baseline Air Quality (AQ) Monitoring report covering 2021 can be viewed on the TfL STIG website here: <https://tfl.gov.uk/travel-information/improvements-and-projects/silvertown-tunnel-implementation-group#on-this-page-3>

We have commenced preparing our second Baseline Air Quality Monitoring Report covering 2022 which will be published by Summer 2023. This report collates and presents the results of our baseline data collection of NO₂ for 2022. This includes data collected from our network of 38 AQ monitoring locations as well as selected local authority data. The report does not provide a comparison against levels reported in the DCO Environmental Statement as this work forms part of the Environmental Compliance Assessment due to be completed in 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>

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 construction activities undertaken by Riverlinx.

Socio-economic monitoring

TfL's approach for socio-economic monitoring was presented to STIG at the meeting on 27 May 2021. This included primary and secondary research. The primary research included resident surveys, business surveys and four business focus groups. The business focus groups allowed a greater qualitative exploration of issues identified in the business survey.

The Year 1 research has been completed and the findings have been collated in a combined baseline report. A summary presentation was provided to STIG members at the November 2022 meeting and the report was also published on the TfL STIG website:

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

The Year 2 research is due to be completed in 2023. The secondary data is planned to be updated in summer 2023 and primary research (including updated resident/ business surveys) will commence shortly afterwards. The findings are due to be collated in a Year 2 baseline report to be published in early 2024.

Forward Meeting Planner

Silvertown Tunnel Implementation Group – forward meeting planner

23.02.2023

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 6 – 16 June 2022

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

Meeting 3 – 27 May 2021

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

Meeting 7 – 03 November 2022

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

Meeting 4 – 30 September 2021

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

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 5 – 27 January 2022

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

Meeting 9 – May 2023 (tbc)

- Secretary of State submission – Scheme of Mitigation review
- Environmental compliance assessment
- Monitoring data – reporting plan, TiL Report

