

Meeting title:	Silvertown Tunnel Implementation Group Meeting #09
Date & time:	25 May 2023, 0930-1300
Location:	Hybrid meeting hosted at Riverlinx project office/ MS Teams
Address:	Riverlinx Project Office, Greenwich Peninsula, Edmund Halley Way, London, SE10 0FR

Item:
<ol style="list-style-type: none">1. Introductions and welcome (All)2. Review of actions from previous meeting 23 February 2023 (TfL)3. Diversity & Inclusion (All)4. Safety, Health and Environment (All)5. Project update (TfL)6. MMS update:<ol style="list-style-type: none">a. Traffic modelling update (TfL/ Jacobs)b. Air Quality forecast update & monitoring (TfL/ AECOM)c. Bus network development update (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
25 May 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)

The 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 1,000 people working on site on a daily basis.

Construction Update

The rotation of the Tunnel Boring Machine (TBM), Jill, has been completed. This represents a significant milestone for the project as the activity to do so was highly complex and rarely undertaken. Using a combination of winches and nitrogen skates the TBM was taken from the south bore and sent on its way northbound ready for tunnelling to be completed before the Autumn 2023.

In Greenwich, a weekend closure of the A102 was undertaken successfully and used to install the main bridge span of the new Greenwich Boord Street pedestrian and cycle bridge before the removal of the existing bridge later this year.

Construction has also begun on both north and south portal buildings with the foundations and first stage of waterproofing being complete.

Programme

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

Safety, Health & Environment Update

Over the last three months, Riverlinx SHE performance has improved. There have been no RIDDOR reportable injuries for 275 days. Riverlinx have embedded a new focus and monitoring regime in an attempt to be less reactive, and this appears to be working and producing positive results.

The HSE recommendations made to the project following the Tremmie pipe incident that we reported at the last STIG meeting have all now been embedded on site.

Silvertown portal/ Rotation chamber



In the period since the last STIG meeting there have been three incidents of note (none of which resulted in any injury), as below:

- A void was discovered in a piling mat during a pre-start check and the void was backfilled and tested before works commenced.
- A section of concrete (0.5m cubed) slid down an incline to a clear work area and came to rest on the concrete base slab.

A portable compressor caught fire and was promptly extinguished when an operative had left fuel within the lid of the compressor which subsequently ignited on operation of the plant.

Project Communications – March to May 2023

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 CLG meetings took place as planned on 07 March (Greenwich) and 13 March (Newham). At the Greenwich meeting, issues discussed included: the status and condition of some local air quality monitors which were found to be fully functioning and regularly serviced by RB Greenwich, cross-river cycling plans, the installation of Boord Street pedestrian and cyclist bridge and associated road closures, lorry movements on the peninsula and local employment opportunities.

At the Newham CLG meeting, attendees received an update on the key areas of work around Tidal Basin Roundabout.

The vibration issue experienced by some residents in Britannia Village was discussed further concluding that as there was no tunnelling and no piling works – it is unlikely that the vibrations experienced by residents were caused by Riverlinx construction works. Regarding general cleanliness in the area, this was also discussed, and the Newham Chair Cllr Asser suggested we work with the Community Payback Scheme to co-ordinate a local litter pick. Discussions are also ongoing with RB Greenwich regarding the cleanliness of Tunnel Avenue and Boord Street and improving

the area as the new Boord Street footbridge comes into use.

The next meeting dates are:

- 06 June 2023 (Greenwich)
- 13 June 2023 (Newham)

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

24 hr Helpline and Email

Most of the correspondence and calls received over this period have been related to employment opportunities, requests for site visits, requests related to the CLGs, and supplier opportunity enquires. A small number of complaints were received in this period relating to noise and vibration.

Email: 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 March 2023 and these continue to be well received. A further bulletin will be distributed in June 2023. The bulletins are also posted to the website:

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

Tunnel Boring Machine (TBM) - Progress

The TBM has been successfully turned and with tunnelling of the second bore set to begin updates on progress will resume on the project website from June. As before, the TBM tracker will be updated every two weeks.

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

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

Boord Street Footbridge Installation / Removal Communications

Communications for the installation of the Boord Street pedestrian and cycle bridge were successfully delivered, with minimal disruption over the weekend closure of the southbound Blackwall Tunnel on the weekend of 31 March - 03 April.

In June we will repeat the road closure exercise for the removal of the existing 1960s structure. The final details of the closures will be shared with Boroughs in advance for onward dissemination.

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 through their regular stakeholder channels. All project websites will have information on the closures and TfL customer emails will be issued to relevant groups such as users of the 108-bus route. Key stakeholders from the logistics, taxi and private hire groups and other transport related stakeholders will be informed. Details of the closures will also be shared with third party navigation map apps such as Waze and Google Maps.

Final Bus Network Report

Following the consultation earlier in the year on the initial bus network proposals a final report was issued in March and is available at:

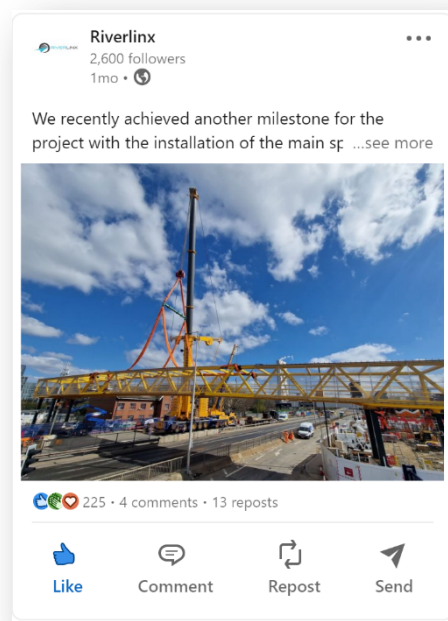
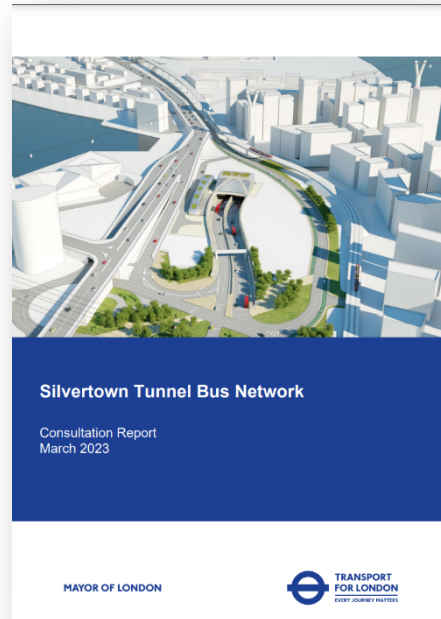
<https://haveyoursay.tfl.gov.uk/silvertown-tunnel-bus-network>

Social Media and Recent articles

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.

Following a site visit from trade media in March, New Civil Engineer and several other publications covered the innovative rotation of the UK's largest Tunnel Boring Machine (TBM) using 'nitrogen skates'.

<https://www.newcivilengineer.com/latest/how-engineers-at-silvertown-tunnel-are-using-nitrogen-skates-for-a-record-breaking-tbm-rotation-23-03-2023/>



Site Visits - STIG

In late March Riverlinx were delighted to welcome the Royal Borough Greenwich (RBG) Planning team on site to visit the Rotation Chamber and view the development in person. In June, we hope to welcome a team from London Borough Newham (LBN). Unfortunately, Murray Woodburn from LBN has now left the organisation and we take this opportunity to thank him for his contribution to STIG and wish him well for the future. The May STIG meeting will provide another opportunity to highlight progress on site to the boroughs.

Summary of communications in 2023

From June 2023 we will continue to focus on the key message that construction of the tunnel is gathering pace, with tunnelling of the second bore imminent.

Communications focus for the months ahead include:

- Continuing to raise awareness that tunnelling is underway and acknowledge major milestones
- Highlighting the engineering achievements of the scheme and completion of tunnelling
- Raising awareness of road closures in June, bringing Boord Street footbridge into use (at first using a temporary ramp) and then fully open later in the year
- Promotion of a consultation on the proposed cross-river cycling plans
- Updating project websites and social media 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 04 forecast, results from which will be shared in a presentation to STIG at the May meeting, building upon the analysis of Scheme Assessment 03 shared at the February STIG. Once again, these forecasts have fed into the latest Air Quality assessment which will also be shared at STIG. Consistent with previous Scheme Assessments, the results of Scheme Assessment 04 show that 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.

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 third outputs from the air quality modelling, the details of which will be presented to STIG at the May STIG meeting. This third model run includes updated traffic modelling and user charging forecasts and presents the final model run outputs for AQ and Noise. 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. This work remains in progress and an update will be shared with STIG members for comment at the next STIG meeting.

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 we have published the Response to Consultation Report and Response to Issues Raised report, culminating in the final Consultation Report (see Communications update above).

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 01 November 2022 and circulated to STIG members after the November STIG meeting. A short-list was drawn up based on a further set of agreed metrics and was shared at the February 2023 STIG meeting.

Dedicated borough meetings have been subsequently held with those affected boroughs in February and March and engagement remains ongoing with those boroughs on the scope of any work proposed at those locations, including where traffic signal adjustments are planned.

The next step is for the reporting on the refreshed assessment to be finalised which will be followed by further engagement with the affected boroughs ahead of the required submission to the Secretary of State which will set out the scope of this local highway mitigation and a record of the consultation held on this with affected authorities.

Monitoring of scheme impacts

Once operational the scheme's effects 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 on 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.

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.

Further locations flagged on the long-list as part of the refreshed assessment exercise will be considered for adding to the monitoring programme following further discussion with relevant boroughs.

Once these have been added, reporting that collates the latest traffic monitoring data will begin, and the plan for this reporting will be shared with STIG members at the next STIG meeting.

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 will include data collected from our network of 38 AQ monitoring locations as well as selected local authority data. The report will 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 later 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

25.05.2023

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 7 – 03 November 2022

- Refreshed Assessment update on: traffic modelling, air quality modelling ✓
- Cross-river bus network 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 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 – 25 May 2023

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

Meeting 6 – 16 June 2022

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

Meeting 10 – Sep 2023 (exact date tbc)

- Secretary of State submission – Scheme of Mitigation review
- UCAF and user charge policy
- Environmental compliance update

