

<b>Meeting Title:</b>	Silvertown Tunnel Implementation Group
<b>Date &amp; Time:</b>	28 January 2021, 1100-1230
<b>Location:</b>	Virtual meeting hosted on MS Teams

## 1. Introductions and welcome

Attendees were welcomed to the second meeting of the Silvertown Tunnel Implementation Group (STIG).

### Attendees:

Organisation	Attendee	Organisation	Attendee
TfL	Andrew Lunt	City of London	Bruce McVean
TfL	Matthew Yates	Barking & Dagenham	Perri Gentry
TfL	Billy Parr	Bexley	David Freestone
TfL	Chris Frost	Greenwich	Ryan Bunce
TfL	Chris Lynch	Greenwich	Bob Bennett
TfL	Claire Cheriyan	Hackney	Tyler Linton
TfL	Nick Stockman	Lewisham	Alexander Crush
TfL	Chris Hemmingsley	Newham	Murray Woodburn
TfL	Charles Buckingham	Redbridge	Rogan Keown
TfL	Jessica Clift	Redbridge	Luke Drysdale
TfL	Ana Ferreira	Tower Hamlets	Jack Ettinger
Jacobs	Elena Golovenko	Waltham Forest	Neil Bullen
GLA	Tim Aldham	Highways England	Amelia Yeodal
GLA	Stephen Inch	Highways England	John Nicholas

### Apologies:

Organisation	Attendee	Organisation	Attendee
Bromley	Angus Culverwell	Southwark	Sally Crew
Hackney	Andy Cunningham	-	-

## 2. Review of actions from previous meeting

All actions from the first meeting held on 24 September 2020 were noted as completed, namely:

- a) All bodies have confirmed their nominated STIG representatives
- b) Consideration of potential chairperson – discussed under agenda item 3
- c) LB Southwark added to record of decision template and further details to be provided on proposed process – discuss under agenda item 4
- d) A STIG specific Microsoft Teams channel has been created. Meetings will be hosted and meeting papers made available on this channel.
- e) The agenda and papers (including a forward meeting planner) were circulated ahead of the meeting
- f) Helen Wright (Head of Silvertown Tunnel delivery, TfL) had been invited and was in attendance at the meeting
- g) TfL met with LB Hackney on 27 November 2020 to discuss monitoring proposals
- h) The air quality monitoring briefing note was recirculated after the meeting
- i) The obligations tracker and forward meeting planner had both been updated and circulated ahead of the meeting

## 3. Terms of Reference

An updated Terms of Reference for the group was circulated ahead of the meeting, now including the STIG representatives put forward by each body. The Terms of Reference will be kept under review and updated from time to time as necessary.

### a. Election of chairperson

As discussed at the previous meeting, Article 66 (sub-section 7) of the Silvertown Tunnel Order (DCO) 2018 notes that STIG should be chaired by a representative elected by STIG members. TfL put forward Andrew Lunt as the proposed chairperson but was open for the group to nominate an alternative chair, and attendees were invited to consider alternative chairpersons for discussion. As no alternative chairperson was put forward the group agreed that Andrew Lunt would chair the group going forward until such point that an alternative chairperson was agreed.

### b. Meeting agendas

It was noted that an item covering Safety, Health & Environment (SHE) matters had been included on the list of standing agenda items included in the Terms of Reference but not discussed to date. It was agreed that this item would be added to the agenda for future meetings.

<p><b>ACTION:</b> TfL to include a standing agenda item for Safety, Health and Environment matters for future meetings.</p>
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#### 4. Recording of decisions made

Building on discussion at the previous meeting about how decisions made by TfL on matters on which engagement with STIG is required (as set out in Article 66 sub-section 6 of the DCO), a proposal for recording decisions was circulated for consideration. The proposed process would have five steps:

- Step 1 – TfL brings the matter to a STIG meeting for discussion
- Step 2 – Where necessary, separate meetings are held with STIG members (either before or after the STIG meeting) and/or further information is exchange in response to queries raised
- Step 3 – TfL will complete parts A, B and C of the ‘record of decision’ form, summarising the consultation that has been undertaken and the comments / recommendations / representations that have been received from STIG members
- Step 4 – The form will be circulated to STIG members for review, for the purpose of confirming that comments have been satisfactorily summarised. STIG members will be invited to comment on the form.
- Step 5 – TfL will complete the form where necessary and complete Part D, explaining the decision that has been made. The completed form will be circulated to STIG members.

A part completed form (with parts A, B and C completed) for air quality monitoring was presented, to help demonstrate how the process could work.

LB Newham welcomed the opportunity to review TfL’s summation of comments made by STIG members, but asked what recourse was possible in the event of a STIG member not supporting a decision made by TfL on a given matter. TfL responded that whilst the decision rested with TfL, it was obliged to explain how the comments received have been taken into account in arriving at a decision. TfL proposed adding a sixth step to the process, whereby STIG members could record their view on the decision once taken. It was agreed that the record of decision forms would be added to MS Teams, with email reminders sent when the forms are uploaded or updates are made to the forms.

**ACTION:** STIG members to provide any comments on Part C of the air quality monitoring decision form (summary of STIG members’ views) by 5 March 2021.

**ACTION:** TfL to add a sixth step to the process for recording decisions so that STIG members have the opportunity to comment on the decision made.

#### 5. Project update

##### a. General project update

TfL provided an update on current scheme progress. Riverlinx are continuing to develop the scheme design and good progress is being made on land acquisition and site assembly. Early enabling activities are being undertaken and an order for the tunnel boring machine has been placed.

The GLA representative noted that Non-Road Mobile Machinery (NRMM) being used in connection with the project's construction should be compliant with emission standards and asked TfL to confirm that this would be the case.

**ACTION:** TfL to confirm NRMM being used on the scheme's construction will be compliant with the relevant emission standards.

## **b. Monitoring & Mitigation Strategy update**

A recap of the MMS was provided. The MMS will comprise two main aspects; a refreshed assessment of the scheme's operational impacts prior to tunnel opening, and monitoring of the actual impacts of the scheme once operational. The work has been broken down into five 'Lots' and suppliers had been appointed to support with the delivery of Lots A-C.

A brief update of progress made on each Lot was provided.

**Lot A** (traffic modelling and development of mitigation) – a review of TfL's recently-launched strategic transport model (MoTiON) is underway to identify any changes required specifically for use as part of the refreshed assessment. The updated base model (2019) should be completed in May 2021. The data that is required to update local models is currently being assimilated. A detailed update on the proposed modelling for the refreshed assessment, including the use of the MoTiON model, was provided under agenda item 6.

**Lot B** (environmental modelling and monitoring) – three continuous NO<sub>2</sub> air quality monitoring stations were installed and commissioned at the end of 2019. In parallel diffusion tube monitoring commenced at 29 sites, across five boroughs. It is planned that the data collected will be made available as part of the London Air Quality Network. The scope for the refreshed assessment of the scheme's environmental impacts is currently being developed.

**Lot C** (socio economic monitoring) – secondary baseline data analysis is now underway, drawing on a number of different secondary sources. The original intention was to undertake the first pre-opening residents and business survey in Spring 2021, however this has now been deferred until Autumn 2021 due to the current Covid-19 restrictions.

**Lot D** (traffic monitoring) – work is currently underway to review the traffic monitoring locations and consider options for collecting the data required. The monitoring locations will be discussed with STIG in due course.

A question was asked about how the impacts of the Covid-19 pandemic on traffic volumes would be taken into account in the monitoring programme. TfL responded that at least three years' of monitoring would be undertaken prior to scheme opening, which should enable a representative baseline to be collected. Traffic and air quality data collected prior to 2020, albeit not specifically in connection with the scheme, could also be considered if necessary if conditions remain atypical for a sustained period prior to scheme opening.

## 6. Approach to strategic transport modelling

Nick Stockman (TfL) and Elena Golovenko (Jacobs, Lot A supplier) provided an update on the proposed approach to strategic transport modelling, with reference to the paper that was circulated in advance of the meeting. Since the modelling completed for the DCO application, TfL has developed a new **Model of Travel in London (MoTiON)** which incorporates a number of innovations and provides a number of advantages compared to previous modelling tools including:

- More comprehensive understanding of existing trips, through the use of big data
- Greater level of person segmentation, to improve understanding of the scheme on various population groups
- Improved modelling of bus travel, to provide a better understanding of the impact of the cross-river bus services that will be provided in connection with the scheme
- Improved representation of road user charges, including area-based charges such as ULEZ
- Greater ability to model uncertainty

The adoption of MoTiON forms the most significant part of the update to the modelling for the refreshed assessment. In addition, a 2019 base year is being developed specially for the refreshed assessment, and a 2024 forecast year will be used to reflect the earliest possible scheme opening year. The modelling work will also consider TfL's ongoing forecasting work regarding the impacts of Covid-19 on travel behavior, drawing on work and scenario testing undertaken by TfL since the start of the pandemic. The strategic and local highway models will also be better integrated, both being within the scope of the same Lot A commission.

**POST MEETING NOTE:** Further information on TfL's approach to analyzing the impacts of Covid-19 on travel demand in London can be found in Chapter 10 of the Travel in London report 13, available here: <https://content.tfl.gov.uk/travel-in-london-report-13.pdf>

The comparability of the outputs from the updated modelling was discussed. It was noted that whilst the models used would be different, the outputs would generally be the same or similar and hence comparable with the previous outputs reported within the documents submitted in support of the DCO application. Explaining how the outputs compare with those previously reported will be a key part of the reporting the results of the refreshed assessment.

A question was asked around visibility of technical reports (e.g. modelling validation reports) and TfL agreed this could be made available to STIG members. RB Greenwich noted that it would be important to ensure that the outputs from the modelling were accessible to non-modellers, so that the key messages and conclusions could be understood.

**ACTION:** TfL to consider how best to make technical reports completed as part of the MMS workstreams available to STIG members. Consideration also needs to be given to how information can be made accessible to a non-technical audience.

## **7. Other relevant updates**

STIG members were invited to provide any relevant updates to TfL and other STIG members outside of the meeting via email due to insufficient time for discussion at the meeting.

## **8. DCO obligations, forward meeting planner and next steps**

It was noted that an updated copy of the DCO obligations tracker had been circulated prior to the meeting, together with a forward meeting planner. Updated versions of both of these documents would be provided to STIG members to help keep track of upcoming activity and stored in the STIG MS Teams site.

TfL proposed that the next meeting be held on 27 May 2021. A meeting invitation would be circulated in due course.