

<b>Meeting Title:</b>	Silvertown Tunnel Implementation Group – no. 07
<b>Date &amp; Time:</b>	03 November 2022, 0930-1130
<b>Location:</b>	Virtual meeting hosted on MS Teams

## 1. Introductions and welcome

Attendees were welcomed to the seventh meeting of the Silvertown Tunnel Implementation Group (STIG). **Attendees (37no.).**

Organisation	Attendee	Organisation	Attendee
TfL	Andrew Lunt	Jacobs	Elena Golovenko
TfL	Helen Wright	Jacobs	Jonathan Hale
TfL	Matthew Yates	Jacobs	Charles Freeman
TfL	Kelly Lamb	Aecom	Anna Savage
TfL	Chris Frost	Steer	Simon Hollowood
TfL	Chris Lynch	Barking & Dagenham	John Hunter
TfL	Laura Georgescu	Barking & Dagenham	Lucy Foreman
TfL	Maresa Donagh	Bexley	David Freestone
TfL	Nick Stockman	City of London	Bruce McVean
TfL	Daniel Hornshaw	Greenwich	Ryan Bunce
TfL	Alexander Clewes	Greenwich	Bob Bennett
TfL	David Korzeniowski	Hackney	Tyler Linton
TfL	Seren Dussuyer	Newham	Murray Woodburn
TfL	Jessica Clift	Newham	Nick Marks
TfL	Rebekah Murray	Redbridge	Rogan Keown
TfL	Mason Moss	Tower Hamlets	Jack Ettinger
TfL	Jack Ross	Tower Hamlets	Robert Morton
GLA	Sam Barnard	Waltham Forest	Jack Owen
GLA	Stephen Inch		

## Apologies:

Organisation	Attendee	Organisation	Attendee
Bromley	Angus Culverwell	National Highways	John Nicholas
Lewisham	Christian Muncey	National Highways	Whitney Gee
Southwark	Tim Long		

## 2. Review of actions from previous meeting

Most actions from the previous meeting held on 16 June 2022 were noted as having been completed, with the exception of those provided below that remained outstanding. Several of the actions are ongoing such as the update to the status of the borough traffic junctions.

**ACTION:** TfL to review SHE KPIs provided in presentation slide deck and consider whether more detail can be provided as requested by STIG members.

**ACTION:** LB Newham (MW) to provide North Woolwich Road refreshed design / delivery programme to TfL once this is further updated in response to GLA funding announcement.

## 3. Diversity & Inclusion

Andrew Lunt (AL) explained TfL is on a drive to become a more inclusive and anti-racist organisation and there is a commitment to continue to talk about this within TfL, including taking time to talk about safety. A few minutes were spent discussing this and AL invited attendees to raise any borough initiatives in this area at future meetings.

AL noted it is Islamophobia awareness month in November referring to a lot of negative stereotypes that need to be challenged, given the mixed communities TfL serves in London, and that there were numerous opportunities within TfL to further recognise this.

## 4. Safety, Health and Environment

Members were invited to provide any updates on safety, health and environment (SHE) related matters.

AL explained that in light of the generic statistics provided last time, he had invited the programme manager Helen Wright to attend the meeting to further discuss the projects's SHE record.

HW explained that there were typically 850 construction workers on-site and 150,000 hours worked per four-week period and that the sites are very well managed. However, there was a significant incident recently when a fire broke out on the high angle conveyor that brings spoil from the tunnel boring machine (TBM) level to ground level. Smoke was visible about 22:15 and flames shortly afterwards. The fire was extinguished by the London Fire Brigade (LFB) some 20 minutes after starting. There were no injuries and everybody was evacuated from the TBM without issue.

The LFB is consequently undertaking a report that is scheduled to be received in the next two weeks. Riverlinx (RLX) has completed their lessons learned and put in place further safety procedures and checks. The cause was considered to be either flood lighting or hot works from earlier in the day. RLX concluded flood lighting wasn't the cause but the hot works. A number of lessons were learned and actions agreed. The hot works procedure had been updated with associated fire watch procedure improved. Recently increased site supervision has made a significant difference in the last couple of weeks.

The Health & Safety Executive (HSE) came to site on 21 October and highlighted good practices and consequently an Action Plan was put in place. HSE actions included people and plant interface and lifting improvements, increased use of traffic marshals and introducing alternative best practice procedures, for instance improving procedures for conveyor use.

Murray Woodburn (MW) reiterated that the accident and near miss statistics from the previous meeting were not sufficient and considered the June meeting action was to cover this at a subsequent meeting. HW acknowledged that statistics don't give the necessary information the boroughs are looking for. MW elaborated that the near miss and serious injury statistics would be helpful, noting the serious incident that had recently occurred.

**ACTION:** HW to review what health and safety statistics could be shared with the STIG group.

## 5. Project update

An updated STIG progress report was circulated as part of the papers for the meeting and has been uploaded to the TfL STIG webpage. A summary of key points was provided, which included the following:

**Construction & Design** - on the north side the TBM has bored 90m of tunnel to date and installed around 45 rings. The cutter head tools were in the process of being changed before boring under the river recommences. Piling for the cut and cover and for the portal building had started and utilities works were ongoing along with river wall strengthening and reconstruction works. On the south-side the rotation chamber excavation had been completed. Starting to undertake temporary works to facilitate the TBM rotation on the south side of the river. Works had also started on the A102 with temporary traffic management now installed. Piling for cut and cover and south portal building works were also underway.

**Communications** - Air Quality monitoring report for first year of monitoring circulated to STIG members, political stakeholders and published on the TfL website. There had been quite a lot of work on road closures due to the commencement of highway works on the A102. Community Liaison Group meetings are developing well and there had been cycling engagement with user groups in relation to the proposed Boord Street pedestrian and cycle bridge design. Finally, the bus consultation is planned to launch in November - see associated update as separate agenda item.

**Refreshed Assessment** - see highlights below most of which are covered in more detail in the meeting agenda.

**Environmental modelling** - good progress regarding Air Quality modelling workstream where the first model run is now complete. More detailed update on progress is included at the associated main agenda item.

**Traffic modelling** - traffic monitoring locations to be shared and further finalised following Refreshed Assessment conclusions on the scheme of mitigation.

**Traffic mitigation measures** – the Refreshed Assessment work will inform our Scheme of Mitigation submission to the Secretary of State next year. Based on previously shared methodology at the STIG meeting in January, and the long-listing workshop in early November, the project team is continuing to develop the short-list of locations on the network that may need further mitigation investigation.

**Bus network planning** – further progress made in collaboration with the boroughs, with several borough officers at this meeting involved in previous bus network development working groups. More detailed update on progress is included at the associated main agenda item.

**Monitoring** – (a) Traffic: traffic monitoring electronic sensors were installed in April 2022 and data continues to be collected. TfL is now finalising the web-based platform that will make the raw data available to STIG members and this will be shared shortly; (b) Air quality: later agenda item covers the base year monitoring data results for 2021; and (c) Socio-economic: business and residents primary research surveys now completed and later agenda item covers the survey year one results.

<b>ACTION:</b> TfL would again welcome feedback on the update report from STIG members.
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## 6. Traffic modelling update (TfL/ Jacobs)

**Elena Golovenko (EG)** of consultants Jacobs/ SWECO (Lot A) provided a transport modelling update via the presentation pack, with the following presentation overview.

EG explained that the modelling results should be treated as interim results as there is further work to do in developing and refining the traffic model in response to the emerging scheme of mitigation development work. Scheme Assessment (SA) definitions were provided together with an update on each of the strategic (MoTiON) and local (VISSIM) modelling workstreams. In summary the initial traffic model forecast results provide assurance that the DCO user charge regime can manage levels of traffic demand and deliver on the project objectives.

Revised opening year bus network modelled in SA02 represents better value for money where despite a reduced opening year bus frequency there was no material change in passenger demand, resulting in higher passenger occupancy levels per bus.

User charge sensitivity tests have been undertaken for charges 20% higher and lower than the DCO stage user charge (core scenario). Intuitively as the charge increases the Silvertown and Blackwall tunnel corridor becomes less attractive with alternative crossings attracting higher demand, e.g Rotherhithe tunnel. Model forecasts for a lower charge indicate higher levels of traffic on the Silvertown and Blackwall tunnel corridor translating into more locations close to the tunnel that might require local highway mitigation measures.

Current monitoring locations are illustrated at slide 22 of the slide pack and TfL will consider further suggestions from boroughs for monitoring locations that don't currently feature in the plan.

<b>ACTION:</b> detailed zoomed-in maps by borough showing the long-list of flagged locations to be provided to STIG members for review of their respective area.
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Proposed short-listing criteria will be applied to the strategic and local modelling outputs that were previously discussed at the long-listing workshop with the boroughs to identify those locations that require more detailed assessment in determining whether pre-opening mitigation is required.

**Ryan Bunce (RBG)** commented that the sensitivity analysis was interesting and the user charge seems to be at a reasonable level, and suggested it would be useful to see the incremental modelled differences between the DCO charge test and each of the user charge sensitivity tests, as this question is likely to be raised.

**ACTION:** TfL to provide a comparison between DCO charge tests and user charge sensitivity tests.

**Murray Woodburn (LBN)** sought clarification regarding Reference Case vs SA01 and SA02. With the additional 900 trips identified, could TfL explain where they are coming from, and whether these are displaced or constrained (induced) trips released with the additional capacity. Jon Hale (JH - Jacobs) responded that much of it is a reassignment within the model, with a negligible change in total car trips. MW also requested a breakdown of the change in trips by vehicle type.

**ACTION:** TfL to provide how the c900 peak hour vehicle increase in AM northbound direction is broken down by vehicle type.

MW sought clarification on whether the user charge was being considered based on peak direction. JH confirmed that no sensitivity tests had been done based on increasing differential direction charging, such as increasing tolls when peak demand is evident. Chris Lynch (CL - TfL) further clarified that DCO assumptions had been carried through into the current refreshed assessment modelling work that includes peak directional tolls for the morning and evening peak periods, and that the associated results demonstrate this assumption is working well and also with the +/-20%. TfL can look at a higher tidal and peak differential charges when the scheme of mitigation starts to evolve.

## **7. Air Quality modelling update (TfL/ AECOM)**

Anna Savage (AS) of consultants Aecom (Lot B) provided an update presentation on the base year monitoring and early-stage modelling work. The air quality key headlines were as follows:

- a) Air Quality is improving across London - NO<sub>2</sub> levels are generally decreasing and this can be attributed to schemes such as ULEZ and improvements to vehicles, including greater use of electric vehicles and increasing numbers of euro-compliant vehicles.
- b) In 2021, Silvertown baseline monitoring showed that out of 38 monitored sites, 35 monitoring locations had annual mean values below the annual mean objective of 40 µg/m<sup>3</sup>.
- c) Total of three sites had annual concentrations recorded above 40 µg/m<sup>3</sup> and these were away from the Scheme at Blackheath Hill (Greenwich), Douglas Road (Newham) and East India Dock Road (Tower Hamlets).

- d) All three Continuous Monitoring stations recorded annual mean values well below the NO2 AQS objective.
- e) Refreshed Assessment is following the Design Manual for Roads and Bridges (DMRB) methodology and a review of the DMRB long-term trend (LTT) against baseline data found that LTT is unrealistically conservative to apply to the updated AQ model outputs.
- f) Emerging model outputs show that when compared to the DCO Environmental Statement, there are no significant effects reported in the first refreshed assessment run.
- g) The number of sensitive receptors that may experience a worsening of AQ levels has reduced to zero compared to six in the Environmental Statement.
- h) Next steps include further model runs and sensitivity testing in the coming months with the final model run planned for Spring 2023. The final outputs will form part of the Compliance Assessment Report and the SoS submission later in the year.

**Bob Bennett (RBG)** asked whether the improved air quality monitoring results has occurred since the DCO stage. AS explained that the monitoring data demonstrates that emissions had reduced, and it is likely this is principally because of the ULEZ introduction and associated fleet improvements. Vehicles are much cleaner and the reality is that emissions could come down further in the future.

**Stephen Inch (GLA)** asked whether the Rotherhithe tunnel is in the model. JH (Jacobs/SWECO) explained that through the screening process using the DMRB method it falls just under the 1,000 vehicle trips per day Annual Average Daily Traffic (AADT) flow change, therefore doesn't feature in the air quality modelling Affected Road Network (ARN). This AADT data around Rotherhithe tunnel will be reviewed when the user charge sensitivity tests are run through the AQ model.

## 8. Bus network planning update (TfL)

Laura Georgescu provided an update on the recent engagement on the cross-river bus network, the support shared by the group at the Buses Working Group (October 2022) which included several members of STIG and the plans for the public consultation.

**Ryan Bunce (RBG)** stated that borough members were now getting quite interested in light of the bus consultation starting imminently, and consequently Cabinet members would like a formal briefing on the consultation.

**ACTION:** AL to liaise with Project Communications Specialist (Maresa Donagh) regarding providing briefings to borough members on proposed bus network during early stages of public consultation.

**ACTION:** TfL agreed to report back on the cross-river bus network public consultation on the three routes at a future meeting. **[POST MEETING NOTE: consultation launched on 16-Nov-2022 and will run for eight weeks until 11-Jan-2023].**

## 9. Socio-economic monitoring update (TfL/ Steer/ Arcadis)

**Simon Hollowood (SH - Steer)** made a presentation summarising the combined year 1 survey report, including the desktop analysis and results from the first wave of business and residents' surveys, that had been previously circulated to the STIG members and is available through the TfL website (<https://content.tfl.gov.uk/stt-socio-economic-year-1-combined-report-2021.pdf>)

**Stephen Inch (GLA)** commented it was a really interesting piece of work and a good run through the first survey wave. SI queried how this work feeds into some of the other MMS analysis that is being produced such as the air quality modelling. Explaining further that the GLA is interested in understanding the impacts on social inequalities etc. and requested that consideration is given to the socio-economic results being overlaid on the air quality modelling outputs and the index of multiple deprivation mapped areas. Key question being is the project benefitting areas of multiple-deprivation.

SH explained that a trend analysis from future surveys would be provided to show the profile in how local businesses and residents perceive the tunnel. Jessica Clift confirmed that the socio-economic work will be fed into other workstreams.

**ACTION:** TfL to consider attempting to overlay future socio-economic monitoring (Lot C) survey wave results with the air quality modelling (Lot B) results from autumn/ winter 2023.

## 10. Other relevant updates

**Ryan Bunce (RBG)** explained that TfL bus options consultation results would need further discussion with RB Greenwich given their new Greenwich Transport Strategy has just been adopted.

**ACTION:** TfL to include agenda item on bus consultation results in Forward Meeting Planner for May-23 STIG meeting.

**ACTION:** TfL to ensure bus consultation results are formally presented at a future STIG meeting or technical working group session.

## 11. Obligations and forward meeting planner

Updated obligations tracker was shared with STIG members in the pre-meeting material. TfL continues to monitor these DCO obligations by regularly ensuring that we are sharing all relevant information and data we need with STIG members via this forum. The tracker provides evidence that TfL continues to follow the processes and policies set out in the Monitoring and Mitigation Strategy, Bus Strategy, Charging Policy and Procedures documents, plus the relevant schedules in the DCO itself. As such it ensures that obligations are not missed and hopefully provides STIG members with assurance that we are meeting our MMS requirements.

The tracker will continue to be updated as the project progresses.

## **12. Next steps and AOB**

The forward meeting planner was circulated with the pre-meeting material. Future meetings tentatively scheduled for January / February 2023 and May 2023 will continue to have busy agendas, so these meetings will continue to be scheduled for two hours.