

Meeting Title:	Silvertown Tunnel Implementation Group
Date & Time:	27 May 2021, 0930-1130
Location:	Virtual meeting hosted on MS Teams

1. Introductions and welcome

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

Attendees:

Organisation	Attendee	Organisation	Attendee
TfL	Andrew Lunt	Aecom (Lot B)	Martin Birt
TfL	Matthew Yates	Arcadis (Lot C)	Alison Powell
TfL	Billy Parr	Steer (Lot C)	Fred Beltrandi
TfL	Chris Frost	GLA	Stephen Inch
TfL	Chris Lynch	GLA	Sam Barnard
TfL	Chris Hemmingsley	Bexley	Rhoda Hayashi
TfL	Seren Dussuyer	Greenwich	Bob Bennett
TfL	Charles Buckingham	Greenwich	Mario Lecordier
TfL	Jessica Clift	Lewisham	Alexander Crush
TfL	Maresa Donagh	Redbridge	Rogan Keown
TfL	Ashley Turner	Southwark	Sally Crew
TfL	Nicola Franks	Tower Hamlets	Jack Ettinger
		Highways England	John Nicholas

Apologies:

Organisation	Attendee	Organisation	Attendee
Barking & Dagenham	Perri Gentry	Bexley	David Freestone
Bromley	Angus Culverwell	City of London	Bruce McVean
Greenwich	Ryan Bunce	Hackney	Andy Cunningham
Hackney	Tyler Linton	Newham	Murray Woodburn
Redbridge	Luke Drysdale	Waltham Forest	Neil Bullen
Highways England	Amelia Yeodal		

2. Review of actions from previous meeting

Actions from the previous meeting held on 28 January 2021 were reviewed and noted as having been completed. The following updates were provided:

Recording decisions made – a sixth step (part E) has been added to the proposed 'Record of Decision' form to enable STIG members to comment on any decision made. A part completed form on air quality monitoring was circulated to STIG members on 21 May 2021 with the meeting papers. STIG members were invited to provide any comments they wished to make in relation to this. TfL explained that once forms had been completed the intention was to add them to the STIG page on the TfL website.

ACTION: STIG members to provide any comments they would like recorded on part E of the air quality monitoring decision form by 30 June 2021.

Non-Road Mobile Machinery (NRMM) – in response to a question asked at the last meeting regarding NRMM compliance, TfL confirmed that all NRMM used on site is compliant with NRMM standards. In the quarter January 2021 to March 2021 Riverlinx had 24 pieces of NRMM arrive on site all of which met or exceeded the latest relevant emissions standard. Of those, one piece of kit was Stage V. Most recently the first hybrid excavator has arrived on site and this has delivered excellent fuel efficiency during its first two weeks of use.

Impacts of Covid-19 on travel demand – following the update provided at the last meeting, STIG members were signposted to Chapter 10 of Travel in London report 13 for a general overview of TfL's approach. It was requested that a further update on assumptions regarding future travel behaviour be provided at a future meeting.

ACTION: Further update on assumptions regarding the impacts of the Covid-19 pandemic on future travel behaviour to be provided at a future meeting.

Making information available – following discussion at the last meeting about how TfL could best make technical information relating to STIG workstreams available and accessible to STIG members, TfL proposed the following approach:

- a) Technical reports produced in connection with the workstream will include executive summaries / non-technical summaries as appropriate
- b) Where discussion / consultation on technical issues is required, we will introduce these as a specific agenda item at a STIG meeting where possible, with appropriate supporting information provided as necessary
- c) Further breakout discussions will be offered to STIG members on specific issues if needed (e.g. if a STIG member/s have further queries following discussion at a STIG meeting)

This approach was deemed by the group to be appropriate, and it was noted this could be kept under review.

3. Safety, Health and Environment

Members were invited to provide any updates on SHE related matters. Andrew Lunt (TfL) reflected that safety should be a key focus in everything we do and noted that the installation of the air quality monitoring in connection with the project had required TfL's contractors to

complete health and safety related training. This training initially seemed unnecessary but may have been invaluable for another activity. This should encourage us all to think carefully about the specific risks for specific work activities, even where they might seem quite typical and low-risk, and provide targeted training for the task at hand in order not to trivialise or create a generic view on certain risks.

Stephen Inch (GLA) noted that eye strain was becoming increasingly prevalent with people spending long periods of the day looking at a screen when working remotely. As the meeting was two hours in length a short break was held part way through in acknowledgement of this.

4. Project update

For this meeting TfL produced a STIG specific update report which was circulated as part of the papers for the meeting. The report is intended to provide an overview of progress on the matters that are relevant to STIG, and also includes a brief update on the general progress of the project for information. It was noted that if STIG members find it useful similar reports can be provided for future meetings.

A brief summary of key points was provided, which included the following:

- Good progress is being made on early enabling works on site, and piling for the launch chambers for the tunnel boring machine (TBM) is now more than 60% complete. TBM manufacture has commenced.
- Additional traffic counts are planned across the study area in June to enable the development of updated microsimulation and local traffic models.
- Initial work has begun on establishing the user charging technical requirements and approach to planning the future cross-river bus network. STIG members are invited to share any suggested changes to the bus network and it was noted that a discussion on the approach to bus planning was proposed ahead of the next STIG meeting.
- The data collected from the three air quality continuous monitoring stations installed in late 2020 is now available via the London Air Quality Network (<https://www.londonair.org.uk>)
- Consideration is currently being given to the best way of making information collected through the monitoring programme available.

STIG members agreed that it would be useful to have a focused discussion on bus network planning. RB Greenwich noted that it was particularly helpful to include hyperlinks to the documents most relevant to STIG within the report and asked that this be repeated for future reports.

ACTION: TfL to include hyperlinks to relevant documents in future STIG update reports.

5. Scope of environmental compliance assessment

Seren Dussuyer (TfL) and Martin Birt (AECOM) provided an update on the proposed scope of the environmental compliance assessment (Lot B). Policy 10 of the Charging Policy states that *'TfL will set the initial charges at a level and subject to conditions so that the Scheme in operation is not likely to give rise to materially new or materially different environmental effects to those reported in the Environmental Statement (ES).'* As part of the Refreshed Assessment

of scheme impacts a compliance assessment is proposed as a means of ensuring this policy is met and evidenced as such.

A scoping note has been produced which sets out which topics, and the specific matters within those topics, that are proposed for inclusion within the compliance assessment. It was stressed that the scoping note does not seek to update or replace the scoping note that was produced for the scheme's Environmental Impact Assessment, and nor will the compliance assessment replace or supersede the ES. The 'significance' of effects will generally be determined by reference to the Design Manual for Roads and Bridges significance ratings, and to allow consistency of the Refreshed Assessment with the ES, the same methods of assessment will be adopted as previously utilised.

ACTION: Environmental compliance assessment scoping note to be circulated to STIG members.

6. Approach to socio-economic monitoring

Alison Powell (Arcadis) and Steer (Fred Beltrandi) provided an update on the proposed scope of socio-economic monitoring (Lot C). It was noted that one of the major strands of the Monitoring and Mitigation Strategy (MMS) is to monitor socio-economic change within the project's area of influence and discern specific impacts arising from the project. The monitoring will include both primary and secondary research, with three years' data collected pre-opening and at least three years' data post opening.

The data collection will commence in 2021, with a pause in 2022 before the second wave of research is undertaken in 2023 and the third in 2024. This will allow for a longer span of baseline data to be collected.

The primary research will include 1,000 face-to-face surveys with people living within the study area, with surveys to be collected in line with any guidance in place at the time on social distancing. For the first year the annual research with businesses will entail telephone surveys of 300 businesses in the study area and up to four focus groups enabling more detailed discussion of some of the themes and issues to emerge from the surveys. This is a change from the MMS, which envisaged 500 business surveys only, because it is considered the focus groups will enable a richer understanding to be gained on factors that are important to local businesses and the effects of the project on businesses. RB Greenwich asked if the proposed survey questions would be shared with STIG prior to the first survey wave being undertaken and it was agreed that this was possible.

ACTION: Proposed socio-economic survey questions to be shared with STIG members prior to first survey wave.

An overview of the socio-economic secondary data analysis that has been collected in the study area to date was provided, which included economic, social and travel-related datasets. This overview drew on the first secondary baseline report which has been made available to STIG members for reference. LB Southwark noted the importance of ensuring the samples collected were representative and Arcadis agreed the approach to this would be set out in due course.

Stephen Inch (GLA) asked how synergies across the various strands of the monitoring programme were being taken into account. Arcadis agreed this was important and TfL confirmed that synergies were actively being considered, with one recent example being the plotting of the proposed air quality monitoring locations onto a map of deprivation prior to confirmation of the monitoring sites to ensure sufficient coverage across the most deprived areas.

ACTION: Map of air quality monitoring locations and areas of deprivation to be shared with STIG members.

7. Traffic monitoring proposals

Nicola Franks (TfL) provided an update on the proposed traffic monitoring that will be undertaken in connection with the MMS (Lot D). The majority of monitoring will be undertaken by TfL in-house using existing technology, supplemented by additional monitoring where necessary to ensure good coverage across the scheme's expected area of influence. The principal metrics that will be monitored are traffic flows and journey times, with other metrics to include bus and rail data, road safety and travel behaviour. A bespoke survey methodology is likely to be required for the Woolwich Ferry.

ACTION: TfL to share proposed Woolwich Ferry survey methodology with LB Newham and RB Greenwich.

Monitoring technology has moved on considerably since the MMS was produced (2016), and TfL is planning to procure a number of video analytic sensors which will be installed at key locations to provide a detailed understanding of traffic flows and changes over time. Options for making the data collected available to STIG members are currently being considered and could include the use of TfL's Surface Playbook platform.

RB Greenwich asked if STIG would be provided with a list of specific monitoring locations and TfL confirmed that this is the intention. The possibility of agreeing additional monitoring locations was also raised and TfL confirmed that it may be possible to supplement the monitoring with additional monitoring data collected by the local authorities. It was noted that in some cases approval / permits for the installation of monitoring equipment could be required from local highway authorities.

ACTION: List of proposed traffic monitoring locations to be circulated to STIG members when available.

It is planned that Silvertown focused data collection will commence in late 2021 to provide a representative baseline before scheme opening, and continue for at least three years post opening.

8. Other relevant updates

STIG members were invited to share any other updates with the group. The GLA confirmed that following the Mayoral election the ULEZ expansion will take place as planned on 25 October 2021. It was noted that the impacts of this and any other potential user charging initiatives such

as a Greater London Boundary Charge would need to be duly taken into account when the user charges for the Blackwall and Silvertown tunnels are determined. Boroughs were also reminded of the Breathe London project that was being delivered by the GLA and Imperial College London and boroughs were encouraged to think about how they could benefit from this project.

Other major changes to the highway network since the previous modelling work was undertaken would also need to be taken into account as part of the Refreshed Assessment workstream, and STIG members would be invited to contribute to this process in due course. It was requested that details of the proposed highway changes to be incorporated into the modelling be shared with STIG members in due course.

<p>ACTION: Details of highway network changes that will be incorporated into traffic modelling to be shared with STIG members.</p>

9. Obligations and forward meeting planner

An updated version of the obligations tracker was circulated as part of the meeting papers. The tracker will continue to be updated as the project progresses. Chris Lynch (TfL) explained that of the approximately 75 DCO obligations of relevance to STIG, one had been completed, 20 were underway and the rest have yet to commence.

The forward meeting planner was also circulated with the meeting papers. Any suggestions for future agenda items are welcome. It is planned that meetings will be held at four-month intervals, with the next planned for 30 September 2021.