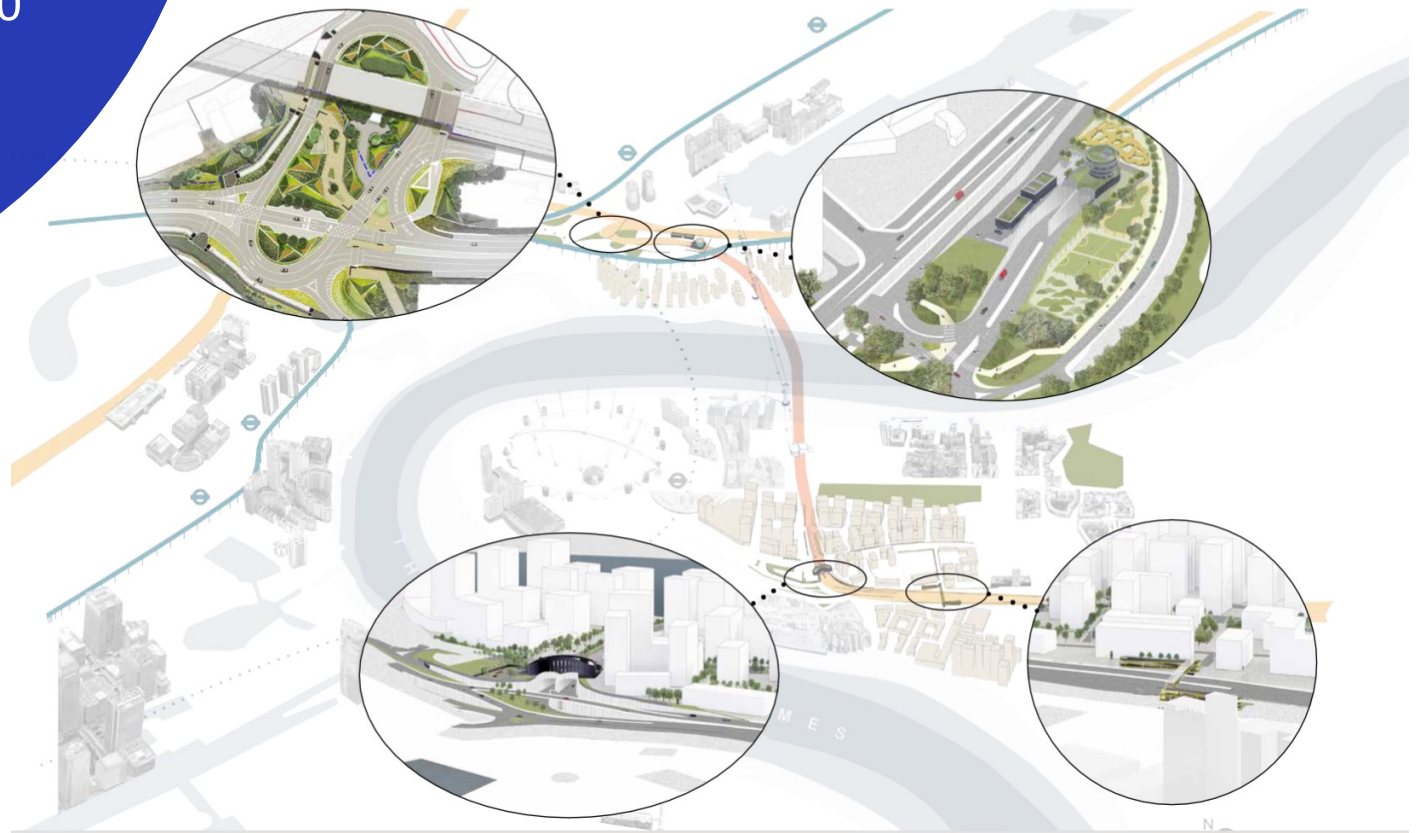


Silvertown Tunnel Implementation Group

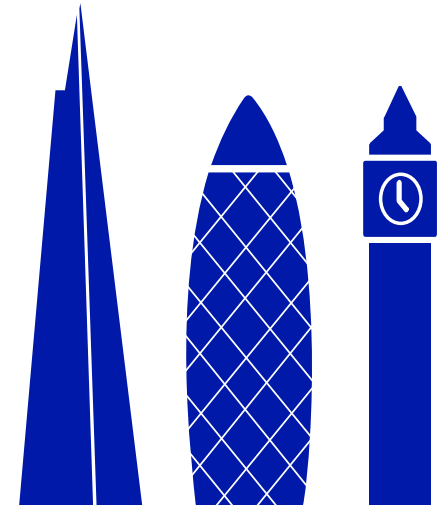
Meeting no. 10

21 September 2023 – 09:30-11:30



Agenda

1. Introductions and welcome (All) (5 mins)
2. Review of actions from previous meeting 25 May 2023 (TfL) (5 mins)
3. Diversity & Inclusion (All) (5 mins)
4. Safety, Health and Environment (All) (5 mins)
5. Project update (TfL) (10 mins)
6. MMS update (TfL):
 - a) Lot A - transport modelling (TfL/ Jacobs) (10 mins)
 - b) SoS submission (TfL) (10 mins)
 - c) Lot B – environmental modelling (TfL/AECOM) (10 mins)
 - d) Lot C - Socio-economic monitoring Year -2 update (TfL) (10 mins)
 - e) Bus network development (TfL) (5 mins)
7. Other relevant updates (All) (5 mins)
8. Obligations and forward meeting planner (TfL) (5 mins)
9. Next steps and AOB (All) (5 mins)





1. Introductions and welcome






2. Review of Actions from previous meeting



Actions

No.	Action description (25-May-23)	Completed
1	ACTION: Meeting to be arranged with RBG to discuss signal optimisation and wider briefing material (TfL).	
2	ACTION: Provide data on location of receptors and details of what planned development has been included in the modelling work (TfL/ AECOM).	Update at this mtg
3	ACTION: TfL to consider how to explain the approach to PM2.5 monitoring in ongoing monitoring reports, and/ or wider GLA reporting on air quality (TfL/ GLA).	Update at this mtg



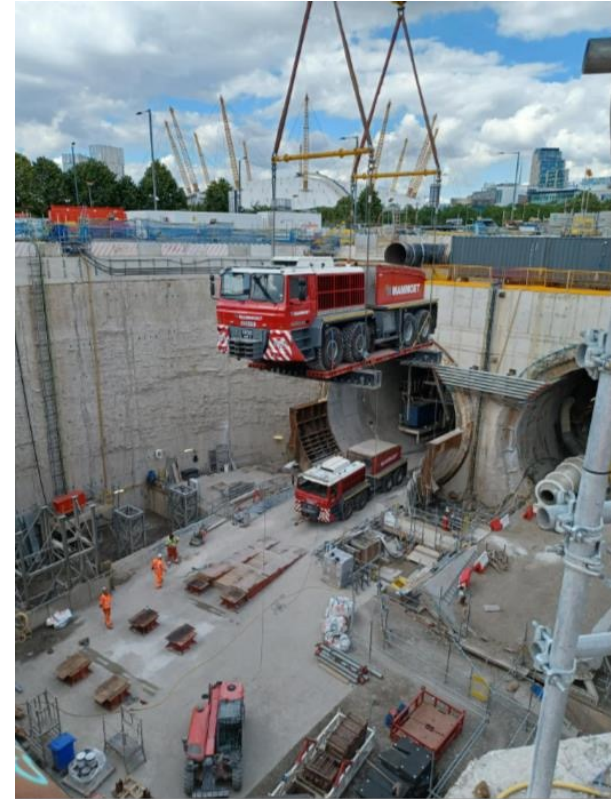


3. Diversity & Inclusion





4. Safety, Health & Environment



SILVERTOWN TUNNEL SAFETY

- September 23 - STIG



SILVERTOWN TUNNEL SAFETY

AFR

- 0.048 (0.109 May 2023)
- 1 RIDDOR 7 Day thumb trap. 1 RIDDOR DO.

HSE INSPECTIONS

- Met to review ground freeze

LIFE

- No meetings before 10am

TBM

- Removed and derigged.



SILVERTOWN TUNNEL SAFETY

INCIDENTS

- Thumb Trap
- Bridge ramp collapse
- Overturning excavator

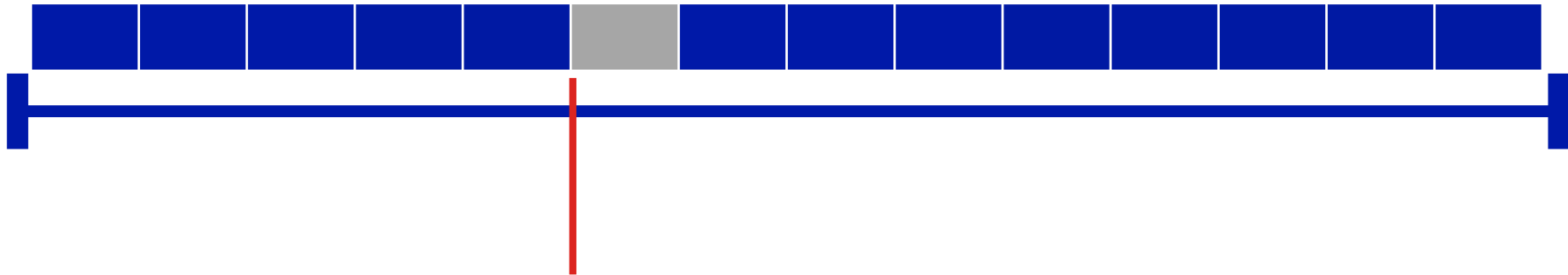
CHALLENGES

- Many more subcontractors
- Highway Works
- Theft / Anti Social Behaviour





5. Project update



6a. Lot A modelling and
reporting update
(TfL/ Jacobs)



Refreshed Assessment – progress update



- Latest Scheme Assessment is SA4 – summary of outputs reported during STIG Meeting No. 9 (25 May 2023)
- Lot A RA reporting in final stages – documents currently going through TfL review process
- Development of designs for pre-opening highway mitigation progressing, including engagement with affected boroughs

Scenario ref	Description	Buses	User Charges	Other notes
SA1	DCO Assessed Case	37.5bph cross-river	DCO no resident discount*	~
SA2	First iteration	'B1' 21bph network	DCO + resident discount*	Signal optimisation
SA3	Second iteration	'B3' 20bph network (2 cross-river routes @ 7.5bph + 108)	DCO + resident discount*	Signal optimisation / network refinement
SA4	Third iteration	'B3' network	DCO + resident discount*	Signal optimisation / network refinement / highway mitigations

* As per DCO charging policy – a discount given to host boroughs residents on low income

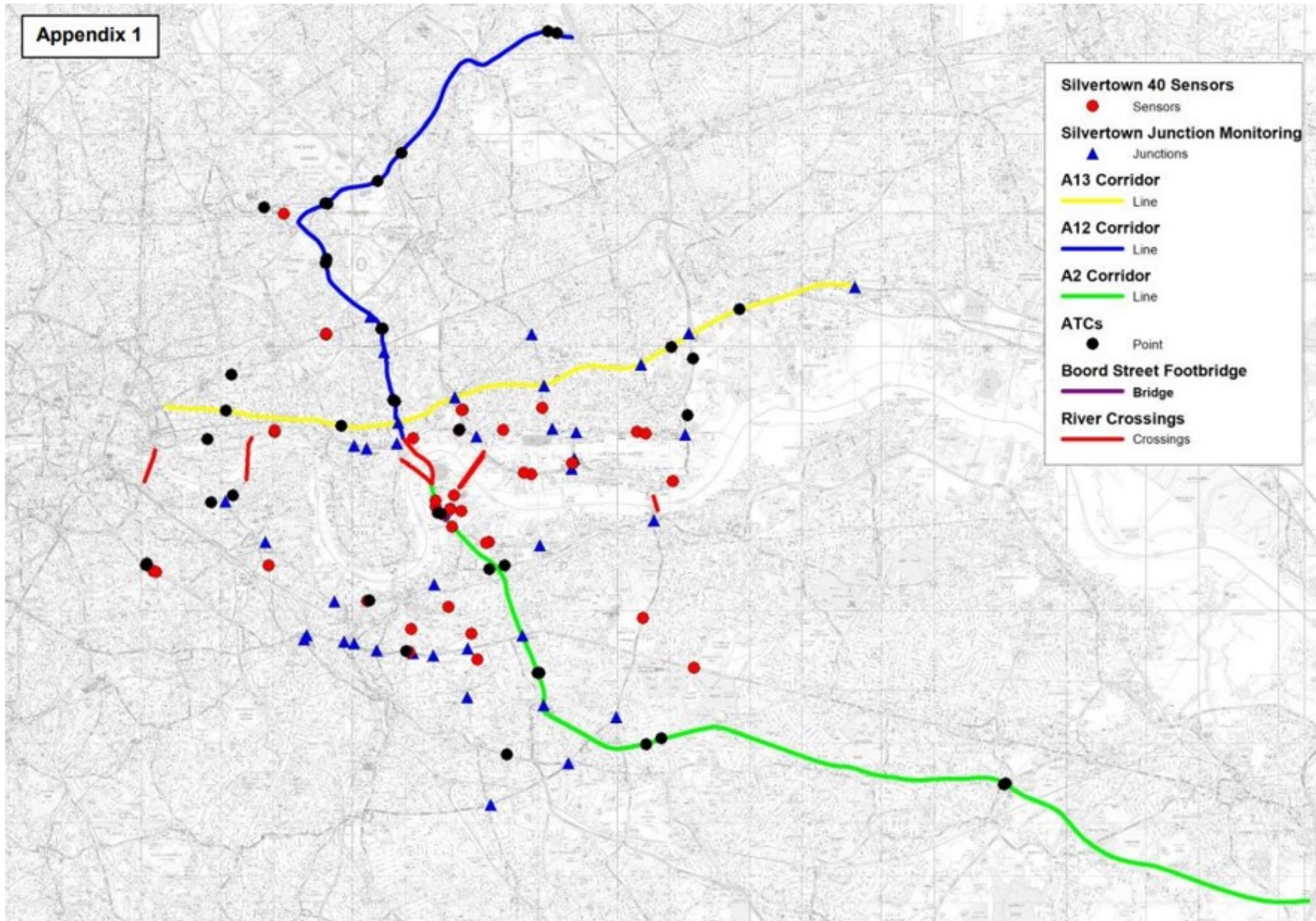


Long-list and short-listing – a reminder

- Long-list metrics from LoHAM:
 - Change in aggregate delay >10 PCU-hours
 - Change in link flow >15% and >60 veh/hour
- Short-list metrics applied to LoHAM:
 - Change in delay per vehicle > 20 seconds
 - Change in Volume/Capacity Ratio > 0%
 - Change in total flow (actual + fixed) > 30 Passenger Car Units (PCUs)
- Locations on final longlist meeting all secondary criteria in either peak hour short-listed
- Locations on short-list assessed further to determine requirement for pre-scheme opening mitigation. If no requirement for pre-scheme opening mitigation identified, location added to monitoring programme
- Long-list locations not on shortlist considered for inclusion on monitoring programme
- Final long-list locations will be shortly shared with boroughs
- Next step is to undertake a more detailed review of these locations to establish, through discussions with relevant boroughs, which additional locations will be added to the traffic monitoring programme

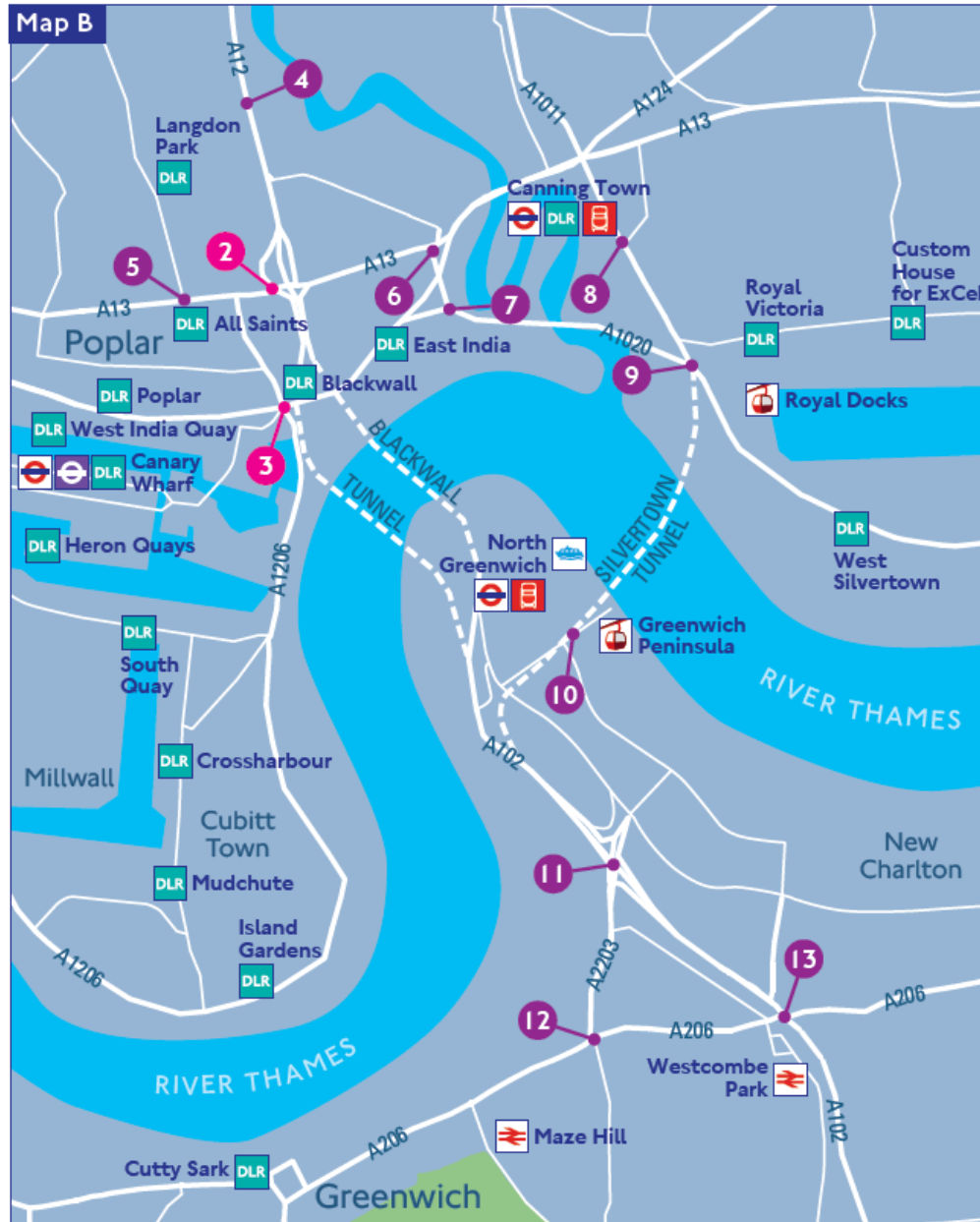


Traffic monitoring programme – a reminder



Shortlist – localised traffic mitigation measures

Silvertown Tunnel Monitoring & Mitigation Strategy (MMS) - Localised Traffic Mitigation Measures



- Physical mitigation**
Pre-tunnel opening, minor changes made to highway
- 1 Bow roundabout
 - 2 A13 / A102 northbound
 - 3 Preston's roundabout
- Signal timing optimisation**
Pre-tunnel opening, planning of signal timing reviews to achieve a balance for all road users including all sustainable modes. Will be implemented during real-time operations once the tunnel opens. Protecting or improving time allocated to walking and cycling will be a key consideration
- 4 A12 Zetland Street / Lochnagar Street
 - 5 A13 East India Dock Road / Crisp Street
 - 6 East India Dock Road / Leamouth Road
 - 7 Leamouth roundabout
 - 8 Silvertown Way / Hallsville Road
 - 9 Silvertown Way / Tidal Basin roundabout
 - 10 East Parkside / West Parkside / Edmund Halley Way
 - 11 A102 / Blackwall Lane: A102 (East)
 - 12 A206 Blackwall Lane / Vanbrugh Hill
 - 13 A102 / A206 Woolwich Gyrotary
 - 14 Kidbrooke Interchange: A2 (South) approach



6b. SoS submission –
scheme of mitigation
(TfL)

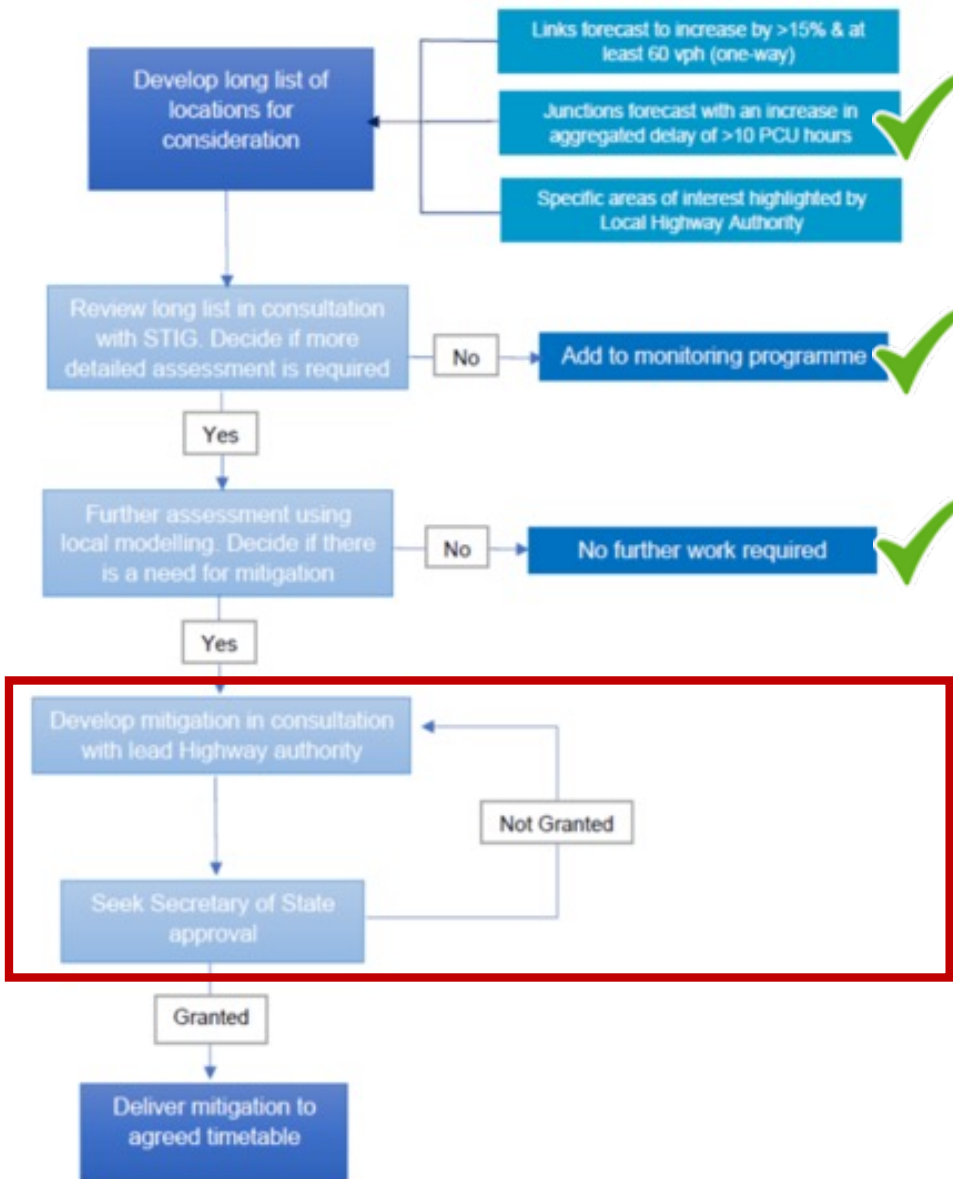


Scope of Secretary of State submission – overview

In accordance with Requirement 7 of the DCO, TfL is required to submit to the Secretary of State the following information in relation to any pre-planned local highway mitigation measures:

- i. Detail and location of proposed mitigation measures
- ii. Responses to the consultation with boroughs on detail of mitigation measures which it proposes to implement on roads in that borough
- iii. Estimated cost of implementing each measure
- iv. A programme for implementing these measures

Summary of progress to date



Long-listing

- **Nov 22** – Long-list locations generated following analysis of LoHAM. Initial (SA2) long-list locations shared at Long-list workshop and STIG meeting
- **Dec 22** – SA3 long-list locations shared with all boroughs
- **Sep 23** – final SA4 longlist locations to be shared with affected all boroughs

Short-listing

- **Feb 23** – Short-list of locations for considering local highway mitigation shared with STIG
- **Feb – Jul 23** – separate meetings held with affected highway authorities (LB Newham, LB Tower Hamlets, RB Greenwich) to consult on mitigation proposals
- **Sep 23** – Record of Discussions will be shortly circulated to each affected highway authority summarising consultation undertaken, including detail on scope, programme and cost of localised mitigation works



Next steps

- Final comments to be provided by affected local authorities on Records of Discussion. Upon receipt and review of these, the Scheme of Mitigation submission will be made to the Secretary of State
- DfT decision expected by December 2023, following which further design work will begin
- Pre-opening mitigation work (including physical work at three locations and 11 locations where signal timing reviews will be undertaken) will be completed ahead of tunnel opening.





6d. Lot B update
(TfL/ AECOM)



Air Quality Monitoring Update

- Baseline nitrogen dioxide (NO₂) monitoring continues
- 2nd Year baseline Monitoring Report produced and will be published on STIG website
- On average, 2022 concentrations are slightly lower than 2021
- Exceedances of the annual mean objective of 40 µg/m³ at sites in Newham Way and Blackheath Hill
- No exceedances close to tunnel portal

Continuous monitoring sites

Site ID	NO ₂ Annual Mean (µg/m ³)		
	2021	2022	2023 to date
Tunnel Avenue, Greenwich (TL4)	34.3	32.4	31.1
Hoola Tower, Newham (TL5)	21.8*	22.8	20.5
Brittania Gate, Newham (TL6)	26.4	24.6	21.4

*Monitoring started in March 2021

38 diffusion tube monitoring sites

Statistic	NO ₂ Annual Mean (µg/m ³)		
	2021	2022	2023 to date*
Average	29.8	29.5	27.5
Min	22.2	21.9	19.9
Max	42.6	41.4	39.0

*7 months data. Bias adjusted but not annualised



Noise Refreshed Assessment Update



- Noise refreshed assessment has been completed
- Overall trend within the 1 km study area is for small increases in road traffic noise south-east of the O2 and around the Hoola Towers and Silvertown Way coupled with small decreases along the A102 approach to the south and around East India Dock Road to the north
- Results for SA4 indicate no materially different effects when compared to the ES
- The Hoola Towers are predicted to be adversely affected from the modelling (as in the ES) but absolute noise levels conform to the range of noise levels the building was designed to meet (as reported in the ES)
- There are expected to be minor increases in road traffic noise for some roads outside of the 1 km study area. These are in the vicinity of London City Airport and the Colonnade in Canary Wharf and are due to increases in bus movements, but these are not considered significant
- Tunnel ventilation noise is not likely to lead to significant effects at any noise sensitive receptors near the tunnel portals as levels are expected to be well below the existing background



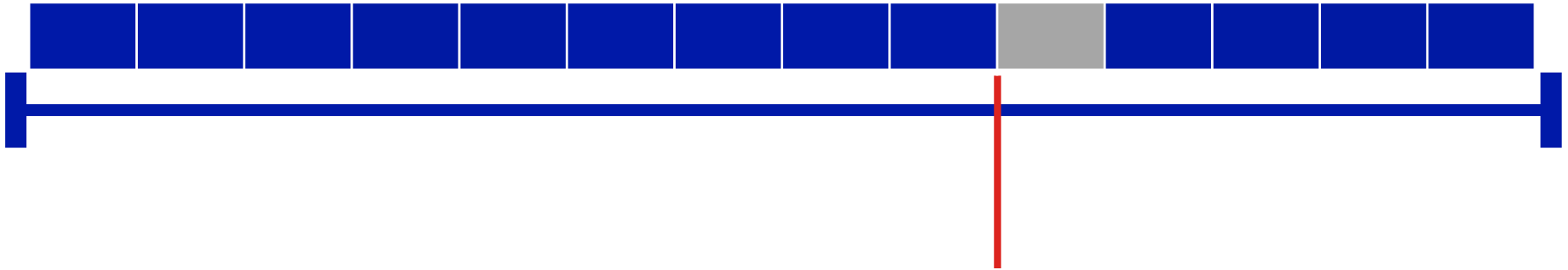
Environmental Compliance Assessment (ECA) Update

- Complies with CPAP Policy 10 to ensure the Scheme does not give rise to materially different environmental effects to that in DCO
- The scoping note prepared in 2021 outlined the topics and methodology to be considered in the ECA.

Topic	Issues Assessed	Conclusions
Air Quality	<ul style="list-style-type: none"> • NO₂ impacts at health based receptors • NO_x impacts on ecological receptors • Compliance Risk Assessment 	<ul style="list-style-type: none"> • No New or Materially Different Effects vs in the Environmental Statement
Noise	<ul style="list-style-type: none"> • Road based noise exposure at health based receptors • Noise exposure from tunnel ventilation 	<ul style="list-style-type: none"> • No New or Materially Different Effects vs in the Environmental Statement
Community and Private Assets	<ul style="list-style-type: none"> • Community severance due to changes in traffic levels • Changes in amenity of people and communities 	<ul style="list-style-type: none"> • No New or Materially Different Effects vs in the Environmental Statement
Effects on All Travellers	<ul style="list-style-type: none"> • Journey length, new severance, changes to amenity, driver stress 	<ul style="list-style-type: none"> • No New or Materially Different Effects vs in the Environmental Statement
Health and Equality Effects	<ul style="list-style-type: none"> • Air quality, noise, accessibility, active travel, safety 	<ul style="list-style-type: none"> • No New or Materially Different Effects vs in the Environmental Statement
Cumulative and Synergistic Effects	<ul style="list-style-type: none"> • Impacts at major developments to be built by opening and design years 	<ul style="list-style-type: none"> • No New or Materially Different Effects vs in the Environmental Statement

Overall conclusion - No New or Materially Different Effects vs in the Environmental Statement





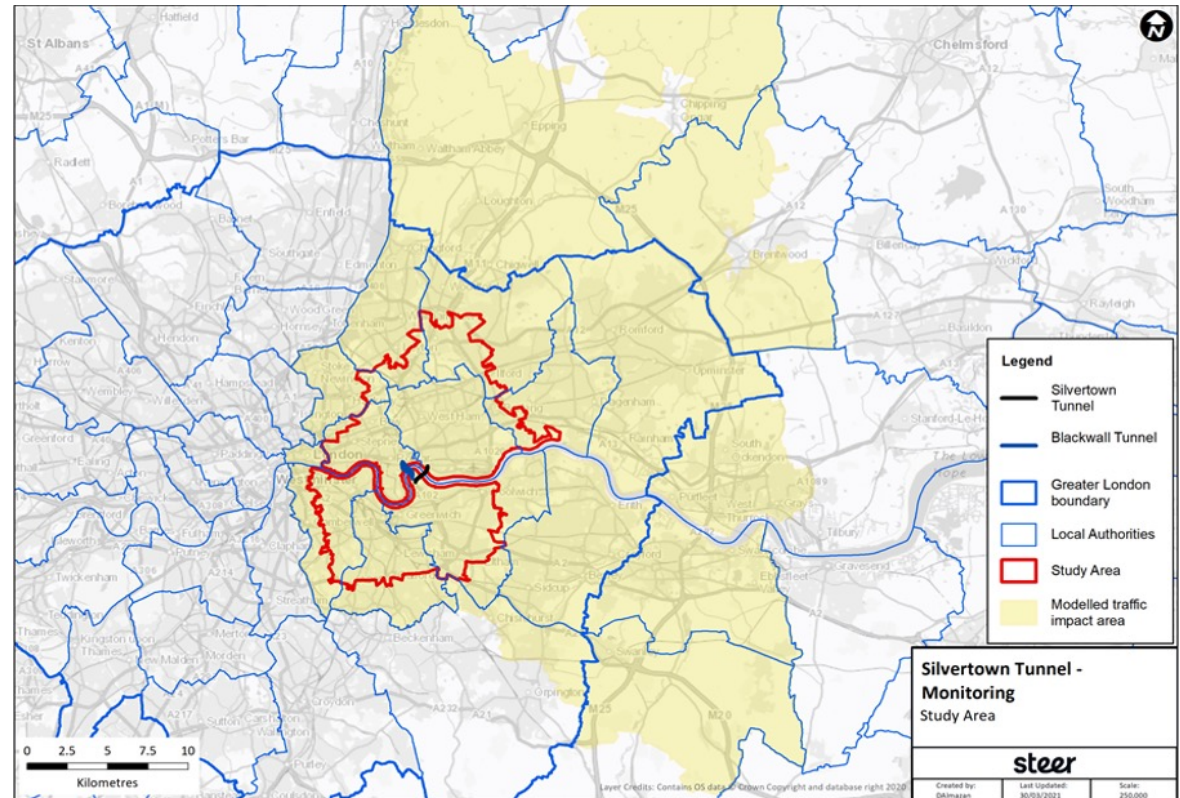
6e. Lot C Socio-economic monitoring Year -2 update (TfL)



Lot C update (TfL)

Refresher of Scope

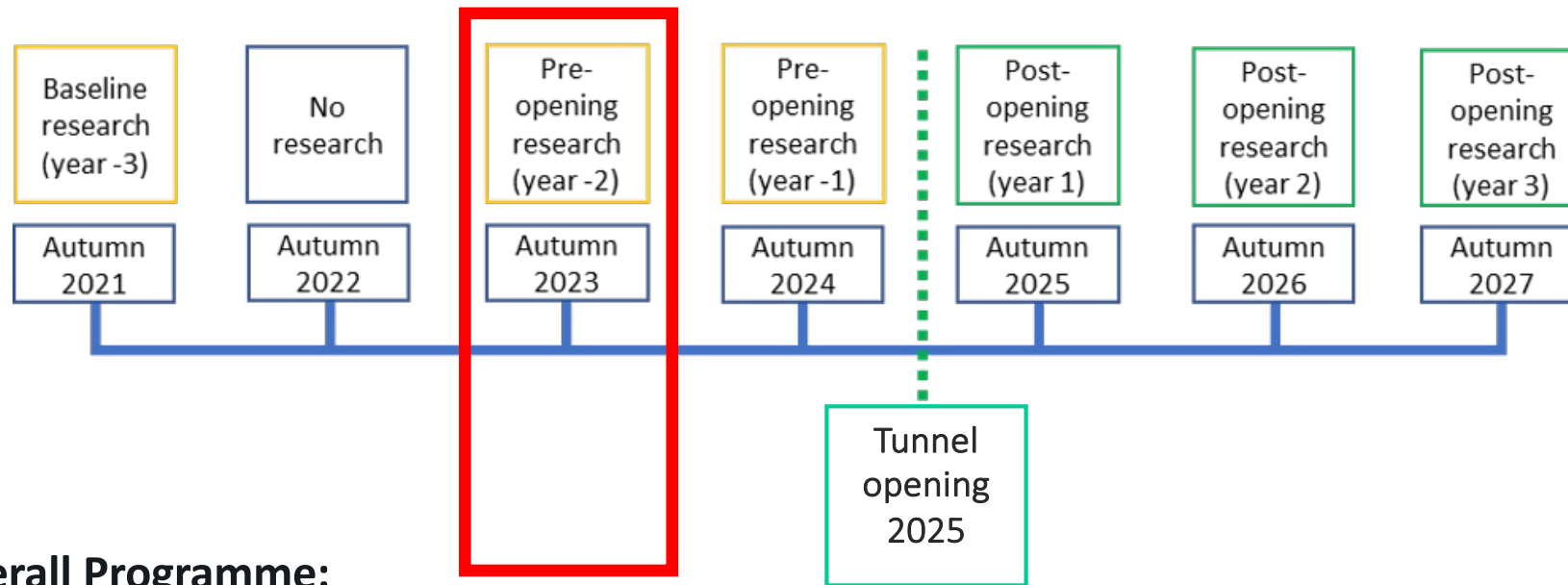
- Primary research:
 - **Resident surveys:** 1,000 face to face surveys undertaken with people living in the study area. The research aims to include a range of demographic types so that it is representative of people living in the study area.
 - **Business surveys:** Telephone surveys of 300 businesses in the study area. A range of business types and sizes across the study area are targeted in the research
- Secondary data analysis:
 - Focuses on three areas of interest – economic, social, travel
 - Datasets have been selected because they provide an overarching narrative to the socio-economic environment within the study area



The Study Area



Lot C update (TfL)



Overall Programme:

- Six waves of data collection and analysis including three waves before the tunnel opens
- Primary data collected at the same time of year
- Report on secondary data analysis alongside the primary data each year

Y-2:

- Primary research undertaken October 2023 to February 2024
- Secondary research to be completed in November 2023
- Collated report to be completed by March 2024



Lot C update (TfL)



Resident Surveys Qs

- Length of time resident
- Household confidence (income, spending, children's future) and changes over time
- Travel habits commuting and accessing education.
- Travel habits visiting friends and family
- Views on river crossings and Silvertown Tunnel project

Business Surveys Qs

- Business outlook and reasons for this
- Advantages and disadvantages of current location
- Deliveries and servicing requirements, and challenges
- Access to labour and skills market
- Access to customers and business travel
- Cross-river travel, changes in travel and views on river crossings and the Silvertown Tunnel project

Differences from Y-3 surveys

- References to pandemic have been removed
- New awareness question has been added for businesses
- New question about familiarity/ knowledge of the tunnel has been added to both surveys





6f. Bus network
development update
(TfL)



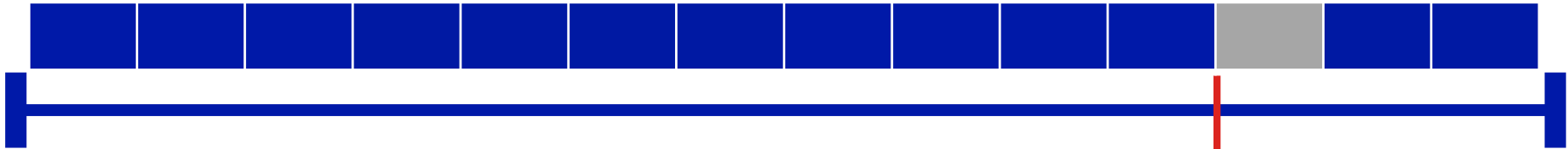
Bus network development update (TfL)



Project Update:

- Bus Service Operator Contract Awarded 15/09/23. Contract is to provide EV vehicles from tunnel open.
- Bus Service Priority Measures Scope has been defined. Currently engaging with TfL delivery teams to determine timescales for feasibility, design and delivery of 18 potential measures. Once feasibility studies are completed, project team will engage with host boroughs to discuss proposals, ahead of gaining relevant consents, traffic management, etc.
- Project team has reviewed an options report covering potential delivery methods for the £2m concessionary funding available to host borough residents using the tunnel. Work is ongoing to determine the chosen solution, however, it is currently looking like a bespoke refund service will be set up for users to claim back a percentage of their bus fare for journeys through the tunnel. The exact percentage discount is yet to be determined.





7. Other relevant updates





8. Obligations
tracker and
forward meeting
planner (TfL)

Forward Meeting Planner

Silvertown Tunnel Implementation Group – forward meeting planner

21.09.2023

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 and socio-economic monitoring
- 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 9 – 25 May 2023

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



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 10 – 21 Sep 2023

- Refreshed Assessment update – Lots A and B
- SoS submission
- Socio-economic monitoring update
- Bus network development update

Meeting 6 – 16 June 2022

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



Meeting 11 – Jan 2024 (tbc)

- Secretary of State submission outcome and Scheme of Mitigation review
- User Charge Assessment Framework (UCAF) - update



TfL Key Milestones

Indicative Milestone Description/ Date	Milestone Date	2021		2022		2023		2024		2025
		H1	H2	H1	H2	H1	H2	H1	H2	
Lots A & B: Commence Refreshed Assessment (A)	Sept 2021		X							
Lot C: Commence socio-economic monitoring (primary surveys)	Sep 2021		X							
Lot D: Commence traffic monitoring	Dec 2021		X							
Conclusion of Refreshed Assessment (<i>modelling and identification of mitigation</i>)	Q2 2023					X				
Submission to Secretary of State	Q4 2023						X			
SoS decision	Q4 2023						X			
Scheme of Mitigation delivery	Q4 2024									
Scheme opening	2025									

KEY: H1 = JAN to JUN/ H2 = JUL to DEC





9. Next steps
and AOB

