London Power Tunnels

Bengeworth Road Community Liaison Group, Q&A document

This document answers the questions asked at the sixth meeting of the Bengeworth Road Community Liaison Group (CLG) held on 30 November 2021. If you feel you have a question which is not answered here, please let us know.

Contents

Traffic Management

1. How many HGVs does National Grid expect to access the site during the remainder of the shaft sinking works and for the arrival for the Tunnel Boring Machine (TBM) in May 2022?

We expect around 12-16 vehicle movements (6-8 HGVs) per day for the remainder of the shaft sinking works now that the most intensive period of work, digging the shaft and removing the spoil, is nearly complete. Previously our average movements were 24 per day (12 HGVs).

There is a peak in HGV movements expected towards the end of January 2022 when a continuous concrete pour for the base slab will take place. Around 60 concrete lorries will need to access site on this day, but we will inform residents in advance.

The intention is that the TBM will continue straight through a concrete infill at the bottom of the shaft. Minor intervention works at the Bengeworth Road site with a light site presence and HGV traffic requirement may be utilised at that time (and we will advise accordingly), but in general the tunnelling operations will continue to be serviced from the remote tunnelling site at New Cross during the shaft transition.

2. How long is the concrete base slab pour expected to take and how many vehicles will be coming to site for this?

The base slab pour should be completed in a single day, with working hours expected to last from 7am – 9pm. We may need to work slightly longer if there is a delay with concrete arriving on site. These hours are agreed with the Local Authority.

3. What is National Grid doing to liaise with other construction projects in the local area and manage traffic flow?

We are liaising with Peabody who are leading works on the Higgs Industrial Estate and are speaking with their traffic management team. Loughborough Junction Action Group (LJAG) has agreed to share further contact details of other construction projects in the local area to assist this process. We will keep residents updated on these conversations.

Air Quality Monitoring

4. What caused the spike in air pollution shown on 8 October 2021?

Although slightly higher than surrounding days, the spike in air pollution on 8th October remained well below the threshold set by Lambeth Council. Our environmental team has advised that the spike occurred between 6.45 and 7am before works started on site, so is not related to National Grid's activity.

5. Can National Grid share the location of the air quality monitors at Bengeworth Road?

The location of the air quality monitors can be found on the maps included in the presentation from the fifth CLG, which is available on the London Power Tunnels website.

The air quality monitor monitoring PM_{10} and $PM_{2.5}$ is fixed to a lamppost between the shaft area and the back of the houses on Southwell Road.

6. Is there any potential for air quality monitors to be introduced on local streets during simultaneous large-scale works?

We have confirmed that this is a question for Lambeth Council. Cllr Dickson confirmed during the recent CLG meeting that he is looking into this issue.

Substation Design

7. What was the tendering process for the appointment of Markwick architects?

We have worked with Markwick previously and they have extensive experience with these types of buildings; together have a strong track record of delivery. After noting several negative comments from previous CLG meetings on the design of other substations across the project, we made a conscious decision to move away from these architects. There was also a strong opinion that the architects need to be independent from any of the engineering companies that we typically work with.

Noise

8. Can UK Power Networks detail the noise attenuation measures put in place around the site?

UK Power Networks has changed shift patterns and rotas to improve how deliveries are carried out. The equipment used for these deliveries has been moved to the middle of the compound, so it is further from resident houses.

Attenuation barriers have also been put up around areas where operatives tend to be, to minimise noise as much as possible.

9. What else can UK Power Networks do to reduce the noise caused by operatives unloading signage from flatbed trucks?

If there is a requirement for additional barriers, UK Power Networks will look to install them. Certain areas were identified in the independent noise survey where these barriers should be introduced if needed.

There is also a recommendation to introduce a dividing wall between the UK Power Networks' yard and the resident housing line which can be considered if needed.