From: Kenny Laurie [redacted]
Sent: 01 March 2019 10:51
To: Dayman Stuart (ST) [redacted]
Subject: RE: RHT Enforcement

Hi Stuart, as discussed:

Following a review of the Rotherhithe Tunnel Ventilation system it was discovered that the capacity of the current system was limited to a passenger car. Most larger cars are in the region of 2t. The difference between a passenger car and an equivalent size light commercial vehicle is down to the load. The fire loading of a passenger vehicle in general is easy to estimate as it is limited to the number of passengers and associated baggage. The fire load of a light commercial vehicle is harder to estimate, so in the international guidelines these are referenced as having a higher fire load. The Highways England guidance document BD78/99 Design of Road Tunnels gives the fire load of a car as 5 megawatts (MW) and a van (Light commercial) as 15 MW. The current capability of the Rotherhithe tunnel ventilation system can safely deal with a passenger car fire but the light commercial vehicle is beyond its safe working limits.

I hope this is sufficient for your needs. If you need anything else please let me know.

Kind regards

Laurie Kenny | Tunnel Safety Officer (Roads), Asset Investment
Strategy & Network Development | Surface Transport | Transport for London
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EVERY JOURNEY MATTERS

From: Dayman Stuart (ST)
Sent: 28 February 2019 16:24
To: Kenny Laurie
Subject: RHT Enforcement

Hi Laurie,

Hope you are well,

Could I ask a favour, would you put together a paragraph on the H&S implications of commercial vehicles over 2 tonnes driving in the tunnel.

This is just to assist in the rep process.

Kind regards

Stuart

Stuart Dayman | Operations & Development Manager
Transport for London
TfL | 1st Floor | 230 Blackfriars Road | London | SE1 8NW
T: [redacted]