

Meeting title:	Silvertown Tunnel Implementation Group - Meeting #07
Date & time:	03 November 2022, 0930-1130
Location:	Virtual meeting hosted on MS Teams

Item:
<ol style="list-style-type: none">1. Introductions and welcome (All)2. Review of actions from previous meeting on 16 June 2022 (TfL)3. Diversity & Inclusion (All)4. Safety, Health and Environment (All)5. Project update (TfL)6. Traffic modelling update (TfL/ Jacobs)7. Air quality modelling update (TfL/ AECOM)8. Bus network planning update (TfL)9. Socio-economic monitoring update (TfL/ Steer/ Arcadis)10. Other relevant updates (All)11. Obligations and forward meeting planner (All)12. Next steps and AOB (All)



Silvertown Tunnel Implementation Group

Update report
03 November 2022

MAYOR OF LONDON



**TRANSPORT
FOR LONDON**
EVERY JOURNEY MATTERS

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STIG administration

Remit of STIG

The Silvertown Tunnel Implementation Group (STIG) has been established under the terms of the Silvertown Tunnel Order 2018 (the Development Consent Order, or DCO), available here:

<https://www.legislation.gov.uk/uksi/2018/574/contents>

Article 66 of the DCO sets out details of the group, the bodies that are represented on the group and the matters on which TfL must consult STIG. In summary, these matters concern the following two activities:

- Undertaking an updated or 'Refreshed Assessment' of the scheme's impacts when operational, to inform the user charges, changes that will be made to the bus network and any mitigation measures that may be required
- Monitoring the scheme's traffic, environmental and socio-economic effects once operational

These activities will be undertaken in accordance with the following documents which were certified as part of the DCO:

Monitoring & Mitigation Strategy (rev 2)
(herein referred to as the MMS)

Bus Strategy (rev 2)

Charging Policies and Procedures (rev 3)
(herein referred to as the Charging Policy)

A Terms of Reference was agreed by STIG members at the meeting on 28 January 2021. This will be kept under review and updated where necessary. Further information on STIG including papers and meeting notes can be found on TfL's website here:

<https://tfl.gov.uk/stig>

Meeting frequency / dates

In keeping with the STIG meetings that have taken place to date, we anticipate continuing the STIG meeting frequency on a four-monthly cycle until the Refreshed Assessment is concluded in summer 2023. The next meeting is provisionally planned for January 2023.

Recording of decisions

Where TfL consults with STIG members on any matter listed within Article 66 of the DCO, a summary of the consultation undertaken, the responses received by STIG members and any material decision subsequently made by TfL in relation to that matter will be duly recorded. Final 'Record of decision' forms in respect of the socio-economic and traffic monitoring have been circulated to STIG members with feedback incorporated and the forms uploaded to the TfL websites since the last meeting.

DCO obligations

The DCO and associated certified documents contain a large number of obligations which, under DCO conditions, TfL must discharge. Several of these obligations make a direct reference to the role of STIG and its membership.

TfL is maintaining a record of those DCO obligations that either make a direct reference to STIG or are deemed to be of specific interest to members. Progress on these obligations is being tracked in the form of a tracker and shared with the group at each meeting. A copy of this obligation tracker will continue to be sent out to STIG members, with all other pre-meeting material prior to each meeting.

Purpose of this report

This report is intended to provide an overview of progress on the matters that are relevant to STIG. It also includes a brief update on the general progress of the project for information.

General Project Update

Safety, Health & Environment Update

On 27th September 2022 a serious incident was reported on site. A fire broke out at the top of the High Angle Conveyor (HAC) which carries spoil from the TBM to the top of the launch chamber. The TBM had come to a planned stop and the conveyor was not operational at the time. Once detected the London Fire Brigade arrived on site within 20 minutes of the alarm being raised and the fire was extinguished 5 minutes later. There were no injuries sustained. The LFB are still investigating the cause. The HSE were notified and have attended site. Mitigations have been put in place to allow the TBM to continue following rectification of the damage caused.

Works continue across on both sides of the river with circa 860 people working on site on a daily basis.

Construction Update

Detailed design is now moving from the heavy civil engineering elements of the scheme to the systems engineering side. Much of the temporary works are now complete with the Rotation Chamber now excavated and the base slab being poured ready to receive the Tunnel Boring Machine in the coming months.

The tunnel boring machine has completed over 40m of tunnel so far and is now operating 24/7 with planned stops and interventions scheduled throughout the tunnel drive.

Permanent works in the south have begun with the pouring of the south portal roof structure and the enabling works for the overbridge that will take southbound traffic from summer 2023.

Third Party works continue to be delivered with a new storage yard being constructed for the Docklands Light Railway, a new decked car park having been completed for the O2, new access for the Southern

Gas Networks facility and Brenntag as well as works to relocate the DVSA.

Utilities are still being diverted with many being moved from the old Dock Road to the newly aligned road. In the south UKPN and Thames Water have diversions to complete to allow for the cut and cover section of the tunnel to be completed.



TBM named Jill after Jill Viner, the first woman to drive a London bus licensed to carry passengers, and launched



Rotation Chamber excavated

Programme

Based on the current programme the Silvertown Tunnel is planned to open in 2025.

Community Liaison Groups

Community Liaison Groups (CLGs) are held to provide construction updates, and further detailed information about construction to the local community, businesses and other interested parties. These provide an opportunity to provide feedback to Riverlinx directly. CLGs are held quarterly and following the removal of covid restrictions, are now being held in person at venues in Newham and Greenwich. Where possible a hybrid meeting has also been offered. Over 100 individuals are registered to receive information about each CLG.

The next meeting dates are:

- 06 December 2022 (Greenwich)
- 13 December 2022 (Newham)

Anyone wishing to be sent an invitation to attend a CLG should contact the site helpdesk:

Email: help@riverlinxcjv.co.uk

24/7 Helpdesk: (07907) 978 486

Project communications – May to September 2022

Complaints and enquiries

The CLG meetings held in June and September in Greenwich and Newham respectively were well attended, with the Newham CLG being held in person for the first time.

Attendees raised issues including health and safety on site, the impact of A102 works, Boord Street foot and cycle bridge and its suitability for cyclists of all abilities, access for cyclists on Lower Lea crossing, and requested information on any noise, vibration and dust exceedances on site.

Further to the CLG meeting a separate meeting was held on 24 October on the site of the Boord Street foot and cycle bridge to further explain to interested stakeholders how the bridge design will work in practice.

From 11 to 18 October several complaints were received in relation to noise and vibration beyond the site boundaries. These are currently being investigated.

Launch of the Tunnel Boring Machine

We invited the family of Jill Viner to perform the TBM launch ceremony in August 2022.

A press release was issued on 07 September 2022 regarding the launch of the TBM.

<https://tfl.gov.uk/info-for/media/press-releases/2022/september/tunnelling-underway-for-new-river-crossing-at-silvertown>



TBM Tracker

A TBM tracker is now live and available at the Riverlinx website and will be updated every two weeks.



TBM Tracker - Our Progress

Tunnel Boring Machine (TBM)	+
Launch location	+
Distance travelled so far	-
50.5m	
Approximate distance remaining	+
Latest update	+

A102 Communications

Road works have now begun on the A102. In September 2022 a press release was issued, and key stakeholders informed. Advanced warning signs and virtual message signs (VMS) were put in place and notices included in the RLX information bulletin. All project websites carry information on the closures and will be updated with further details as they are confirmed. Key stakeholders from the logistics, taxi and private hire groups, together with individuals registered to receive TfL traffic status updates across multiple London boroughs, also received advance warning. The first phase of works was scheduled to start during the October half term holidays when traffic levels are usually lower.

Social Media

Since Riverlinx launched their social media accounts, providing further options to follow progress and find out more about the project, they have continued to grow their audience.

Riverlinx information bulletin

Information bulletins for each side of the river were distributed to residents and businesses in June 2022 and September 2022 and these continue to be well received. The bulletins are also posted to the website:

<https://www.riverlinx.co.uk/progress-updates>

Upcoming communications in 2022 – 2023

For the remainder of 2022 and for several months into 2023 we will continue to focus on the key message that construction of the tunnel is now well underway with the tunnelling of the first bore.

Specific communications projects for the year ahead include:

- Continuing to raise awareness that tunnelling is underway and acknowledge major milestones
- Showcasing the engineering achievements of the scheme
- Raising awareness of road closures and potential diversions and monitoring effects
- Promotion of an eight-week bus consultation on the proposed initial routes (Nov 2022 -Jan 2023)
- Refreshed project exhibition – 2023

Refreshed Assessment of scheme impacts

A range of modelling applications are being used to inform the Refreshed Assessment of the scheme's operational impacts, based on updated information and data.

Traffic modelling

Since the completion of our first 2025 forecast MoTiON run earlier this year, detailed analysis has taken place to understand the expected scheme impacts in terms of journey time benefits, air quality, shortlisting of possible junctions needing mitigation, and also the performance of the additional cross-river bus services. Our position remains that, as was projected at the DCO stage, the scheme is not expected to have significant air quality impacts and that the user charges proposed at that time are expected to work well. Nonetheless, our analytical work is ongoing and subject to revision as London and hence, London's traffic levels and patterns, continue to recover from the Covid pandemic. In addition, we have undertaken some sensitivity tests using different levels of user charging in order to understand how sensitive the scheme impacts are to the user charge. More information will be shared at the STIG meeting 03 November.

Environmental modelling

The environmental modelling for air quality (AQ) and noise impacts has now commenced which utilises outputs from the traffic modelling. A review of the links within the air quality model has been undertaken to determine if any amendments are required to ensure consistency with the traffic modelling.

We are pleased to share the first outputs from the air quality modelling, the details of which are shared in the STIG presentation. This first model run replicates the DCO Environmental

Statement AQ model scenario. We have planned further AQ model runs in line with the traffic modelling and the outputs from these will be shared with STIG in the future. The outputs from the models will feed into the Environmental Compliance Assessment report which will be completed in 2023. More information will be shared on 03 November.

User charging

An integral element of the scheme is the implementation of user charging at both the Silvertown and Blackwall Tunnels when the Silvertown Tunnel opens.

High level requirements for the user charging system for both tunnels have been captured, in accordance with the Charging Policy. These requirements are being used to inform the user charging system design. The user charge will need to be flexible to allow for any future changes that need to be made to manage impacts once the tunnel is open, and this flexibility has already been captured within these requirements.

As described above sensitivity tests using different user charge levels have been undertaken to better understand scheme impacts. The User Charge Assessment Framework (UCAF) will be used to assess the performance of any changes proposed to the user charge and once completed, will be shared with STIG members for comment.

The Silvertown Tunnel project team continue to work closely with TfL colleagues who are looking at future road user charging plans for London. Any wider plans and policy development work for the future of road user charging in London must take account of the need for a user charge at Silvertown and Blackwall tunnel to deliver on the project's objectives.

Bus network planning

Since the last STIG meeting we have further developed the analyses of the four short-listed STT cross-river bus networks to understand their likely operational costs and the relative distributional benefits. These four options were presented to STIG on 16 June 2022.

The appraisal of the four STT bus network options was presented to the STIG STT bus network working group on 12 October 2022. TfL's approach for the preferred bus network was not challenged based on TfL's presentation of the cross-river benefits and demand, likely operational costs and distributional impacts. As a result, we are continuing to mobilise to undertake a full public consultation on this preferred bus network starting in November 2022.

We will provide further updates at the STIG meeting on 03 November 2022.



Mitigation measures

TfL is required to submit details of any necessary mitigation measures to the Secretary of State for Transport for approval having first consulted with members of STIG. Initial discussions have taken place with the Department for Transport regarding the format of the submission to ensure the necessary level of detail is provided.

A technical workshop has been held with STIG members on 1 November at which a long list of highway locations was shared where further analysis of potential traffic impacts will be undertaken. The next step for this work is to establish a short list of locations at which local highway mitigation measures will be considered. Locations not short-listed will be added to the monitoring programme so that scheme impacts can be assessed in real time when the tunnel opens as is required by the DCO. Further workshops will be held with STIG members on the development of this shortlist in the coming months.

Monitoring of scheme impacts

The scheme's effects once operational must be monitored for at least three years, and to provide a representative baseline this monitoring must commence at least three years pre-opening.

Traffic monitoring

The traffic monitoring plan was shared at the STIG meeting of 30 September 2021. Traffic monitoring in connection with the scheme commenced in November 2021, including a bespoke survey at the Woolwich ferry.

Installation of the new market-leading traffic monitoring sensors was completed in April 2022. Data collected will be assimilated into the monitoring baseline as it becomes available.

We have been considering the best means of making the monitoring data collected available to STIG members. The raw data that is being collected to monitor the traffic impacts in the scheme's area of influence will be made available using a cloud storage SharePoint platform. A link to access the platform and log-in details will be provided to all STIG members.

Once any additional locations have been added to the monitoring programme following the refreshed assessment work, reporting that collates the latest traffic monitoring data will be undertaken and shared with STIG members. This is likely to be from summer 2023.

Air quality monitoring

We are pleased to announce the completion of our first Baseline Air Quality (AQ) Monitoring report covering 2021, which has now been published on the TfL STIG website here:

<https://tfl.gov.uk/travel-information/improvements-and-projects/silvertown-tunnel-implementation-group#on-this-page-3>

This report collates and presents the results of our baseline data collection of NO₂ for 2021. This includes data collected from our network of 38 AQ monitoring locations as well as selected local authority data. The report does not provide a comparison against levels reported in the DCO Environmental Statement as this work forms part of the Environmental Compliance Assessment due to be completed in 2023.

In the meantime, the data from the Continuous Monitoring Stations is accessible on the London Air Quality Network website:

<https://www.londonair.org.uk/LondonAir/Default.aspx>

Noise monitoring

Noise monitoring data was collected in the vicinity of the planned Silvertown tunnel portal locations in RB Greenwich and LB Newham for a period of 12 months prior to the start of construction activities. No further noise monitoring has been undertaken to inform the refreshed assessment. Noise monitoring forms part of construction activities undertaken by Riverlinx.

Socio-economic monitoring

TfL's approach for socio-economic monitoring was presented to STIG at the meeting on 27 May 2021. The first wave of resident and business surveys have now been completed and the final versions of the questionnaires have been made available to STIG members.

The 2021 primary research has been supplemented with four business focus groups to allow a greater qualitative exploration of issues identified in the business survey.

Insights and data from the primary and secondary research have been circulated as a combined baseline report to STIG members. This will be discussed in more detail at the November STIG meeting.

Silvertown Tunnel - Combined Obligations Tracker

Work In Progress: This tracker is regularly updated & subject to change
v 20/10/2022

Category	STIG ref #	Year* Activity commence s	Quarter* Activity commence s	Document	Document ref	Activity	Requirement	Status	Updates
01 - STIG administration	1	2020	Q3	DCO	66 (1)	Establishment of STIG	TfL must establish and fund the reasonable secretarial and administrative costs of a consultative body to be known as the Silvertown Tunnel Implementation Group.	Completed	STIG now established
	2	2020	Q3	DCO	66 (7)	Frequency/timing of STIG meetings	Unless otherwise agreed by STIG, TfL must convene a meeting of STIG, chaired by a representative elected by the members of STIG, at least twice a year on a date to be determined by TfL, including on each occasion that TfL publishes a monitoring report in accordance with the monitoring and mitigation strategy.	Completed	Meeting 1: 16 Sep 2020 Meeting 2: 28 Jan 2021 Meeting 3: 27 May 2021 Meeting 4: 30 Sep 2021 Meeting 5: 27 Jan 2022
	3	2020	Q3	DCO	66(8)	First STIG meeting	The first meeting should be held no less than 3 years before the tunnel opens.	Completed	First STIG meeting held on 24/09/2020
	4	2020	Q3	DCO	66 (5)	STIG matters - need to consult STIG	TfL must consult the other members of STIG on the following matters relating to implementation of the authorised development :	Underway	
	5	2020	Q3	DCO	66 (5)	STIG matters - (a) monitoring	(a) the extent, nature and duration of monitoring to be implemented in accordance with the monitoring and mitigation strategy;	Underway	16/09/2020 - Paper on air quality monitoring proposals to be presented at STIG meeting on 16/09/2020 20/05/2021 - Papers on Socio economic and traffic monitoring proposals presented at STIG meeting on 27/05/2021 24/09/21 - Socio-economic surveys shared for comment with STIG members 20/08. Further traffic monitoring information to be shared at 30/09 STIG meeting
	6	2020	Q3	DCO	66 (5)	STIG matters - (b) bus services	(b) the proposals for the initial bus services that will operate through the tunnels when the Silvertown Tunnel opens for public use;	Underway	Working group meetings held with STIG members held on 20 Oct 2021, 11 May 2022, and 12 Oct 2022.
	7	2022	Q3	DCO	66 (5)	STIG matters - (c) monitoring reports	(c) the monitoring reports produced in accordance with the monitoring and mitigation strategy;	Underway	Air quality 2021 monitoring report uploaded to website Oct 22
	8	2020	Q3	DCO	66 (5)	STIG matters - (d) revisions to charging policy	(d) any proposed revisions to the charging policy under article 53 (the charging policy); and	Underway	
	9	2020	Q4	DCO	66 (5)	STIG matters - (e) user charges	(e) the level of charges required to be paid for use of the tunnels	Underway	
	10	2020	Q3	DCO	66 (6)	STIG recommendations / representations	In taking any decision in respect of any of the matters set out in paragraph (5), TfL must have regard to any recommendations or representations made by a member of STIG in response to the consultation carried out under that paragraph.	Underway	20/01/2021 - Process discussed at 28/01/21 STIG meeting
	11	2020	Q3	DCO	66 (10)	Publication of STIG material	TfL must publish on its website agendas, reports, minutes and other relevant documents relating to the operation of STIG as soon as reasonably practicable after they become available.	Underway	Link to website
02- Refreshed assessment / pre-opening mitigation	12	2023	Q1	DCO	Sch 2 Req 2	Agree £1m business transitional support package with councils	Prior to the opening of the authorised development for public use TfL must make all reasonable endeavours to agree a business transitional support package with the councils of the London Borough of Newham, the London Borough of Tower Hamlets and the Royal Borough of Greenwich. As part of this business transitional support package TfL must make available to those councils the sum of one million pounds for the purpose of supporting local businesses.	Not started	
	13	2020	Q4	MMS	2.1.1	Develop refreshed assessment	Prior to the Silvertown Tunnel opening for public use, TfL must refresh its assessment of Scheme impacts, in order to: • Set the opening user charges; • Define the requirement for and form of localised mitigation for residual effects; and • Specify the bus network through the Silvertown Tunnel that will operate on opening.	Underway	28/01/21 - approach to strategic transport modelling for refreshed assessment presented to STIG 20/09/2021 - update on refreshed assessment to be presented and discussed at 30/09/21 STIG meeting 10/06/2022 - updates provided at 27 Jan 2022 with further update at 16 Jun 2022 meeting
	14	2020	Q3	MMS	2.1.2	Update the transport and environmental models	For this process TfL will update the relevant transport and environmental models, rerun those models, and develop its proposals for each element in conformity with the commitments, policies and procedures set out in the relevant certified documents and any DCO requirements. The assessment will incorporate a wider range of analyses than the modelling alone.	Underway	
	15	2023	Q1	MMS	2.3.13	Develop package of mitigation measures	TfL will work closely with affected local authorities to identify and develop the package of localised traffic mitigation to be implemented pre-opening. Once the proposed package of localised traffic-related mitigation measures has been finalised, TfL will submit details of the package to the Secretary of State for Transport for approval.	Not started	
	16	2023	Q1	MMS	2.3.8	Take view of LHAs into account in assessing localised mitigation measures	In assessing the need for localised mitigation for locations in the short list, TfL will take into account views from the affected local highway authority (or authorities should the location affect more than one borough).	Not started	
	17	2025	Q2	MMS	3.8.5	TfL to install noise monitors	Once operational, the noise monitoring will continue for a minimum of three years. Before the end of that period, TfL will consult STIG members on whether it is appropriate to extend this period by up to an additional two years.	Not started	
	18	2023	Q1	DCO	Sch 2 Req 7 (2)	Implementation of mitigation measures when TfL powers are not sufficient	If the statutory powers vested in TfL in relation to highways and road traffic in Greater London are not sufficient to enable TfL to implement under this requirement, TfL must either agree with the council to implement the changes on its behalf or pay the council to implement the measures.	Not started	
	19	2020	Q4	DCO	Sch 2 Req 7(4)	Refreshed assessment	TfL must undertake an updated assessment of the scheme's impacts and consult STIG on a proposed scheme of mitigation including the locations where mitigation is required, the measures proposed and the programme for implementation	Underway	28/01/21 - approach to strategic transport modelling for refreshed assessment presented to STIG 20/09/2021 - update on refreshed assessment to be presented and discussed at 30/09/21 STIG meeting 10/06/2022 - updates provided at 27 Jan 2022 with further update at 16 Jun 2022 meeting
	20	2022	Q4	DCO	Sch 2 Req 7 (5)	Consultation on the scheme of mitigation	TfL must have regard to any consultation responses from STIG members on the proposed mitigation and engage with local highway authorities as required.	Not started	
	21	2022	Q4	DCO	Sch 2 Req 7 (7)	SoS to consult STIG on mitigation measures	The Silvertown Tunnel must not open for public use until the scheme of mitigation has been approved by the Secretary of State. If the Secretary of State proposes to approve the scheme of mitigation with material modifications, the Secretary of State must consult the members of STIG on the proposed modifications and have regard to any responses received when deciding whether to approve the scheme.	Not started	
	22	2023	Q1	DCO	Sch 2 Req 7	Mayor of London to consult relevant air quality authority	Before considering whether to approve the scheme of mitigation, the Mayor of London must consult any relevant air quality authority and take into consideration any responses received. TfL must implement or secure the implementation of the scheme of mitigation approved by the Mayor of London in accordance with the programme contained in the approved scheme of mitigation	Not started	
	23	2023	Q4	MMS	2.1.8	Development of pre-opening mitigation measures	If, through the refreshed assessment, the need for localised traffic-related mitigation measures is identified, TfL will develop these measures in consultation with STIG and submit them to the Secretary of State for Transport for approval.	Not started	
	24	2025	Q1	MMS	2.1.8	Implementation of pre-opening mitigation measures	TfL must then implement the approved measures before the Silvertown Tunnel opens for public use, or provide funding for the relevant local highway authority to implement them.	Not started	

	25	2024	Q1	MMS	2.1.9	Noise mitigation measures	Any measures required to mitigate residual noise impacts will be submitted for the approval of the local planning authority in accordance with requirement 12 of the DCO.	Not started		
	26	2021	Q3	MMS	2.2.2	Approach to refreshed assessment	TfL will engage with STIG members on the approach to completing the refreshed assessment, including aspects that are of particular interest to host boroughs such as the collection of origin and destination data and users' values of time (including stated preference surveys).	Underway	28/01/21 - approach to strategic transport modelling for refreshed assessment presented to STIG 20/09/2021 - update on refreshed assessment to be presented and discussed at 30/09/21 STIG meeting 10/06/2022 - updates provided at 27 Jan 2022 with further update at 16 Jun 2022 meeting	
	27	2022	Q4	MMS	2.3.4	STIG review of long-listed mitigation measures	Once the long list has been populated this will be reviewed in consultation with the members of STIG and TfL will make a decision on which locations will be included within a 'short list' to be assessed further using local modelling.	Underway		
	28	2021	Q4	MMS	2.5.2	Commencement of baseline monitoring	Monitoring of baseline conditions pre-opening will commence no later than three years prior to the expected date of Scheme opening, and any data that is required to inform the refreshed assessment (for example traffic counts) will be collected as part of this process.	Underway	Dec20 - air quality baseline monitoring is underway Oct21 - baseline socio-economic monitoring (primary data) underway Nov21 - baseline traffic monitoring underway	
	29	2021	Q2	MMS	2.5.2	Final scope of monitoring programme	The finalised scope of the monitoring programme will be presented to STIG members for review approximately six months before the commencement of traffic-related monitoring (i.e. around three and a half years prior to Scheme opening).	Underway	27/05/21 - traffic monitoring approach presented to STIG 24/09/21 - further information on approach to be presented at 30/09 STIG meeting	
	30	2020	Q3	MMS	3.3.2	Monitoring data collected by others	The monitoring programme will be of sufficient scope to provide a sound understanding of the impact of the Scheme in operation. Nonetheless, TfL recognises the value of monitoring undertaken by others and hence in addition to the data collected through the monitoring programme, TfL will take into account monitoring data collected by local authorities and other bodies where it is relevant and appropriate to do so.	Underway		
	31	2022	Q4	MMS	3.5.3	Geographical extent of monitoring	The geographical scope of the monitoring will be reviewed at the time when TfL is undertaking its refreshed assessment of Scheme impacts. Should this refreshed assessment identify potential Scheme impacts at locations not identified in current modelling, the scope of the monitoring programme will be extended to ensure these locations are included in the monitoring programme. If justified by the refreshed assessment, the monitoring of Scheme impacts could be undertaken over a much wider area through TfL's wider monitoring programmes.	Not started		
	32	2020	Q3	MMS	3.7.1	Commencement of air quality monitoring	Three years prior to Scheme opening TfL will install a network of diffusion tubes and, where appropriate, automatic air quality monitors to collect air quality data for a continuous period of at least twelve months to establish an up-to-date baseline. This will provide a picture of the actual concentrations at a point closer to the Scheme opening. In addition, the results of monitoring undertaken by relevant local authorities and Defra will be utilised by TfL to provide additional baseline information.	Underway	Diffusion tubes and CMS installed at agreed sites - baseline air quality monitoring data collection underway since December 2020.	
	03 - User Charging	33	2024	Q4	Charging Policy	2.3.4	User charge principles	For a period of not less than 56 days prior to Scheme opening, eligible residents and small businesses in the host boroughs will be able to register online for a payment account without paying the annual registration fee for the initial year (Policy 5).	Not started	
		34	2025	Q1	Charging Policy	2.3.7	User charge discount	For the duration of the monitoring period a discount of not less than 50% on the user charges will be available for eligible residents of host boroughs on a low income who register for an online account with TfL. After the expiry of the monitoring period, TfL will review in consultation with the host boroughs whether the discount should continue (Policy 6).	Not started	
		35	2022	Q4	Charging Policy	3.2.3	Setting the initial user charge	The extent to which the user charges will assist in achieving the Project Objectives is the primary consideration which TfL will have regard to when setting the initial user charges (policy 9). In this TfL will have regard to: - traffic - the environment, and - population, economy and growth - other project objective considerations, including the ability to pay for the Scheme.	Not started	
		36	2022	Q4	Charging Policy	3.2.4	Setting the initial user charge	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 ES (Policy 10).	Not started	
		37	2025	Q2	Charging Policy	3.3.1	Variations to the user charges	TfL must keep the user charges under review, and will make variations to charges where this is considered necessary to ensure the continued achievement of the Project Objectives (policy 11). In this TfL will have regard to: - traffic - the environment, and - population, economy and growth - other project objective considerations, including the ability to pay for the Scheme.	Not started	
		38	2022	Q2	Charging Policy	4.2.1	Setting the initial user charge	TfL must set initial charges before the Silvertown Tunnel opens to traffic. The process for setting the charges will commence around two and a half years in advance of Scheme opening.	Underway	
39		2022	Q2	Charging Policy	4.2.1	Setting the initial user charge	In the setting of the initial user charge, TfL will follow this process - TfL will re-run the strategic traffic model (using up-to-date data) - TfL will use the outputs of this model run to undertake a re-assessment of the significant likely effects of the proposed initial user charges on air quality, noise, socio-economic effects, in accordance with the approach adopted in the Environmental Statement (Document Reference: 6.1) - TfL will consult the UCAF with its impact assessment TfL will consult with members of STIG on the proposed charges for the opening year, and present the completed UCAF. STIG members may make recommendations or representations to TfL in response to these, and the views of STIG's members will be recorded	Underway	Re-run of strategic traffic modelling is underway	
40		2023	Q1	Charging Policy	4.2.1	Setting the initial user charge	TfL will submit the proposed opening user charges, including setting out the recommendations and representations of STIG members, to the TfL Board for approval. When deciding whether or not to approve the proposed charges the TfL Board must: - in accordance with article 65 of the DCO have regard to any recommendations or representations made by members of STIG; and - only approve the charges if it is satisfied that Policies 9 and 10 of the Charging Policy are met.	Not started		
41		2024	Q3	Charging Policy	4.2.1	Setting the initial user charge	The completed UCAF will be published on TfL's website as a record of the assessment undertaken.	Not started		
42		2023	Q2	Charging Policy	4.2.1	Setting the initial user charge	In proposing variations to the user charges, TfL will use the UCAF to assess the likely impacts of variations to the charges on the achievement of the Project Objectives and other considerations (set out in 3.3 of the Charging Policy). In accordance with Article 65 of the DCO, TfL will consult with members of STIG on these proposed variations who may make representations and recommendations in response.	Will be undertaken if required		
43	2025	Q2	Charging Policy	4.3.1	Variations to the user charges	TfL will then submit the proposed variations to the user charges, including setting out the recommendations of STIG members, to the TfL Board for approval. When deciding whether or not to approve the variations the TfL Board must: - in accordance with article 65 of the DCO have regard to any recommendations or representations made by members of STIG; and - only approve the charges if it is satisfied that the proposed charges comply with Policy 12 of the Charging Policy.	Will be undertaken if required			
44	2025	Q2	Charging Policy	4.3.1	Variations to the user charges					

	45	2024	Q4	Charging Policy	4.4.1	Statement of charges	In accordance with Article 53 of the DCO, where the TfL Board decides to approve the proposed charges (for the initial charge and for subsequent variations), TfL must publish a Statement of Charges describing the charges in the form set out in Appendix A of the Charging Policy or in a form to the like effect. The Statement will set out the date from which the charges take effect.	Not started	
	46	2026	Q3	Charging Policy	5.1.2	12-month review of user charges	TfL must complete a '12-month review' of the user charges not later than 15 months after the Scheme opens for public use and, if necessary, must revise the charges to mitigate any significant adverse impacts attributable to the Scheme which were not predicted in the preopening assessment (Policy 15).	Not started	
	47	2026	Q3	Charging Policy	5.4	12-month review of user charges	TfL will consult on its proposed response to the data analysis for the '12-month review' with members of STIG. Members of STIG may make representations in response to TfL's proposal. The decision on the response to the review will be made by TfL. TfL will publish a report summarising the review and its outcome.	Not started	
	48	2022	Q2	DCO	53 (2)	Revisions to charging policy	TfL must consult STIG on any proposed revisions to the charging policy	Will be undertaken if required	
04 - Buses	49	2023	Q1	Bus Strategy	2.2.3	Concessionary bus travel	Commitment 1: TfL must provide £2m in funding for concessionary bus travel to residents of the London Boroughs of Newham and Tower Hamlets and the Royal Borough of Greenwich for a period after the Silvertown Tunnel opens for public use	Not started	
	50	2022	Q2	Bus Strategy	3.4.3	Bus network proposals	Commitment 7: Prior to the Silvertown Tunnel opening for public use TfL will consult with STIG members on its outline proposals with regard to the bus network. Commitment 8: Bus service planning will commence not less than 2 years prior to Scheme opening, using TfL's Bus Service Planning Guidelines	Underway	Working group meetings held with STIG members held on 20 Oct 2021 and 11 May 2021.
	51	2022	Q2	Bus Strategy	3.4.5	Bus network planning	Commitment 9: TfL will work with STIG members to seek opportunities to implement bus priority measures on the network around the Silvertown Tunnel, for example by undertaking bus priority studies	Underway	
	52	2023	Q1	Bus Strategy	3.4.8	Bus priority measures	Commitment 10: TfL and STIG members will consider socio-economic monitoring and information in assessing bus services.	Not started	
	53	2022	Q2	Bus Strategy	3.6.3	Socio-economic impacts of bus services	Commitment 11: TfL will collect monitoring data on cross-river bus performance and use this to modify services in order to maintain the continued achievement of the Project Objectives.	Underway	
	54	2025	Q2	Bus Strategy	3.6.4	Socio-economic impacts of bus services		Not started	
05 - Monitoring / post-opening mitigation	55	2022	Q3	DCO	Sch 2 Req 7 (10)	Monitoring programme implementation	For the duration of the monitoring period (at least 3 years before opening and 3 years after scheme opens), TfL must— (a) implement a monitoring programme in consultation with the members of STIG;	Underway	
	56	2022	Q3	DCO	Sch 2 Req 7 (10)	Monitoring reports	For the duration of the monitoring period (at least 3 years before opening and 3 years after scheme opens), TfL must— (b) prepare— (i) quarterly monitoring reports for a period of one year from the Silvertown Tunnel opening for public use; and (ii) annual monitoring reports thereafter, derived from that monitoring, and submit them for consideration by the members of STIG;	Underway	
	57	2021	Q4	DCO	Sch 2 Req 7 (10)	Thresholds for changes to the highway network	For the duration of the monitoring period (at least 3 years before opening and 3 years after scheme opens), TfL must— (c) identify in consultation with the members of STIG appropriate thresholds for changes on the highway network which require TfL to investigate whether mitigation measures are necessary;	Underway	Initial approach shared with STIG members at 27 Jan 2022 meeting.
	58	2022	Q4	DCO	Sch 2 Req 7 (10)	Development of post-opening mitigation measures	For the duration of the monitoring period (at least 3 years before opening and 3 years after scheme opens), TfL must— (d) develop in consultation with the relevant highway authority any measures which are necessary to mitigate adverse impacts on the highway network which are attributable to the operation of the authorised development; and	Not started	
	59	2023	Q2	DCO	Sch 2 Req 7 (10)	Consultation with STIG on changes required to the highway network.	For the duration of the monitoring period (at least 3 years before opening and 3 years after scheme opens), TfL must— (e) implement or secure the implementation of the necessary mitigation measures.	Not started	
	60	2026	Q1	DCO	Sch 2 Req 7 (14)	Independent review of air quality monitoring data	The monitoring data within each annual monitoring report referred to in sub-paragraph (10) must be reviewed as soon as reasonably practicable by a firm of independent air quality experts appointed by TfL in consultation with the members of STIG. The annual review undertaken by the firm of experts must determine in accordance with the criteria set out in the monitoring and mitigation strategy whether or not there has been a material worsening of air quality as a result of the authorised development beyond the likely impacts reported within the environmental statement at locations where there are (whether as a result of the authorised development of otherwise) exceedances of national air quality objectives.	Not started	
	61	2020	Q3	MMS	3.4.1	Commencement of monitoring	The monitoring programme will commence no later than three years prior to the expected date of Scheme opening.	Completed	Dec20 - air quality baseline monitoring is underway Oct21 - baseline socio-economic monitoring (primary data) underway Nov21 - baseline traffic monitoring underway
	62	2025	Q1	MMS	3.4.1	Extending the monitoring period	The duration of the post-opening monitoring will be reviewed and TfL will consult the members of STIG on whether it is appropriate to extend this period by up to an additional two years.	Not started	
	63	2025	Q2	MMS	3.5.4	Scheme impacts not captured by monitoring programme	Once the Scheme is operational, should a member of STIG identify potential impacts that they consider may be a result of the Scheme at a location not being monitored under the Scheme's monitoring programme at that time (for instance using TfL's publicly available wider data set), this can be brought to TfL's attention for further consideration and possible inclusion in the monitoring programme going forward.	Not started	
	64	2026	Q3	MMS	3.7.6	Reporting and expert review of AQ data	The air quality monitoring data will be reported in the annual monitoring report which must be reviewed as soon as reasonably practicable by a firm of air quality experts appointed by TfL in consultation with STIG members. The expert review must determine whether or not there has been a material worsening of air quality as a result of the Scheme (as detailed in section 4.4 of this document).	Not started	
	65	2025	Q2	MMS	3.10.3	Quarterly interim reports in first year after opening	For the first year after the Silvertown Tunnel opens for public use, TfL will produce and submit to STIG interim monitoring reports on a quarterly basis to help ensure that any impacts can be identified promptly. These reports will be less detailed than the annual monitoring reports but will include data collected to date and a high level analysis of the results.	Not started	
	66	2026	Q3	MMS	3.11.1	Production of monitoring reports	The annual monitoring reports will be produced by TfL and sent to STIG members within two months of data collection.	Not started	
	67	2026	Q3	MMS	3.11.1	STIG review of monitoring reports	STIG will be responsible for: • Reviewing the findings presented in the monitoring reports • Considering the need for and type of any mitigation measures that might be required to address Scheme impacts, in line with the process set out in Chapter 4 of this document • Reviewing the monitoring programme and make recommendations to TfL for changes where appropriate	For reference	
	68	2020	Q3	MMS	3.11.2	Changes to monitoring programme	Proposals for changes to the monitoring programme can be made by any member of STIG in the interest of enabling future impacts to be fully captured. Aspects on which STIG members may request changes include the monitoring locations, metrics considered and data collection methods. In updating the monitoring programme, TfL shall have regard to any recommendations made by STIG.	Will be undertaken if required	

69	2026	Q3	MMS	3.11.3	Contents of monitoring reports	STIG will also be able to request changes to the contents of the monitoring reports including the addition of new topics and removal of existing topics if considered appropriate. TfL will remain responsible for the final content and structure of the monitoring reports.	Not started
70	2026	Q3	MMS	4.1.2	Post-opening mitigation measures	The need for any mitigation following the Scheme's opening will be identified through review of the monitoring reports containing the data collected through the monitoring programme. Different processes will apply to different Scheme impacts, as follows:.....	Not started
71	2026	Q3	MMS	4.1.2	Post-opening mitigation measures	The air quality data will be reviewed by a firm of experts appointed by TfL in consultation with the members of STIG. If in the view of the experts there has been a material worsening in air quality as a result of the Scheme, TfL must develop a scheme of mitigation and submit this to the Mayor of London for approval.	Not started
72	2026	Q1	MMS	4.4.1	Appointment of independent air quality expert	TfL will appoint an independent air quality expert to review the post-opening air quality monitoring data set in the annual monitoring reports. TfL will consult with STIG members regarding the expert to be appointed.	Not started
73	2026	Q1	MMS	4.5.2	Appointment of noise expert	TfL will appoint an independent noise expert to carry out an annual review the post-opening noise monitoring data presented within the annual monitoring reports. TfL will consult STIG members regarding the expert to be appointed.	Not started
74	2026	Q2	MMS	4.5.3	Annual review by Independent noise expert	If the annual review carried out by the independent noise expert concludes that the difference in calculated Basic Noise Level values between the predicted flows and measured flows through the Blackwall and Silvertown Tunnel is greater than 1dB (and that the difference is attributable to the Scheme), TfL will consider the need for localised noise mitigation measures in consultation with the relevant local authorities.	Not started

Forward Meeting Planner

Silvertown Tunnel Implementation Group – forward meeting planner

03.11.2022

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 6 – 16 June 2022

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

Meeting 3 – 27 May 2021

- Scope of environmental compliance assessment
- Approach to socio-economic monitoring
- Traffic monitoring proposals ✓

Meeting 7 – 03 November 2022

- Refreshed Assessment update on: traffic modelling, air quality modelling and socio-economic monitoring
- Cross-river bus network update

Meeting 4 – 30 September 2021

- Update on refreshed assessment, including core modelling scenarios
- Socio-economic monitoring – primary surveys
- Final traffic monitoring plan ✓

Meeting 8 – January 2023 (tbc)

- Refreshed Assessment update
- Secretary of State submission update – Scheme of Mitigation
- Monitoring data – reporting plan, TiL Report

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 9 – May 2023 (tbc)

- User Charge Assessment Framework (UCAF) - review
- Secretary of State submission – Scheme of Mitigation review
- Environmental compliance assessment

