

Meeting title:	Silvertown Tunnel Implementation Group Meeting #10
Date & time:	21 September 2023, 0930-1130
Location:	MS Teams

Item:

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)



Silvertown Tunnel Implementation Group

Update report
21 September 2023

MAYOR OF LONDON



**TRANSPORT
FOR LONDON**
EVERY JOURNEY MATTERS

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Contents

Contents.....	3
STIG administration.....	4
General Project Update.....	5
Refreshed Assessment of scheme impacts	7
Bus network planning	8
Mitigation measures	8
Monitoring of scheme impacts	9
Cross-river cycling public consultation.....	10

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/ukxi/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)

The 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. The next meeting is provisionally planned for January 2024.

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 website.

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 meeting material.

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

Works continue on both sides of the river with circa 1,000 people working on site on a daily basis.

Construction Update

The drive of the Tunnel Boring Machine (TBM), Jill, has been completed. The TBM has broken through in the north side of the site to complete both tunnel drives. This now allows for the installation of the tunnel invert, low point sump and then mechanical and electrical fit-out.

Excavations in the cut and cover tunnel areas have completed with the concrete pours now beginning and the props being removed. This allows for the next stage of the A102 works to complete with southbound traffic being moved to travel over the new road from later this year.

The portal building has also begun to take shape with the main concrete pours complete and the shape and size of them now becoming apparent with structural superstructure works now underway.

The new Boord Street pedestrian and cycle bridge is now operational with the old one having been removed.

Programme

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

Safety, Health & Environment Update

Over the last three months, Riverlinx SHE performance has been steady from a statistical perspective. However, there have been two RIDDOR reportable instances.

During the removal of the existing footbridge over the A102 adjacent to the project (during a full 48 hour possession), one of the ramp accesses collapsed into its own footprint and was reported as a RIDDOR Dangerous occurrence.

Silvertown cut & cover and portal building



Greenwich portal building



During the same weekend, a lifting operative crushed his thumb whilst loading (6t) bearing plates which was reported as a RIDDOR injury accident.

Riverlinx undertook a full investigation into the incidents and the organisation of the whole weekends work and came back with measures to remove the chance of the same being repeated.

Riverlinx has started to onboard mechanical and electrical contractors prior to them starting works on site and having learnt lessons from the start of the project, are inducting operatives into the STT safety culture before they present on the project.

There has been a fundamental change to the manner in which the organisation of supervision of work is carried out on the project. It is incumbent upon all staff from Sub-agent down that they should not be party to meetings before 10am in order to allow work to be planned and set in a safe manner.

Project Communications – May to September 2023

Community Liaison Groups (CLGs)

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 are held in person at venues in Newham and Greenwich. Where possible a hybrid meeting is also offered. Over 100 individuals are registered to receive information about each CLG.

CLG meetings took place as planned in June and September, with the exception of the RB Greenwich September CLG which has been postponed until 03 October. Issues raised have included dust on the Silvertown site. It has been established that this is largely due to the high volume of works in the area and is not solely attributable to the Silvertown Tunnel works.

The next meeting dates are:

- 05 December 2023 (Greenwich)
- 12 December 2023 (Newham)

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

24 hr Helpline and Email

The 24-hour helpline and email continue to operate.

Email: help@riverlinxcjv.co.uk

24/7 Helpdesk: (07907) 978 486

Riverlinx information bulletin

Information bulletins for each side of the river were distributed to residents and businesses in September 2023. These continue to be well received.

The bulletins are also posted to the website:

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

June 2023

INFORMATION SHEET – Greenwich site works

Riverlinx CJV are working on behalf of Transport for London to construct the Silvertown Tunnel.

What are we doing?
The complex operation to turn the Tunnel Boring Machine (TBM), 58, 160 degrees within the retrieval chamber was completed in May. This was achieved by placing sections of the machine onto nitrogen skates to assist the rotation before commencing the second bore. 31° is now more than halfway through her 12m journey back to Silvertown. You can track 31's progress here: www.riverlinx.co.uk/news

Blackwall Tunnel (A102) weekend full closure (Southbound)
To facilitate the demolition of the existing 1962's footbridge across the A102 there will be a full weekend closure of the southbound Blackwall Tunnel from **Saturday 24 June from 00:01 to Monday 26 June at 05:00**

The northbound Blackwall Tunnel will remain open but traffic on the A102 approach road will be diverted via local diversion routes. A further south bound closure is expected around 8-10 July to allow new drainage and utility ducting to be installed underneath the carriageway. For further details, please view the TfL press release here: www.tfl.gov.uk/press-releases

Board Street Pedestrian and Cycle bridge
The new footbridge is now open. The permanent deck, ramp and stairs (Brentnag side of the A102) are installed. A temporary ramp is in place on the Board Street side of the bridge to enable construction of the permanent stairs and ramp. This will be completed by the end of 2023. Until completion and due to the space constraints, cyclists will be asked to dismount. Wheelchair users will be able to use the temporary ramp. The new permanent structure will be fully accessible. We apologise for any inconvenience caused. Please see www.transportforlondon.gov.uk/news for further details.

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September - December 2023

Information Sheet - Silvertown Works

Riverlinx CJV are working on behalf of Transport for London to construct the Silvertown Tunnel.

What are we doing?
Works are progressing at pace at our Silvertown site. July saw the completion of all the main tunnelling work on the new Silvertown Tunnel as our 1300 tonne boring machine (TBM 281) broke through into the retrieval chamber. See Fig 1 and 2 below. The focus this quarter is to continue with the construction of the new road alignment, bring the existing infrastructure in with the new tunnel and constructing the portal building. Please see details of the next quarterly update below:

Blackwall Tunnel (A102) weekend full closures (Southbound)
To facilitate the reconstruction of the existing A102 southbound carriageway there will be two full weekend closures of the southbound Blackwall Tunnel.
From midnight, **Friday 29 September to Monday 02 October 05:00**
From midnight, **Friday 06 October to Monday 09 October 05:00**
If there are any unexpected issues during these works, contingency days are planned as follows:
Monday 03 October to Saturday 07 October from 23:00 - 05:00 nightworks only
From midnight, **Friday 13 October to Monday 16 October 05:00**
For future updates, please visit: www.riverlinx.co.uk/news

Lower Lea Crossing - contraflow
The Lower Lea Crossing eastbound carriageway remains in contraflow. In October, following the construction of the new westbound carriageway, traffic will be transferred onto the new alignment to allow the eastbound to be closed for the remaining reconstruction works.
From 20th August, following the progress for the construction of the new Tidal Basin roundabout layout, a new cycleway & pedestrian route is being implemented. All changes to site access and pedestrian crossings are clearly identified with the required traffic management for the safety of all users.

Retrieval chamber and 'cut and cover' tunnel
TBM 281 successfully broke through into the retrieval chamber following the completion of her return journey north in July. See Fig 3. The 'cut and cover' base slab is now complete, and construction of walls is ongoing.

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Tunnel Boring Machine (TBM) - Tunnelling Complete, July 2023

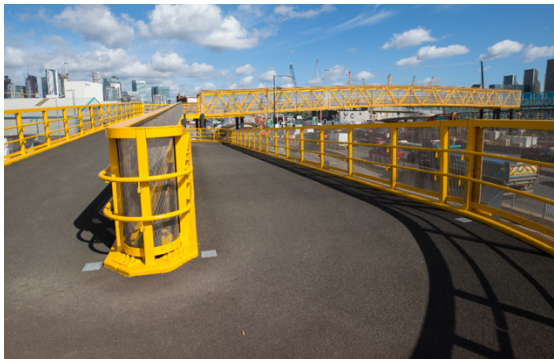
The TBM has been successfully removed following the TBM 'breakthrough' to Newham at the end of July. An article on the end of tunnelling is available here:

<https://www.riverlinx.co.uk/news/tunnelling-complete-at-silvertown>

Boord Street Footbridge

Communications for the removal of the Boord Street pedestrian and cycle bridge were successfully delivered, with minimal disruption over the weekend closure of the southbound Blackwall Tunnel in June.

The bridge was opened to the public, with use of a temporary ramp on 20 June 2023. The permanent ramp and stairs are to be installed before the end of the year.



A102 Noise Barrier

In August 2023, following receipt of detailed drawings for the proposed barrier, we wrote to property owners along the route to acquire the assets necessary to deliver the scheme. We have given residents until the end of September to respond. After which we will finalise the design and submit the relevant planning requests.

Further engagement with residents will be planned based on the responses received.

A102 Blackwall Tunnel Road closures

Across the weekends 30 September - 02 October and 07-09 October the southbound Blackwall Tunnel will be closed to allow for works to the new southbound carriageway layout to the Silvertown Tunnel. Weeknight closures may also be required between 02-06 October depending on progress made over the weekend.

The Blackwall Tunnel for northbound traffic will remain open and bus route 108 will be split and terminate at Canning Town station and North Greenwich, with customers using the Jubilee line to cross the river and complete their journeys if required.

During the weekend closures the Woolwich Ferry will operate a special service every 15-20 minutes between 07:00 and 18:00.

As with previous A102 road works, key stakeholders including STIG members are informed in advance. Advanced warning signs and virtual message signs (VMS) will be put in place and the roadworks will be publicised through the usual stakeholder channels.

Details of the closures will also be shared with third party navigation map apps such as Waze and Google Maps.

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

Outputs from the recently completed Scheme Assessment 04 forecast have been used to inform the final long list of locations where traffic monitoring will be considered. These maps have been recently shared with affected local highway authorities.

Outputs from traffic modelling has been used to inform final short list of locations where localised highway mitigation is being considered. This work has subsequently been discussed with affected highway authorities.

Environmental modelling

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

We were pleased to share the third outputs from the air quality modelling, which were presented to STIG at the May meeting. The outputs from the models fed into the Environmental Compliance Assessment report which is nearing completion. An overview of the results of the Environmental Compliance Assessment is being presented at the September 2023 STIG meeting.

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.

The User Charge Assessment Framework (UCAF) will be used to assess the performance of the user charge against project objectives. This work remains in progress and an update will be shared

with STIG members in 2024 closer to tunnel opening in 2025.

The Silvertown Tunnel project team continue to work closely with colleagues who deliver other TfL charging schemes.

Bus network planning

Bus service operator contract was awarded in September 2023 which will provide electric vehicles from tunnel opening. Bus priority measures for the cross-river routes are being planned and project team will shortly be engaging with relevant boroughs on these plans.

Mitigation measures

TfL is required to submit details of any necessary highway mitigation measures to the Secretary of State for Transport for approval having first consulted with boroughs where this mitigation is planned. Discussions continue with the Department for Transport regarding the format of the submission to ensure the necessary level of detail is provided.

A long list of flagged potential mitigation locations was shared with STIG members via a technical workshop on 01 November 2022 and circulated to all affected STIG members. A short list was drawn up based on a further set of agreed metrics and was shared at the February 2023 STIG meeting and was further discussed at the May 2023 STIG meeting.

Further dedicated borough meetings have been held with affected boroughs since the May 2023 STIG meeting and engagement remains ongoing with those boroughs on the scope of any work proposed at those locations, including where any traffic signal adjustments may be required.

The submission to the Secretary of State will set out the scope of this local highway mitigation alongside a record of the consultation and will be submitted following completion of engagement with affected local authorities.

Monitoring of scheme impacts

Once operational the scheme's impacts must be monitored for at least three years, and to provide a representative baseline, this monitoring must commence at least three years pre-opening. The monitoring includes topics of traffic, air quality and noise and socio-economic.

Traffic monitoring

The traffic monitoring plan was shared at the STIG meeting on 30 September 2021. Traffic monitoring in connection with the scheme commenced in November 2021, including annual bespoke surveys 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.

The raw traffic data that is being collected to monitor traffic patterns in the scheme's area of influence has been made available using a cloud storage SharePoint platform. A link to access this platform and log-in details has been provided to all STIG members.

Further locations flagged on the long list as part of the refreshed assessment exercise will be considered for adding to the monitoring programme following further discussion with relevant boroughs.

Air quality monitoring

Our first Baseline Air Quality (AQ) Monitoring report covering 2021 can be viewed on the TfL STIG website here:

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

We have prepared our second Baseline Air Quality Monitoring Report covering 2022 which will be published shortly. The report collates and presents the results of our baseline data collection of NO₂ for 2022. This includes data collected from our network of 38 AQ monitoring locations as well as selected local authority data that was publicly available in July 2023. The report will not provide a comparison against levels reported in the DCO Environmental Statement as this work forms part of the Environmental Compliance Assessment which is nearing completion.

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

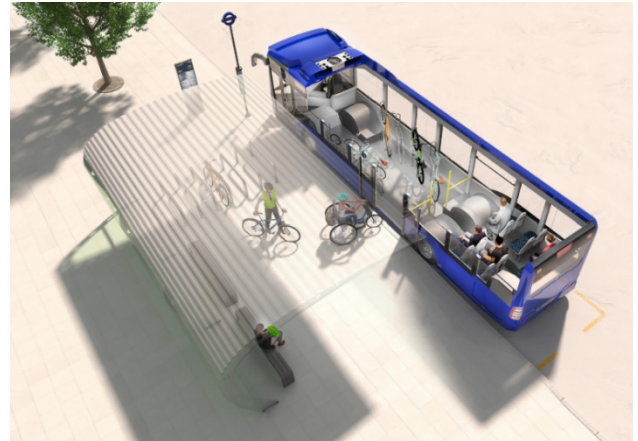
TfL's approach for socio-economic monitoring was presented to STIG at the meeting on 27 May 2021. This included primary and secondary research. The primary research included resident surveys and business surveys.

The Year 1 research has been completed and the findings have been collated in a combined baseline report. A summary presentation was provided to STIG members at the November 2022 meeting and the report was also published on the TfL STIG website:

<https://content.tfl.gov.uk/stt-socio-economic-year-1-combined-report-2021.pdf>

The Year 2 research will commence in the Autumn. The questionnaires used as part of the residents and businesses surveys have been updated. The surveys are scheduled to start in October 2023. The secondary data is currently being reviewed and is planned to be updated in November 2023. A report which presents the collated findings of the primary and secondary research is expected to be completed by March 2024.

Cross-river cycling public consultation



A cross-river cycling consultation ran over the summer for eight weeks from 17 July to 10 September 2023. Several briefings were delivered to local borough officers and Councillors, and other stakeholders including Will Norman - Cycling Commissioner, London Cycling Campaign, Wheels for Well-being, and Canary Wharf Transport committee. Over 680 responses were received. The results are currently being analysed and we hope to publish the consultation report later in the year.

Further information:

<https://haveyoursay.tfl.gov.uk/silvertown-cycling-service>

Silvertown Tunnel - Combined Obligations Tracker

Work In Progress: This tracker is regularly updated & subject to change v.20/10/2023

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	TIL 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
01 - STIG administration	2	2020	Q3	DCO	66 (7)	Frequencyming of STIG meetings	Unless otherwise agreed by STIG, TIL 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 TIL, including on each occasion that TIL 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
01 - STIG administration	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
01 - STIG administration	4	2020	Q3	DCO	66 (5)	STIG matters - need to consult STIG	TIL must consult the other members of STIG on the following matters relating to implementation of the authorised development :	Underway	
01 - STIG administration	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
01 - STIG administration	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.
01 - STIG administration	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
01 - STIG administration	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	
01 - STIG administration	9	2023	Q3	DCO	66 (5)	STIG matters - (e) user charges	(e) the level of charges required to be paid for use of the tunnels	Not started	
01 - STIG administration	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), TIL 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
01 - STIG administration	11	2020	Q3	DCO	66 (10)	Publication of STIG material	TIL 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 TIL 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 TIL must make available to those councils the sum of one million pounds for the purpose of supporting local businesses.	Underway	
02- Refreshed assessment / pre-opening mitigation	13	2020	Q4	MMS	2.1.1	Develop refreshed assessment	Prior to the Silvertown Tunnel opening for public use, TIL 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 20/09/21 - 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 10/11/2022 - traffic and air quality model updates provided at 3 Nov STIG 15/03/2023 - updates of RA modelling given at 23 Feb STIG meeting
02- Refreshed assessment / pre-opening mitigation	14	2020	Q3	MMS	2.1.2	Update the transport and environmental models	For this process TIL 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	
02- Refreshed assessment / pre-opening mitigation	15	2022	Q3	MMS	2.3.13	Develop package of mitigation measures	TIL will work closely with affected local authorities to identify and develop the package of localised mitigation measures to be implemented pre-opening. Once the proposed package of localised traffic-related mitigation measures has been finalised, TIL will submit details of the package to the Secretary of State for Transport for approval.	Underway	10/11/2022 - long-list workshop held with borough officers on 1 Nov 15/03/2023 - meetings held to discuss shortlist locations with LBTH, LBN and RBG in Feb and March 20/10/2023 - further meetings held with LBTH, LBN and RBG between Jun-Oct 2023 regarding scheme of mitigation 15/03/2023 - meetings held to discuss shortlist locations with LBTH, LBN and RBG in Feb and March 20/10/2023 - further meetings held with LBTH, LBN and RBG between Jun-Oct 2023 regarding scheme of mitigation
02- Refreshed assessment / pre-opening mitigation	16	2022	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, TIL will take into account views from the affected local highway authority (or authorities should the location affect more than one borough).	Underway	
02- Refreshed assessment / pre-opening mitigation	17	2025	Q2	MMS	3.8.5	TIL to install noise monitors	Once operational, the noise monitoring will continue for a minimum of three years. Before the end of that period, TIL will consult STIG members on whether it is appropriate to extend this period by up to an additional two years.	Not started	
02- Refreshed assessment / pre-opening mitigation	18	2023	Q2	DCO	Sch 2 Req 7 (2)	Implementation of mitigation measures when TIL powers are not sufficient	If the statutory powers vested in TIL in relation to highways and road traffic in Greater London are not sufficient to enable TIL to implement any mitigation measure which it is obliged to implement under this requirement, TIL must either agree with the council to implement the changes on its behalf or pay the council to implement the measures.	Not started	
02- Refreshed assessment / pre-opening mitigation	19	2020	Q4	DCO	Sch 2 Req 7(4)	Refreshed assessment	TIL 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	15/03/2023 - meetings held to discuss shortlist locations with RBG, LBN (21 Feb) and LBTH (1 Mar)
02- Refreshed assessment / pre-opening mitigation	20	2022	Q4	DCO	Sch 2 Req 7 (5)	Consultation on the scheme of mitigation	TIL must have regard to any consultation responses from STIG members on the proposed mitigation and engage with local highway authorities as required.	Underway	15/03/2023 - meetings held to discuss shortlist locations with RBG, LBN (21 Feb) and LBTH (1 Mar)
02- Refreshed assessment / pre-opening mitigation	21	2023	Q3	DCO	Sch 2 Req 7 (7)	SoB to consult STIG on mitigation measures if approving with material modifications	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	
02- Refreshed assessment / pre-opening mitigation	22	2025	Q1	DCO	Sch 2 Req 7	Mayor of London to consult relevant air quality authority	Before considering whether to approve a scheme of mitigation (post-opening), the Mayor of London must consult any relevant air quality authority and take into consideration any responses received. TIL must implement or secure the implementation of the scheme of mitigation (post-opening) approved by the Mayor of London in accordance with the programme contained in the approved scheme of mitigation.	Not started	
02- Refreshed assessment / pre-opening mitigation	23	2023	Q1	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, TIL will develop these measures in consultation with STIG and submit them to the Secretary of State for Transport for approval.	Underway	15/03/2023 - meetings held to discuss shortlist locations with RBG, LBN (21 Feb) and LBTH (1 Mar)
02- Refreshed assessment / pre-opening mitigation	24	2024	Q1	MMS	2.1.8	Implementation of pre-opening mitigation measures	TIL 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	
02- Refreshed assessment / pre-opening mitigation	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	
02- Refreshed assessment / pre-opening mitigation	26	2021	Q3	MMS	2.2.2	Approach to refreshed assessment	TIL 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	See #13
02- Refreshed assessment / pre-opening mitigation	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 TIL will make a decision on which locations will be included within a 'short list' to be assessed further using local modelling.	Underway	10/11/2022 - long-list workshop held with borough officers on 1 Nov 15/03/2022 - long-list locations sent to each affected STIG borough
02- Refreshed assessment / pre-opening mitigation	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
02- Refreshed assessment / pre-opening mitigation	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 6 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
02- Refreshed assessment / pre-opening mitigation	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, TIL recognises the value of monitoring undertaken by others and means in addition to the data collected through the monitoring programme, TIL will take into account monitoring data collected by local authorities and other bodies where it is relevant and appropriate to do so.	Underway	
02- Refreshed assessment / pre-opening mitigation	31	2020	Q4	MMS	3.5.3	Geographical extent of monitoring	The geographical scope of the monitoring will be reviewed at the time when TIL 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 TIL's wider monitoring programmes.	Underway	10/11/2022 - long-list workshop held with borough officers on 1 Nov
02- Refreshed assessment / pre-opening mitigation	32	2020	Q3	MMS	3.7.1	Commencement of air quality monitoring	Three years prior to Scheme opening TIL 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 TIL 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	
03 - User Charging	34	2025	Q2	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 TIL. After the expiry of the monitoring period, TIL will review in consultation with the host boroughs whether the discount should continue (Policy 6).	Not started	
03 - User Charging	35	2021	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 TIL will have regard to when setting the initial user charges (policy 9). In this TIL will have regard to: - traffic; - the environment, and - population, economy and growth - other project objective considerations, including the ability to pay for the Scheme.	Underway	Refreshed assessment modelling ongoing
03 - User Charging	36	2021	Q4	Charging Policy	3.2.4	Setting the initial user charge	TIL 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).	Underway	Refreshed assessment modelling ongoing
03 - User Charging	37	2025	Q2	Charging Policy	3.3.1	Variations to the user charges	TIL 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 TIL 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	
03 - User Charging	38	2021	Q4	Charging Policy	4.2.1	Setting the initial user charge	TIL 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	Refreshed assessment modelling ongoing

Silvertown Tunnel - Combined Obligations Tracker

Work In Progress: This tracker is regularly updated & subject to change
v.20/10/2023

Category	STIG ref #	Year* Activity commence s	Quarter* Activity commence s	Document	Document ref	Activity	Requirement	Status	Updates
03 - User Charging	39	2021	Q4	Charging Policy	4.2.1	Setting the initial user charge	In the setting of the initial user charge, TIL will follow this process - TIL will re-run the strategic traffic model (using up-to-date data) - TIL 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) - TIL will populate the UCAF with its impact assessment	Underway	Refreshed assessment modeling ongoing
03 - User Charging	40	2024	Q2	Charging Policy	4.2.1	Setting the initial user charge	TIL 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 TIL in response to these, and the views of STIG's members will be recorded TIL will submit the proposed opening user charges, including setting out the recommendations and representations of STIG members, to the TIL Board for approval. When deciding whether or not to approve the proposed charges the TIL 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	
03 - User Charging	41	2024	Q2	Charging Policy	4.2.1	Setting the initial user charge	TIL 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 TIL in response to these, and the views of STIG's members will be recorded TIL will submit the proposed opening user charges, including setting out the recommendations and representations of STIG members, to the TIL Board for approval. When deciding whether or not to approve the proposed charges the TIL 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	
03 - User Charging	42	2024	Q4	Charging Policy	4.2.1	Setting the initial user charge	The completed UCAF will be published on TIL's website as a record of the assessment undertaken.	Not started	
03 - User Charging	43	2025	Q2	Charging Policy	4.3.1	Variations to the user charges	In proposing variations to the user charges, TIL 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 of the Charging Policy), in accordance with Article 65 of the DCO. TIL will consult with members of STIG on these proposed variations who may make representations and recommendations in response. TIL will then submit the proposed variations to the user charges, including setting out the recommendations of STIG members, to the TIL Board for approval. When deciding whether or not to approve the variations the TIL 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	
03 - User Charging	44	2025	Q2	Charging Policy	4.3.1	Variations to the user charges	In accordance with Article 53 of the DCO, where the TIL Board decides to approve the proposed charges (for the initial charge and for subsequent variations), TIL 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. TIL 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 pre-opening assessment (Policy 15).	Will be undertaken if required	
03 - User Charging	45	2024	Q3	Charging Policy	4.4.1	Statement of charges	TIL 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 TIL's proposal. The decision on the response to the review will be made by TIL. TIL will publish a report summarising the review and its outcome.	Not started	
03 - User Charging	46	2026	Q3	Charging Policy	5.1.2	12-month review of user charges	TIL must 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 TIL's proposal. The decision on the response to the review will be made by TIL. TIL will publish a report summarising the review and its outcome.	Not started	
03 - User Charging	47	2026	Q3	Charging Policy	5.4	12-month review of user charges	TIL must 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 TIL's proposal. The decision on the response to the review will be made by TIL. TIL will publish a report summarising the review and its outcome.	Not started	
03 - User Charging	48	2024	Q2	DCO	53 (2)	Revisions to charging policy	TIL 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: TIL 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	Underway	
04 - Buses	50	2022	Q2	Bus Strategy	3.4.3	Bus network proposals	Commitment 7: Prior to the Silvertown Tunnel opening for public use TIL will consult with STIG members on its outline proposals with regard to the bus network.	Underway	Working group meetings held with STIG members held on 20 Oct 2021, 11 May 2022 and 12 Oct 2022.
04 - Buses	51	2022	Q2	Bus Strategy	3.4.5	Bus network planning	Commitment 8: Bus service planning will commence not less than 2 years prior to Scheme opening, using TIL's Bus Service Planning Guidelines	Underway	
04 - Buses	52	2023	Q1	Bus Strategy	3.4.8	Bus priority measures	Commitment 9: TIL 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	Not started	
04 - Buses	53	2022	Q2	Bus Strategy	3.6.3	Socio-economic impacts of bus services	Commitment 10: TIL and STIG members will consider socio-economic monitoring and information in assessing bus services.	Underway	
04 - Buses	54	2025	Q2	Bus Strategy	3.6.4	Socio-economic impacts of bus services	Commitment 11: TIL 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.	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), TIL must— (a) implement a monitoring programme in consultation with the members of STIG. For the duration of the monitoring period (at least 3 years before opening and 3 years after scheme opens), TIL 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	
05 - Monitoring / post-opening mitigation	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), TIL must— (c) identify in consultation with the members of STIG appropriate thresholds for changes on the highway network which require TIL to investigate whether mitigation measures are necessary; (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; For the duration of the monitoring period (at least 3 years before opening and 3 years after scheme opens), TIL must— (e) 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 For the duration of the monitoring period (at least 3 years before opening and 3 years after scheme opens), TIL must— (f) implement or secure the implementation of the necessary mitigation measures.	Underway	
05 - Monitoring / post-opening mitigation	57	2024	Q1	DCO	Sch 2 Req 7 (10) (c) and (d)	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), TIL must— (c) identify in consultation with the members of STIG appropriate thresholds for changes on the highway network which require TIL to investigate whether mitigation measures are necessary; (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 For the duration of the monitoring period (at least 3 years before opening and 3 years after scheme opens), TIL must— (e) implement or secure the implementation of the necessary mitigation measures.	Not started	
05 - Monitoring / post-opening mitigation	58	2025	Q2	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), TIL must— (e) 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 For the duration of the monitoring period (at least 3 years before opening and 3 years after scheme opens), TIL must— (f) implement or secure the implementation of the necessary mitigation measures.	Not started	
05 - Monitoring / post-opening mitigation	59	2025	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), TIL must— (f) implement or secure the implementation of the necessary mitigation measures.	Not started	
05 - Monitoring / post-opening mitigation	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 TIL 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	
05 - Monitoring / post-opening mitigation	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
05 - Monitoring / post-opening mitigation	62	2025	Q2	MMS	3.4.1	Extending the monitoring period	The duration of the post-opening monitoring will be reviewed and TIL will consult the members of STIG on whether it is appropriate to extend this period by up to an additional two years. 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 TIL's publicly available wider data set), this can be brought to TIL's attention for further consideration and possible inclusion in the monitoring programme going forward.	Not started	
05 - Monitoring / post-opening mitigation	63	2025	Q2	MMS	3.5.4	Scheme impacts not captured by monitoring programme	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 TIL 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	
05 - Monitoring / post-opening mitigation	64	2026	Q3	MMS	3.7.6	Reporting and expert review of AQ data	For the first year after the Silvertown Tunnel opens for public use, TIL 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	
05 - Monitoring / post-opening mitigation	65	2025	Q2	MMS	3.10.3	Quarterly interim reports in first year after opening	The annual monitoring reports will be produced by TIL and sent to STIG members within two months of data collection. 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 TIL for changes where appropriate	Not started	
05 - Monitoring / post-opening mitigation	66	2026	Q3	MMS	3.11.1	Production 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 TIL for changes where appropriate	Not started	
05 - Monitoring / post-opening mitigation	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 TIL for changes where appropriate	For reference	
05 - Monitoring / post-opening mitigation	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, TIL shall have regard to any recommendations made by STIG.	Will be undertaken if required	
05 - Monitoring / post-opening mitigation	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. TIL will remain responsible for the final content and structure of the monitoring reports.	Not started	
05 - Monitoring / post-opening mitigation	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:..... The air quality data will be reviewed by a firm of experts appointed by TIL 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, TIL must develop a scheme of mitigation and submit this to the Mayor of London for approval.	Not started	
05 - Monitoring / post-opening mitigation	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 TIL 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, TIL must develop a scheme of mitigation and submit this to the Mayor of London for approval.	Not started	
05 - Monitoring / post-opening mitigation	72	2026	Q1	MMS	4.4.1	Appointment of independent air quality expert	TIL will appoint an independent air quality expert to review the post-opening air quality monitoring data set in the annual monitoring reports. TIL will consult with STIG members regarding the expert to be appointed.	Not started	
05 - Monitoring / post-opening mitigation	73	2026	Q1	MMS	4.5.2	Appointment of noise expert	TIL will appoint an independent noise expert to carry out an annual review the post-opening noise monitoring data presented within the annual monitoring reports. TIL will consult STIG members regarding the expert to be appointed.	Not started	
05 - Monitoring / post-opening mitigation	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 10dB (and that the difference is attributable to the Scheme), TIL will consider the need for localised noise mitigation measures in consultation with the relevant local authorities.	Not started	