



Meeting Title:	Silvertown Tunnel Implementation Group meeting #1
Date & Time:	24 September 2020, 0930-1100
Location:	Virtual meeting hosted on MS Teams

Item:
<ol style="list-style-type: none">1. Introductions and welcome2. Review of actions from introductory briefing held on 5 March 2020 (TfL)3. Draft Terms of Reference (All)<ol style="list-style-type: none">a. Election of chairpersonb. Recording of decisions4. Project update (TfL)<ol style="list-style-type: none">a. General project updateb. MMS update5. Other relevant updates (All)6. Air quality monitoring proposals (TfL/Aecom)7. DCO obligations and forward meeting planner (All)8. Next steps and AOB (All)

Article 66 DCO (Silvertown Tunnel Order 2018): available [here](#) (page 50-52)

Purpose of STIG:

STIG is a consultative group which will inform TfL's approach to the discharge of the DCO requirements in respect of the scheme's Monitoring & Mitigation Strategy (MMS), Charging Policies and Procedures and Bus Strategy.

Specifically TfL is required to consult with STIG members on the following:

- (a) the extent, nature and duration of monitoring to be implemented in accordance with the MMS;
- (b) the proposals for the initial bus services that will operate through the tunnels when the Silvertown Tunnel opens for public use;
- (c) the monitoring reports produced in accordance with the MMS;
- (d) any proposed revisions to the Charging Policy under article 53; and
- (e) the level of charges required to be paid for use of the tunnels under article 54 and any exemptions and discounts.

It may also provide an opportunity for updating members on general project progress including the discharge of other DCO requirements, if STIG members consider this will be useful. Engagement on construction activity will be undertaken in accordance with the scheme's Code of Construction Practice.

Meeting frequency: meetings will be held at least twice annually. Additional meetings may be arranged if deemed necessary by STIG members. TfL will endeavour to confirm meeting dates at least four weeks in advance.

Meeting duration: meetings will typically be 1.5 hours in length.

Meeting location: meetings will be held virtually via MS Teams. If physical meetings are held these will take place at TfL's Endeavour Square offices (Stratford) and the option to join the meeting virtually will also be provided.

Chair: STIG members will nominate a representative to chair meetings, with nomination to be confirmed by means of a vote if necessary. If the Chair is not a representative of TfL, TfL will engage with the Chair on the proposed agenda in advance of each meeting.

Secretariat: TfL will provide the secretariat for STIG including the provision of agendas, meeting notes and reports as may be necessary. Meeting notes will be circulated within ten working days of the meetings and members will be invited to comment within ten working days of the notes being circulated. Papers relating to STIG will be made available on TfL's website.

Recording of representations made by STIG members:

When STIG members are consulted on relevant matters set out in DCO Article 66(5), whether it be at meetings or via electronic means, TfL will summarise the representations received and provide an accompanying commentary which seeks to explain how the representations have been taken into account in its decision making.

Membership

Each body is entitled to nominate a designated STIG representative. In the event that the designated representative is unable to attend a meeting a substitute for that body may be nominated. The nominated STIG representatives are:

Transport for London	Andrew Lunt
Greater London Authority	Tim Aldham / Stephen Inch
LB Barking & Dagenham	Nick Davies
LB Bexley	David Freestone
LB Bromley	Angus Culverwell
City of London Corporation	Bruce McVean
RB Greenwich	Ryan Bunce
LB Hackney	Tyler Linton
LB Lewisham	Alexandra Crush
LB Newham	Murray Woodburn
LB Redbridge	Rogan Keown
LB Southwark	Sally Crew
LB Tower Hamlets	Jack Ettinger
LB Waltham Forest	Neil Bullen
Highways England	Amelia Yeodal

Subject to logistics additional representatives from each body will be able to attend STIG meetings as non-STIG members.

Meeting agendas:

TfL will maintain a forward meeting planner of items for discussion at future STIG meetings and will consult STIG members on this forward planner at each meeting. STIG members are entitled to suggest additional items for discussion as they deem appropriate. Standing agenda items shall include:

- Introductions
- Safety, Health and Environment matters (all)
- General project update (TfL)
- Forward meeting planner (all)
- AOB (all)

For the avoidance of doubt STIG business may be administered via electronic means outside of meetings as may be necessary.

Review: these Terms of Reference including the nominated STIG Chair will be kept under review and updated from time to time as may be necessary.

Item 3b

Silvertown Tunnel Implementation Group – Draft record of decision template for discussion

Example: Proposals for air quality monitoring

Relevant DCO references

DCO Article 66 (5)(a)

Summary of consultation undertaken

The Silvertown Tunnel monitoring programme comprises a number of topic areas including air quality. In accordance with the requirements set out in Schedule 2 Requirement 7 (12) TfL will install NO2 monitoring equipment at locations specified in accordance with MMS paragraph 3.7.4. TfL's proposals including the location, nature and duration of this monitoring were presented to STIG at the meeting on 24 September 2020 and a paper detailing these proposals was provided (attached as Appendix 1). The exact locations of the air quality monitoring sites will be agreed with the relevant local authorities prior to installation.

Summary of representations/comments/recommendations received

Greater London Authority	
LB Barking & Dagenham	
LB Bexley	
LB Bromley	
City of London	
RB Greenwich	
LB Hackney	
LB Lewisham	
LB Newham	
LB Redbridge	
LB Tower Hamlets	
LB Waltham Forest	
Highways England	

Decision taken by TfL and reasoning

Signed _____

Name / position _____

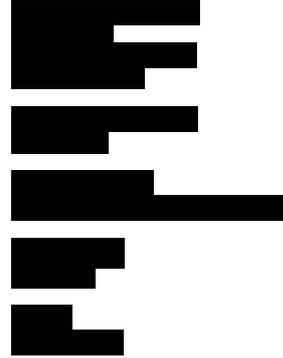
Date _____

Item 6

Memo
Silvertown Tunnel Lot B Progress



AECOM Limited



To:
Transport for London

CC:
[Redacted]

Date:
17th September 2020

Silvertown Tunnel Scheme – Air Quality Monitoring

1. Summary

AECOM was appointed to conduct the Lot B Environmental Services for the Silvertown Tunnel Scheme to support Transport for London (TfL) in the delivery of the commitments made in the Scheme Development Consent Order (DCO) as outlined in the 2017 Monitoring and Mitigation Strategy (MMS).¹

This briefing note focuses on the work conducted since AECOM's appointment in June 2020 to progress the pre-scheme opening air quality monitoring programme. Pre-scheme opening air quality monitoring is one of the DCO requirements for the Scheme. It is the intention of TfL and AECOM to commence air quality monitoring before the end of the year.

The purpose of the pre-scheme opening monitoring is two-fold; firstly as an input to the updated air quality monitoring that will be completed as part of the refreshed assessment of the scheme's impacts that will be undertaken before the tunnel opens, and secondly to provide a baseline against which to compare the post-opening monitoring data collected once the scheme is operational.

2. Borough Engagement

The MMS identified 29 indicative air quality monitoring locations within the five London boroughs that are most directly affected by the scheme. The five London boroughs are:

- Greenwich;
- Newham;
- Tower Hamlets;
- Lewisham; and
- Southwark.

The indicative monitoring locations include three continuous monitoring stations (CMS), close to the northern and southern tunnel portals within the London Boroughs of Greenwich and Newham and a larger number of passive diffusion tube sites spread across the five boroughs (see Appendix A for full list of sites).

¹ <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010021/TR010021-001726-8.84%20Monitoring%20and%20Mitigation%20Strategy%20R2%20.pdf>

The geographical scope of these locations has been informed by the Environmental Statement (ES) and reflects areas where a potentially significant change in nitrogen dioxide (NO₂) concentrations was forecast, areas where traffic impacts are predicted or where there is relevant exposure to air quality, such as at residential properties. Additionally, AECOM has reviewed the indicative monitoring locations based on the criteria set out in the ES and have concluded that the locations remain appropriate, with several additional diffusion tube locations to be considered in the vicinity of the scheme where new residential development has come forward and to increase monitoring coverage around the Hoola Tower.

The requirement through the DCO and as set out in the MMS is to monitor NO₂ only reflecting the findings of the ES which did not identify any changes in particulate concentrations above relevant air quality objectives.

3. Meeting Records

The MMS sets out a requirement to agree the final monitoring locations with the London Boroughs. To facilitate this, AECOM and TfL held face-to-face meetings with the five boroughs through Microsoft Teams. All the meetings were very productive and a summary of the meetings and the key actions is given in Table 1 below.

Table 1 Summary of Meetings

London Borough	Date of Meeting	Borough Attendees	Key Actions and Decisions
Greenwich	30 th July 2020	Bob Bennett, Ryan Bunce, Ella Smallcombe, Matthew Lund	<p>Confirmed location of NO₂ CMS at Tunnel Avenue, off A102 and diffusion tube sites based on MMS indicative locations.</p> <p>Action 1: To confirm no local site issues which would affect the site installation.</p> <p>Action 2: To agreed method of consent required to install CMS on highway.</p> <p>Action 3: To arrange meeting with EHO nearer installation date to agree specific lamp columns to site diffusion tubes.</p>
Newham	4 th August 2020	Nick Marks, Murray Woodburn, Mark Partridge	<p>Confirmed locations of 2x NO₂ CMS at Hoola Tower and Silvertown Way and diffusion tube sites based on MMS indicative locations.</p> <p>Action 1: To agree method of consent to install CMS on highway.</p> <p>Newham requested a 3rd CMS at Canning Town.</p> <p>Action 2: TfL to review request and follow up.</p> <p>Newham requested PM_{2.5} monitoring is also undertaken at all requested 3 sites.</p> <p>Action 3: TfL to review and follow this up. It is noted that PM_{2.5} monitoring is outside the DCO requirement.</p> <p>Action 4: TfL to site additional diffusion tubes around Hoola (approx. 10 sites) and to consider an additional number of diffusion tube sites at selected sites.</p> <p>Action 5: To arrange meeting with EHO nearer to the installation date to agree specific lamp columns to site diffusion tubes.</p>

London Borough	Date of Meeting	Borough Attendees	Key Actions and Decisions
Tower Hamlets	8 th August 2020	Muhammad Islam, Jack Ettinger	<p>Agreed diffusion tube locations from MMS indicative locations.</p> <p>Action 1: TfL to consider several additional diffusion tube sites around Lower Lea Crossing in new residential areas.</p> <p>Action 2: To arrange meeting with EHO nearer installation date to agree specific lamp columns to site diffusion tubes.</p>
Lewisham	13 th August 2020	Alexandra Crush, Elian Foteu Madio	<p>Agreed diffusion tubes from MMS indicative locations.</p> <p>Action 1: TfL to consider several additional diffusion tube locations around diversion routes e.g. Deptford following LB Lewisham review of locations.</p> <p>Action 2: To arrange meeting with EHO nearer installation date to agree specific lamp columns to site diffusion tubes.</p>
Southwark	26 th August 2020	Bill Legassick (Sally Crew apologies)	<p>Agreed diffusion tubes from MMS indicative locations.</p> <p>Action 1: TfL to consider co-locating diffusion tubes at Southwark's new CMS on Lower Road and around Lower Road gyratory.</p> <p>Action 2: To arrange meeting with EHO nearer installation date to agree specific lamp columns to site diffusion tubes.</p>

4. Current Status of Pre-Scheme Opening Monitoring

A number of the actions outlined above have been progressed further with the above boroughs since the initial meetings.

The main priority has been to agree the locations and siting of the CMS sites in Greenwich and Newham given the potentially long lead times for equipment delivery and installation. The latest situation with regards to these monitors is summarised below.

5. Greenwich

Greenwich is to have a CMS installed on Tunnel Avenue, just off the Blackwall Tunnel Approach (A102). The unit will be close to the wall adjacent to the northbound carriageway as indicated in Figure 1 below. This location closely aligns with the indicative location of monitor CM1 as set out in the MMS.

Following the meeting with Greenwich, we have confirmed there are no local site issues that may affect installation such as changes to the carriageway, other sources in area, or project-related construction impacts. We have also confirmed that Greenwich is the responsible local highway authority.

Figure 1: Blackwall Tunnel CMS, Greenwich (CM1)



6. Newham

Newham is to have two new CMS, one close to the northern portal next to the Hoola Tower and one close to Britannia Gate off the southbound carriageway of Silvertown Way, south of the tunnel as indicated in Figures 2 and 3 below. These locations closely align with the indicative locations of monitors CM2 and CM3 as set out in the MMS.

Figure 2 Hoola Tower CMS, Newham (CM2)



Figure 3 Britannia Gate CMS, Newham (CM3)



7. Ongoing Actions

- AECOM has placed the order for the NO_x/NO₂ monitoring equipment and enclosures for all three sites through supplier Enviro Technology.
- TfL is procuring the services of Keir through their LoHAC framework to install the concrete plinth and electricity feed to the monitors;
- In agreement with Boroughs of Greenwich and Newham, AECOM is preparing a Section 50 (NRSWA) licence application to install the plinth and monitoring enclosures on the borough highways with the aim to submit to the Boroughs of Greenwich and Newham before end of September.
- Several additional diffusion tube monitoring sites are being considered based on discussions with the boroughs against the tests set out in the MMS; and
- AECOM will liaise with the boroughs in October/November to agree exact diffusion tube sites before installation.

8. Proposed Timescales

TfL is aiming to install all air quality monitoring before the end of 2020 to ensure three years' worth of baseline/pre-scheme data can be collected and to inform the refreshed assessment to be undertaken during 2021/2022. Taking into account the lead time to install the CMS sites, it is expected that the earliest these sites can be installed is end of November 2020.

1 Appendix A: Monitoring Locations

Site Reference	Type	Location	Local Authority
CM1	Continuous monitor	Silvertown Tunnel Southern Portal	Greenwich
CM2	Continuous monitor	Hoola Development	Newham
CM3	Continuous monitor	Dalemain Mews	Newham
DT1	Diffusion tube	Washington Close / B125	Tower Hamlets
DT2	Diffusion tube	Tevoit Street / B125	Tower Hamlets
DT3	Diffusion tube	Douglas Road /A13	Newham
DT4	Diffusion tube	Newham Way	Newham
DT5	Diffusion tube	Campion Close	Newham
DT6	Diffusion tube	North Woolwich Road	Newham
DT7	Diffusion tube	John Wilson Street	Greenwich
DT8	Diffusion tube	Southern Way	Greenwich
DT9	Diffusion tube	Westcombe Hill	Greenwich
DT10	Diffusion tube	Sun-in-the-Sands	Greenwich
DT11	Diffusion tube	Prince Regent Lane	Newham
DT12	Diffusion tube	Robin Hood Lane	Tower Hamlets
DT13	Diffusion tube	Ming Street	Tower Hamlets
DT14	Diffusion tube	East Parkside	Greenwich
DT15	Diffusion tube	Siebert Road	Greenwich
DT16	Diffusion tube	Switch House	Tower Hamlets
DT17	Diffusion tube	East India Dock Road	Tower Hamlets
DT18	Diffusion tube	College Approach	Greenwich
DT19	Diffusion tube	Silvertown Way	Newham
DT20	Diffusion tube	Lower Road	Southwark
DT21	Diffusion tube	Evelyn Street	Lewisham
DT22	Diffusion tube	Evelyn Street	Lewisham
DT23	Diffusion tube	Rotherhithe Old Road	Southwark
DT24	Diffusion tube	Blackheath Hill	Greenwich
DT25	Diffusion tube	Old Kent Road	Southwark
DT26	Diffusion tube	Lower Road	Southwark

Item 7

Silvertown Tunnel Programme: Silvertown Tunnel Implementation Group Obligations/Requirements									
Work In Progress: This tracker is regularly updated & subject to change									
v.22/09/2020									
Aspect	No.	Year* Activity commences	Quarter* Activity commences	Document / requirement	Reference	Activity	Requirement	Status	Updates
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. 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.	Underway	16/09/2020 - First STIG meeting planned for 24/09/2020
	2	2020	Q3	DCO	66 (7)	Frequency/limiting of STIG meetings	The first meeting should be held no less than 3 years before the tunnel opens.	Underway	16/09/2020 - First STIG meeting planned for 24/09/2020
	3	2020	Q3	DCO	66(8)	First STIG meeting	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	
	4	2020	Q3	DCO	66 (10)	Publication of STIG material	TIL 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 - need to consult STIG	(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 proposals to be presented at STIG meeting on 24/09/2020
	6	2020	Q3	DCO	66 (5)	STIG matters - (a) monitoring	(b) the proposals for the initial bus services that will operate through the tunnels when the Silvertown Tunnel opens for public use;	Underway	
	7	2020	Q3	DCO	66 (5)	STIG matters - (b) bus services	(c) the monitoring reports produced in accordance with the monitoring and mitigation strategy;	Underway	
	8	2020	Q3	DCO	66 (5)	STIG matters - (c) monitoring reports	(d) any proposed revisions to the charging policy under article 53 (the charging policy); and	Underway	
	9	2020	Q3	DCO	66 (5)	STIG matters - (d) revisions to charging policy	(e) the level of charges required to be paid for use of the tunnels	Underway	
	10	2020	Q3	DCO	66 (5)	STIG matters - (e) user charges	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	
	11	2020	Q3	DCO	66 (6)	STIG recommendations / representations			
Refreshed assessment / pre-opening mitigation	12	2022	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	
	13	2021	Q2	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 monitoring for implementation.	Not started	
	14	2022	Q2	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.	Not started	
	15	2023	Q1	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	
	16	2022	Q1	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— (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;	Underway	
	17	2022	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— (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	
	18	2023	Q3	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— (e) implement or secure the implementation of the necessary mitigation measures.	Not started	
	19	2022	Q2	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.	Not started	
	20	2023	Q3	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	
	21	Tbc	Tbc	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	
	22	2021	Q2	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).	Not started	
23	2021	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.	Not started		
Monitoring / post-opening	24	2020	Q4	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— (a) implement a monitoring programme in consultation with the members of STIG;	Not started	
	25	2025	Q4	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— (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 (hereafter, derived from that monitoring, and submit them for consideration by the members of STIG;	Not started	
	26	2026	Q1	DCO	Sch 2, Req 7 (14)	TIL to consult STIG on the appointment of independent air quality experts to review each annual monitoring report	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	
	27	2020	Q4	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.	Not started	
	28	2027	Q4	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.	Not started	
	29	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 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	
	30	2026	Q3	MMS	3.10.1	Annual monitoring reports	TIL will produce annual monitoring reports of the impacts of the Scheme and will present these to members of STIG for review. The reports will enable the impacts arising as a direct effect of the operation of the Scheme to be identified.	Not started	

Silvertown Tunnel Programme: Silvertown Tunnel Implementation Group Obligations/Requirements

Work in Progress: This tracker is regularly updated & subject to change
v.22/09/2020

Aspect	No.	Year* Activity commences	Quarter* Activity commences	Document / requirement	Reference	Activity	Requirement	Status	Updates
Post-opening mitigation	31	2025	Q3	MMS	3.10.3	Quarterly interim reports in first year after opening	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.	Not started	
	32	2026	Q3	MMS	3.11.1	Production of monitoring reports	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	
	33	2026	Q3	MMS	3.11.1	STIG review of monitoring reports	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.	Not started	16/09/2020 - Paper on Air Quality proposals to be presented at STIG meeting on 24/09/2020
	34	2020	Q3	MMS	3.11.2	Changes to monitoring programme	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	
	35	2025	Q3	MMS	3.11.3	Contents of monitoring reports	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 (see section 4.4 below).	Not started	
	36	2026	Q3	MMS	4.1.2	Post-opening mitigation measures	TIL will appoint an independent air quality expert to review the air quality monitoring data set in the annual monitoring reports. TIL will consult with STIG members regarding the expert to be appointed.	Not started	
	37	2026	Q1	MMS	4.4.1	Appointment of AQ expert	TIL will appoint an independent noise expert to carry out an annual review the noise monitoring data presented within the annual monitoring reports. TIL will consult STIG members regarding the expert to be appointed.	Not started	
	38	2026	Q1	MMS	4.5.2	Appointment of noise expert	TIL must consult STIG on any proposed revisions to the charging policy	Will be undertaken if required	
User charging	39	2020	Q3	DCO	53 (2)	Revisions to charging policy	TIL will consult with STIG on the proposed charges for the opening year, and present the results of the impact assessment. STIG may make recommendations in response to these.	Not started	
	40	2022	Q1	Charging Policy	3.1.3	Proposed opening user charges	TIL will then submit the proposed charges to the TIL Board for approval. When deciding whether or not to approve the proposed charges the TIL Board must: • have regard to STIG's recommendations; and • only approve the charges if it is satisfied that the conditions in section 2.3.3 are met.	Not started	
	41	2022	Q1	Charging Policy	3.1.4	TIL Board review of opening user charges	TIL may vary the user charges when necessary and appropriate to do so, and must have regard to the Project Objectives and the factors set out in section 2.3.5. TIL will present its proposed variations to STIG, which may make recommendations in response.	Will be undertaken if required	
	42	2022	Q1	Charging Policy	3.2.3	Variations to the user charges	TIL will then submit the proposed variations to the TIL Board for approval. When deciding whether or not to approve the variations the TIL Board must have regard to STIG's recommendations.	Will be undertaken if required	
	43	2022	Q1	Charging Policy	3.2.4	TIL Board review of variations to the user charges	TIL must provide funding for concessionary bus travel to residents of the London Boroughs of Newham and Tower Hamlets and the Royal Borough of Greenwich in accordance with the bus strategy after the Silvertown Tunnel opens for public use.	Not started	
Buses	44	2025	Q2	DCO	Sch 2 Req 14 (2)	Concessionary bus travel	TIL must ensure that any bus ordinarily using the Silvertown Tunnel as part of a London local service must comply its the Euro VI emissions limits or with equivalent emissions standards.	Not started	
	45	2025	Q2	DCO	Sch 2 Req 14 (3)	Emission standards for buses	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	Not started	
	46	2025	Q2	Bus Strategy	2.2.3	Concessionary bus travel	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.	Not started	
	47	2022	Q1	Bus Strategy	3.4.3	Bus network proposals	Commitment 8: Bus service planning will commence not less than 2 years prior to Scheme opening, using TIL's Bus Service Planning Guidelines	Not started	
	48	2022	Q1	Bus Strategy	3.4.5	Bus network planning	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	
	49	2022	Q2	Bus Strategy	3.4.8	Bus priority measures	Commitment 10: TIL and STIG members will consider socio-economic monitoring and information in assessing bus services.	Not started	
	50	2022	Q1	Bus Strategy	3.6.3	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	
	51	2025	Q2	Bus Strategy	3.6.4	Socio-economic impacts of bus services			

Meeting 1 – September 2020

- Terms of Reference
- Update on MMS procurement
- High-level milestones and engagement
- Air quality monitoring proposals

Meeting 2 – March 2021

- Approach to refreshed assessment
- Reporting of pre-opening monitoring baseline
- Socio-economic monitoring proposals

Meeting 3 – September 2021

- Update on refreshed assessment including
 - user charge proposals
- Traffic monitoring proposals

Meeting 4 – March 2022

- Update on refreshed assessment including
 - emerging mitigation proposals
 - bus proposals
- Environmental Compliance Assessment

Meeting 5 – September 2022

- Opportunities for bus priority measures
- Submission to Secretary of State

Meeting 6 – March 2023**Meeting 7 – September 2023****Meeting 8 – March 2024**