

Meeting Title:	Silvertown Tunnel Implementation Group – no. 10
Date & Time:	21 September 2023, 0930-1130
Location:	MS Teams

1. Introductions and welcome

Attendees were welcomed to the tenth meeting of the Silvertown Tunnel Implementation Group (STIG). **Andrew Lunt (AL)** welcomed all and brief introductions were given.

Attendees (28 online)

Organisation	Attendee	Organisation	Attendee
TfL	Andrew Lunt	Jacobs	Jonathan Hale
TfL	Kelly Lamb	AECOM	Anna Savage
TfL	Chris Lynch	GLA	Sam Barnard
TfL	Chris Frost	GLA	Matthew Browning
TfL	Mason Moss	Bexley	David Freestone
TfL	Seren Dussuyer	Greenwich	Ryan Bunce
TfL	Jake Billington	Greenwich	Bob Bennett
TfL	Kevin Pritchard	Newham	Richard Wadey
TfL	Maresa Donagh	Newham	Nick Marks
TfL	Mamusu Komon	Southwark	Tim Long
TfL	Daniel Hornshaw	Hackney	Constant McColl
TfL	David Korzeniowski	Redbridge	Rogan Keown
TfL	Tony Dichev	Tower Hamlets	Robert Morton
TfL	Grace Burke	Waltham Forest	Jack Owen

Apologies:

Organisation	Attendee	Organisation	Attendee
TfL	Helen Wright	Hackney	Tyler Linton
TfL	Matthew Yates	Lewisham	Paul Boulton
TfL	Jack Ross	Lewisham	Michelle Hope
TfL	Rebekah Murray	Redbridge	Donald Chalker
TfL	Nick Stockman	Southwark	Tom Robison
City of London	Bruce McVean	Southwark	Hedley Mellor
Barking & Dagenham	John Hunter	Tower Hamlets	Matt Kent
Barking & Dagenham	Nick Davies	Waltham Forest	Louise Gold
Bexley	Martin Able	National Highways	John Nicholas
Bromley	Angus Culverwell	National Highways	Whitney Gee

2. Review of actions from previous meeting

Chris Lynch (CL) reviewed the list of three actions from the previous meeting (25 May 2023). All agreed the actions had been completed or were otherwise to be addressed as part of the agenda.

3. Diversity & Inclusion

AL noted 25-Sep is National Inclusion Week. Celebrating inclusion at TfL, includes taking proactive steps to be an anti-racist organisation both in the workplace and for customers who use our network.

4. Safety, Health and Environment

Members were invited to provide any updates on safety, health and environment (SHE) related matters.

Kevin Pritchard (KP) took members through the SHE update noting a demolition incident and uncontrolled collapse while the ramp to the old Boord Street pedestrian footbridge was being removed. HSE commended RLX for their response to that incident. KP also reported the Tunnel Boring Machine (TBM) was decommissioned and taken off site with no safety incidents – which again was highly commendable given the complexity. Looking ahead, further challenges include: many more subcontractors on site during the mechanical and electrical fit-out phase of delivery; ongoing highways works; and continued reports and incidents around theft and anti-social behaviour.

Richard Wadey (RW) (LB Newham) also noted experiences of theft of survey equipment in the Beckton area RW suggested a pan-London response was required and queried whether this has been raised with the Met Police. AL responded this had been discussed at earlier meetings and put LB Newham in touch with the Riverlinx security team.

5. Project update

AL provided an update on the construction progress since the last meeting and **Maresa Donagh (MD)** gave a summary of recent communications activities including those for the closure of the A102, cross-river cycling consultation and gave an overview of the issues raised at the Community Liaison Group meetings.

The second drive of the TBM – Jill – has now been completed having 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 the next stage 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 bridged road from later this year.

The portal buildings have 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 cycle and footbridge is now open with the old one having been removed and works on the permanent ramped connections are now underway. These will replace the temporary structures currently in place around the end of November.

The updated STIG progress report will be circulated as part of the papers for the meeting and will be uploaded to the TfL STIG webpage.

ACTION: MD to circulate details of the upcoming road closures for onward dissemination.
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6. Technical Update

a) Traffic modelling update (TfL/ Jacobs)

Jonathan Hale (JH) (Jacobs) provided a summary of the current modelling status. Scheme Assessment (SA04) remains the latest modelling version. At the last STIG meeting on 25 May Jacobs provided the summary of modelling outputs; these remain valid and the associated reporting is being finalised. JH noted the mitigation locations have been presented and discussed a number of times via previous STIG meetings and individual borough meetings.

JH provided a refresh on the two-step process for identifying locations for potential local traffic mitigation measures. JH explained this involves creating a longlist and then shortlisting using specific metrics to flag junctions experiencing change within each of the two steps. For locations short listed, appropriate mitigation measures have been considered and developed with affected boroughs consulted on the proposals. Any locations on the longlist that did not make the shortlist will be considered for adding to the monitoring programme through engagement with affected boroughs. A reminder of the current traffic monitoring programme was also presented, noting before the Refreshed Assessment process commenced an extensive traffic monitoring programme was implemented, and this will continue into the scheme's operational phase.

The locations shortlisted for localised traffic mitigation measures were shown on a map. JH noted these proposals had been discussed with LB Tower Hamlets, LB Newham and RB Greenwich as these are the boroughs in which they are located. JH explained there are three locations where physical mitigation works are being planned, and eleven locations where signal timing optimisation has been determined as appropriate mitigation without the need for physical works.

Constant McColl (CM) (LB Hackney) asked about the physical mitigation proposals and what the mitigation is specifically for. JH explained the mitigation is a response to changes in local travel patterns when the tunnel opens. For example, the scheme removes congestion along several routes, including along the A12, and this in turn allows free-flowing traffic to the Bow roundabout whereas currently it would be queueing at certain times of day. The result is minor changes in traffic flow on certain arms of the roundabout at different times of the day.

Preston's roundabout and A13/ A102 northbound slip (Cotton Street) will also see localised changes in traffic patterns. Consequently, minor physical changes to the highway network at these three locations are proposed to ensure the efficient performance of the network for all users. CM queried why the junction on A12 with Wick Lane is not flagged in the modelling. JH reiterated the process which had not triggered the need for any pre-opening mitigations at A12 Wick Lane or other locations in LB Hackney. JH agreed to share a focused note on the forecast traffic impacts in LB Hackney to assist CM in onward briefing.

<p>ACTION: TfL to provide a note summarising forecast traffic impacts in LB Hackney when Silvertown Tunnel opens.</p>
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b) Secretary of State submission update

CL provided a summary of the upcoming Secretary of State (SoS) submission. As per the DCO, later this year the DfT will be reviewing our plans for pre-opening highway mitigations and TfL has held several meetings with the DfT to ensure they are fully briefed ahead of the submission. Details of the design and programme will be shared with boroughs shortly. CL reminded STIG members according to the DCO these mitigations must be implemented before the tunnel opens and this is the intention.

CL described the process flow chart on the slides and explained following modelling of the mitigation measures, a final list of junction locations to be considered for the monitoring programme would be shared with all boroughs. This will then be used to decide if any other locations should be added to the monitoring programme. A note summarising the longlist and shortlist process will be sent to all STIG boroughs alongside this final monitoring list as a summary record of this element of the Refreshed Assessment work.

CL then explained separate Record of Decision notes will be sent to those boroughs affected by the shortlist proposals, i.e. RB Greenwich, LB Tower Hamlets and LB Newham. This will summarise the consultation undertaken to date and provide a final opportunity to comment on the proposals. CL confirmed the Scheme of Mitigation submission will be made to the SoS as is required by the DCO.

Richard Wadey (RW) (LB Newham) thanked TfL for the SoS update and response to his email regarding the Bow roundabout proposals. RW requested the project considers the potential to safeguard emerging bus priority measures for Stratford High Street that TfL is working on with LB Newham, and review whether there is any potential conflict with the proposed Bow roundabout changes. RW requested a follow-up discussion on this.

ACTION: TfL to arrange a follow-up meeting with LBN to discuss any conflicts and/or opportunities between the Bow roundabout proposals and the bus priority options for Stratford High Street.

[POST MEETING NOTE: meeting with LBN took place on 26 September]

Ryan Bunce (RB) (RB Greenwich) stated it will be important for him to ensure the right people at RB Greenwich are briefed on the Scheme of Mitigation proposals and sufficient time is allowed for him to do this.

CL reiterated no new information will be included in the Record of Decisions over and above what has already been shared at individual meetings with boroughs on the mitigation. The Record of Decision are a means of formalising the consultation and capturing all representations from boroughs. RB suggested TfL should reinforce this point within the Record of Decision as well as clearly set out the timelines and expectations for borough review.

RB highlighted issues previously raised with TfL about the need to explain to members how the proposed active traffic management approach will work, and to share information about the user charge workstream and explain why this is a separate activity following the SoS submission. CL confirmed further development of the user charges would follow later in 2024, closer to tunnel opening in 2025.

Submission to the SoS is required now for the physical mitigations so that there is time to deliver these works before the planned tunnel opening. AL further explained the SoS doesn't have a role in signing off the specific user charges.

RB thanked CL for the clarification, and that this will help him with any further briefings.

AL agreed the TfL team should develop a 'Frequently Asked Questions' document to assist STIG members in onward briefing of these issues, and requested all members identify questions to be addressed in that document.

ACTION: TfL to share an FAQs document to assist with onward briefing. ALL STIG members to provide any common questions they think would be useful to be included in this.

c) Air Quality forecast update & monitoring (TfL/ AECOM)

Anna Savage (AS) (AECOM) explained the AQ monitoring tables in the slides include data from the three continuous monitoring station CMS locations and 38 diffusion tubes and provide a summary of the monitoring results (presented at previous STIG meeting in more detail).

AS went on to provide a noise modelling Refreshed Assessment update. There are no materially different results to those presented in the DCO Environmental Statement (ES) and the results conform with the Hoola building design thresholds. The overall conclusion was there was no new or materially different effects vs those forecast and included in the DCO ES.

In response to the action from the 25 May STIG meeting, **Seren Dussuyer (SD) (TfL)** reiterated as part of the Environmental Impact Assessment completed and submitted with the DCO, a comprehensive Air Quality assessment was undertaken. This included an assessment on particulate matter including PM2.5. The Environmental Statement found there were negligible impacts from PM2.5 and therefore no significant effects. As a result, no further modelling or assessment of PM2.5 is required. The Environmental Statement also recognised the existing monitoring plans would be able to identify changes in air quality related to the performance of the road network.

However, in recognition of the wider issue of particulate matter levels across the capital, in 2021 TfL agreed to provide PM2.5 continuous monitor in Newham to complement existing monitors on the Greenwich peninsula. This means that there is a PM2.5 monitor at each end of the tunnel, one at John Harrison Way (RB Greenwich) and Britannia Gate (LB Newham).

As particulate matter is transboundary and needs to be addressed on a regional scale and, notwithstanding the comprehensive assessment presented in the Environmental Statement, there will be no further assessment or specific reporting of PM2.5 in relation to the Silvertown Tunnel. However, as TfL recognises this is an important issue the results will be included in wider GLA/ TfL reporting and continue to be looked at on a pan-London level as part of TfL's business as usual wider air quality reporting.

Nick Marks (NM) (LB Newham) agreed with TfL's recognition of particulate matter as a transboundary issue, not solely attributable to the road network, and **Bob Bennett (RB Greenwich)** confirmed he understood the TfL reporting position.

ACTION: Provide a link to the London AQ website be provided in the meeting notes.

[POST MEETING NOTE: Data from TfL's continuous monitoring sites is reported live in 15 minute intervals on the London Air Quality Network website.

<https://www.londonair.org.uk/london/asp/publicdetails.asp>]

d) Socio-economic monitoring update (TfL)

Jake Billington provided an update on the socio-economic monitoring scope. The Year -2 primary research started week commencing 25 September. A report with the primary and secondary research will be collated by March 2024. For the primary research, TfL and consultants Arcadis/Steer have attempted to keep the questions consistent to ensure a good comparison with the first survey year and so that the effects can be identified. However, questions on awareness and familiarity have been added to support marketing campaign planning, and references to the pandemic have been removed.

e) Bus network development update (TfL)

Mason Moss gave a brief update on the recent bus service operator contract awarded in September 2023 and confirmed this will provide electric vehicles through the tunnel from tunnel opening. Bus priority measures to support the cross-river routes are being planned and the project team will shortly be engaging with relevant boroughs on these measures with regards their scope, delivery and any feasibility studies required

Potential delivery methods for the £2m concessionary funding available to 'host' borough residents are being reviewed and work is ongoing to determine the preferred solution.

7. Other relevant updates

Attendees were invited to provide any other relevant updates. Members provided no further updates.

8. Obligations and forward meeting planner

The updated obligations tracker will be shared with STIG members with the draft meeting minutes. TfL continues to monitor these DCO obligations regularly, ensuring they are sharing all relevant information and data with STIG members via this, and other forums. The tracker provides evidence TfL continues to follow the processes and policies set out in the Monitoring and Mitigation Strategy, Bus Strategy, Charging Policy and Procedures, plus the relevant schedules in the DCO itself. As such it ensures obligations are not missed and provides STIG members with assurance TfL is meeting their MMS requirements. The tracker will continue to be updated as the project progresses.

9. Next steps and AOB

The date of the next STIG meeting will be confirmed closer to the time but will be held in January 2024.

APPENDIX 01 – TfL COMBINED OBLIGATIONS TRACKER (OCT-2023)

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	TfL must establish and fund the reasonable secretarial and administrative costs of a consultative body to be known as the Silvertown Tunnel Implementation Group.	Completed	STIG now established
01 - STIG administration	2	2020	Q3	DCO	66 (7)	Frequency/timing of STIG meetings	Unless otherwise agreed by STIG, TfL must convene a meeting of STIG, chaired by a representative elected by the members of STIG, at least twice a year on a date to be determined by TfL, including on each occasion that TfL publishes a monitoring report in accordance with the monitoring and mitigation strategy.	Completed	Meeting 1: 16 Sep 2020 Meeting 2: 28 Jan 2021 Meeting 3: 27 May 2021 Meeting 4: 30 Sep 2021 Meeting 5: 27 Jan 2022
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	TfL 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), TfL must have regard to any recommendations or representations made by a member of STIG in response to the consultation carried out under that paragraph.	Underway	20/01/2021 - Process discussed at 28/01/21 STIG meeting
01 - STIG administration	11	2020	Q3	DCO	66 (10)	Publication of STIG material	TfL must publish on its website agendas, reports, minutes and other relevant documents relating to the operation of STIG as soon as reasonably practicable after they become available.	Underway	Link to website
02- Refreshed assessment / pre-opening mitigation	12	2023	Q1	DCO	Sch 2 Req 2	Agree £1m business transitional support package with councils	Prior to the opening of the authorised development for public use TfL must make all reasonable endeavours to agree a business transitional support package with the councils of the London Borough of Newham, the London Borough of Tower Hamlets and the Royal Borough of Greenwich. As part of this business transitional support package TfL must make available to those councils the sum of one million pounds for the purpose of supporting local businesses.	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, TfL must refresh its assessment of Scheme impacts, in order to: • Set the opening user charges; • Define the requirement for and form of localised mitigation for residual effects; and • Specify the bus network through the Silvertown Tunnel that will operate on opening.	Underway	28/01/21 - approach to strategic transport modelling for refreshed assessment presented to STIG 20/09/21 - 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 TfL will update the relevant transport and environmental models, rerun those models, and develop its proposals for each element in conformity with the commitments, policies and procedures set out in the relevant certified documents and any DCO requirements. The assessment will incorporate a wider range of analyses than the modelling alone.	Underway	
02- Refreshed assessment / pre-opening mitigation	15	2022	Q3	MMS	2.3.13	Develop package of mitigation measures	TfL will work closely with affected local authorities to identify and develop the package of localised mitigation measures to be implemented pre-opening. Once the proposed package of localised traffic-related mitigation measures has been finalised, TfL will submit details of the package to the Secretary of State for Transport for approval.	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, TfL 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	TfL to install noise monitors	Once operational, the noise monitoring will continue for a minimum of three years. Before the end of that period, TfL will consult STIG members on whether it is appropriate to extend this period by up to an additional two years.	Not started	
02- Refreshed assessment / pre-opening mitigation	18	2023	Q2	DCO	Sch 2 Req 7 (2)	Implementation of mitigation measures when TfL powers are not sufficient	If the statutory powers vested in TfL in relation to highways and road traffic in Greater London are not sufficient to enable TfL to implement any mitigation measure which it is obliged to implement under this requirement, TfL must either agree with the council to implement the changes on its behalf or pay the council to implement the measures.	Not started	
02- Refreshed assessment / pre-opening mitigation	19	2020	Q4	DCO	Sch 2 Req 7(4)	Refreshed assessment	TfL must undertake an updated assessment of the scheme's impacts and consult STIG on a proposed scheme of mitigation including the locations where mitigation is required, the measures proposed and the programme for implementation	Underway	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	TfL 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. TfL 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, TfL 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	TfL must then implement the approved measures before the Silvertown Tunnel opens for public use, or provide funding for the relevant local highway authority to implement them.	Not started	
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	TfL will engage with STIG members on the approach to completing the refreshed assessment, including aspects that are of particular interest to host boroughs such as the collection of origin and destination data and users' values of time (including stated preference surveys).	Underway	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 TfL 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, TfL recognises the value of monitoring undertaken by others and aims to add to the data collected through the monitoring programme. TfL will take into account monitoring data collected by local authorities and other bodies where it is relevant and appropriate to do so.	Underway	
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 TfL is undertaking its refreshed assessment of Scheme impacts. Should this refreshed assessment identify potential Scheme impacts at locations not identified in current modelling, the scope of the monitoring programme will be extended to ensure these locations are included in the monitoring programme. If justified by the refreshed assessment, the monitoring of Scheme impacts could be undertaken over a much wider area through TfL's wider monitoring programmes.	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 TfL will install a network of diffusion tubes and, where appropriate, automatic air quality monitors to collect air quality data for a continuous period of at least twelve months to establish an up-to-date baseline. This will provide a picture of the actual concentrations at a point closer to the Scheme opening. In addition, the results of monitoring undertaken by relevant local authorities and Defra will be utilised by TfL to provide additional baseline information.	Underway	Diffusion tubes and CMS installed at agreed sites - baseline air quality monitoring data collection underway since December 2020.
03 - User Charging	33	2024	Q4	Charging Policy	2.3.4	User charge principles	For a period of not less than 56 days prior to Scheme opening, eligible residents and small businesses in the host boroughs will be able to register online for a payment account without paying the annual registration fee for the initial year (Policy 5).	Not started	
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 TfL. After the expiry of the monitoring period, TfL will review in consultation with the host boroughs whether the discount should continue (Policy 6).	Not started	
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 TfL will have regard to when setting the initial user charges (policy 9). In this TfL will have regard to: - traffic; - the environment, and - population, economy and growth - other project objective considerations, including the ability to pay for the Scheme.	Underway	Refreshed assessment modelling ongoing
03 - User Charging	36	2021	Q4	Charging Policy	3.2.4	Setting the initial user charge	TfL will set the initial charges at a level and subject to conditions so that the Scheme in operation is not likely to give rise to materially new or materially different environmental effects to those reported in the ES (Policy 10).	Underway	Refreshed assessment modelling ongoing
03 - User Charging	37	2025	Q2	Charging Policy	3.3.1	Variations to the user charges	TfL must keep the user charges under review, and will make variations to charges where this is considered necessary to ensure the continued achievement of the Project Objectives (policy 11). In this TfL will have regard to: - traffic; - the environment, and - population, economy and growth - other project objective considerations, including the ability to pay for the Scheme.	Not started	
03 - User Charging	38	2021	Q4	Charging Policy	4.2.1	Setting the initial user charge	TfL must set initial charges before the Silvertown Tunnel opens to traffic. The process for setting the charges will commence around two and a half years in advance of Scheme opening.	Underway	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 STIG on any proposed revisions to the charging policy	Not started	
03 - User Charging	47	2026	Q3	Charging Policy	5.4	12-month review of user charges	TIL must consult STIG on any proposed revisions to the charging policy	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	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	58	2025	Q2	DCO	Sch 2 Req 7 (10)	Development of post-opening mitigation measures	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	59	2025	Q2	DCO	Sch 2 Req 7 (10)	Consultation with STIG on changes required to the highway network.	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	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	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	65	2025	Q2	MMS	3.10.3	Quarterly interim reports in first year after opening	For the first year after the Silvertown Tunnel opens for public use, 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	66	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	
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:.....	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	