

Meeting Title:	Silvertown Tunnel Implementation Group – no. 11
Date & Time:	08 February 2024, 1100-1300
Location:	MS Teams

1. Introductions and welcome

Attendees were welcomed to the eleventh meeting of the Silvertown Tunnel Implementation Group (STIG). **Grace Burke (GB)** confirmed she would be chairing today in Andrew Lunt's absence. GB welcomed all and requested those new to the meeting introduce themselves briefly. New external attendees included: Louise Gold (LG) representing Waltham Forest.

Attendees (26 online):

Organisation	Attendee	Organisation	Attendee
TfL	Grace Burke	GLA	Sam Barnard
TfL	Chris Lynch	GLA	Matthew Browning
TfL	Chris Frost	Bexley	David Freestone
TfL	Mark Hanslip	City of London	Bruce McVean
TfL	Andrew Wilson	Greenwich	Bob Bennett
TfL	Kevin Pritchard	Hackney	Paul Bowker
TfL	Maresa Donagh	Newham	Richard Wadey
TfL	Susie Brown	Newham	Nick Marks
TfL	Jake Billington	Redbridge	Rogan Keown
TfL	Andy Mak	Southwark	Tim Long
TfL	Charles Buckingham	Tower Hamlets	Robert Morton
TfL	Nadia Mustafa	Waltham Forest	Louise Gold
Arcadis	Alison Powell		

Apologies:

Organisation	Attendee	Organisation	Attendee
TfL	Andrew Lunt	Lewisham	Paul Boulton
TfL	Helen Wright	Lewisham	Michelle Hope
TfL	Kelly Lamb	Redbridge	Donald Chalker
TfL	Matthew Yates	Southwark	Tom Robison
Barking & Dagenham	John Hunter	Southwark	Hedley Mellor
Barking & Dagenham	Nick Davies	Tower Hamlets	Matt Kent
Bexley	Martin Able	Waltham Forest	Jack Owen
Bromley	Angus Culverwell	National Highways	John Nicholas
Greenwich	Ryan Bunce	National Highways	Whitney Gee
Hackney	Tyler Linton	National Highways	Amelia Yeodal

2. Agenda and review of actions from previous meeting

GB reviewed the list of five actions from the previous meeting (21 September 2023). All agreed the actions had been completed or were otherwise to be addressed as part of the agenda.

Chris Lynch (CL) summarised the agenda for the meeting and requested members note the next meeting in May / June will involve discussions on the user charge and they should ensure they allocate sufficient diary time to join discussions at STIG and any additional meetings as required. The Pre-Election Period (PEP) will prevent any discussions until that time.

On Bus Network planning action **Rob Morton (RM)** updated that he had met with Loïc Reyes at TfL Bus Network Planning regarding upgrading the Lower Lea Valley network area. RM urged TfL to ensure opportunities are considered with the Superloop bus network and local bus interchange improvements as part of the Silvertown Tunnel cross-river bus network proposals.

ACTION: GB to raise and discuss with TfL Bus Network Planning team.
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3. Diversity & Inclusion

GB noted it was Race Equality week between 05-11 February 2024. It is also LGTBQ+ History Month and the TfL Outbound networking group are hosting lots of events focused on healthcare, well-being and history. 'Time to Talk' day took place on 01 February, providing an opportunity to be more open about mental health issues. GB also mentioned that this month TfL have launched [Equity in Motion](#) - a new customer plan for improving connectivity, customer experience, health inequality and affordable travel.

4. Safety, Health and Environment

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

Kevin Pritchard (KP) reported the sites had been shut down over Christmas and there were no incidents with 'return to work' training offered to returning workers after the break. There is a focus on inductions for the many new contractors coming to site and for these briefings to be provided ahead of the regular site induction. KPIs on site are on track. Continuing challenges around the A102 closures where MD confirmed, where possible, closures are being kept to a minimum with contingency weekends released when not required.

5. Project update

GB noted the update on the construction progress since the last meeting would be included in the main presentation. **Maresa Donagh (MD)** gave a summary of recent communications activities including those for the closures of the A102 in Spring 2024, noting some issues have been experienced around Commercial Road and Rotherhithe as they have experienced higher traffic demand as a result. MD also noted the publication of the second Air Quality Monitoring baseline report for 2023, continuing engagement with Greenwich residents on A102 noise barrier and gave an overview of the issues raised at recent Community Liaison Group meetings. MD also referred to the related local residents and stakeholders consultations for both the proposals for bus route 188 when Tunnel Avenue becomes two-way; and the cycling and pedestrian improvements consultation on Lower Lea Crossing.

Susie Brown (SB) confirmed the cross-river cycling consultation had successfully concluded in September. A good range of responses were received, providing valuable feedback. The consultation and next steps report is being finalised and will be shared as soon as further work to take forward the scheme is concluded. Discussions are ongoing with boroughs and other stakeholders regarding details such as routes, frequencies, look and feel of the service and location of stops.

Rogan Keown (RK) asked whether the Port of London Authority work looking at cycle crossing by ferry was going to be referenced in this report. SB confirmed the consultation feedback did reflect cyclists were keen for a ferry option to be considered in the future. SB also emphasised that the proposed STT cross-river shuttle bus is the first step in improving cycling accessibility, and TfL remains open to other options and are keen to work with the private sector to identify future opportunities for other modes.

Tim Long (TL) asked who TfL are speaking to in Southwark regarding the cross-river cycling service. SB confirmed currently we are speaking to developers working on the surrounding pier infrastructure. TL also asked how much support there was for the service. SB confirmed these details will be included in the final consultation report.

<p>ACTION: MD to circulate details of the final report on cross-river cycling consultation to STIG members once published.</p>

6. Construction Update

Andrew Wilson (AW), TfL Senior Project Manager on Construction, showed slides to provide a construction progress update. AW reported works at Tidal Basin Roundabout are progressing well with cycleways, footways and highway being installed. AW also described images of the North Portal building, currently surrounding by scaffolding, as the brick facia is being installed.

AW confirmed the 'Cut and cover' section is also nearing completion on the Silvertown (north) site, with the concrete domes now reaching almost up to the tunnel itself. In the 'Open cut' area, textured walls continue to be installed.

Inside the tunnel, AW noted works continue on the cross passages, mechanical and electrical fit-out, kerbs, drainage and fire protection activities.

In Greenwich AW confirmed similar activities are underway with 'Cut and cover' domes progressing well. Overhead gantries for driver messaging were successfully installed during the recent A102 closures. AW noted minor snagging is on-going at Boord Street pedestrian and cycle bridge with other utilities and landscaping works on-going in the area. We are working alongside UKPN to secure permissions and easements.

7. Monitoring and Mitigation Scheme (MMS) Update

a) Scheme of Mitigation update (TfL)

Chris Lynch (CL) announced that the Scheme of Mitigation had been approved by the Secretary of State (SoS) for Transport following a review of our plans for pre-opening highway mitigations. CL reminded STIG members of the details of the Traffic Mitigation plans and outlined the next steps in this process. CL also reminded members that 'Nil detriment' is the main aim of the mitigations and committed to continuing to work closely with the boroughs as work begins on the ground in each of the three locations.

ACTION: Associated 'Scheme of Mitigation' Record of Decision notices to be published on the TfL website.

TL welcomed the 'nil detriment' objective but noted that Mayoral policy is to go beyond this and encourage walking and cycling. CL stated the starting point within the Development Consent Order (DCO) was nil detriment but working alongside the boroughs such as Newham we are exploring supporting other opportunities, for example with bus priority. GB added we are very conscious of considering all road users and TfL documents such as Streetscape Guidance are also being considered within the mitigation plans. At locations such as Bow roundabout, it will be difficult to make any significant improvements, however GB welcomed scrutiny from members.

Robert Morton (RM) congratulated the team on meeting this key milestone and reiterated support for a focus on all road users. He also noted at previous meetings **Andrew Lunt (AL)** had mentioned there would be a watch list for those locations that had not made it to the longlist / shortlist and asked will monitoring continue at these locations. CL confirmed under Requirement 7 (MMS) of the DCO we are already collecting data from over 40 bespoke traffic sensors, so these are already in place. TfL also collects data from automatic traffic counters (ATCs) and from borough sensors where available. RM offered any support with this where possible.

GB thanked the boroughs for their support with the SoS application and noted that further in the agenda we have included a detailed section on the need to understand changing traffic and travel patterns.

b) Socio-economic monitoring update (TfL)

Jake Billington (JB) introduced the team working on the socio-economic monitoring scope including external consultants Arcadis and Steer. JB introduced **Alison Powell (AP)** from Arcadis to present the results of the Year Two research currently being collated for the final report.

For the primary research, JB noted we kept the questions consistent with Year one to ensure a good comparison with the first survey year and so any effects can be identified. However, questions on awareness and familiarity were added to support marketing campaign planning, and references to the pandemic have been removed. On the overall findings AP emphasised the results are still a reflection of the baseline situation before the tunnel opens but do reflect other changes including 'post pandemic', social changes, opening of Elizabeth Line, ULEZ and cost of living. AP also noted the results have highlighted a potential opportunity to open up river-crossings to other demographics as the current Blackwall Tunnel user is primarily white, male and non-disabled.

On the business survey findings, AP noted these were generally more optimistic than the first results now we are post-pandemic. Businesses continued to say a reliable road network is important for customers, clients and markets, but predictability of journey times was seen to have got worse. AP also presented a slide on general awareness of the tunnel, which is higher than in 2021 across all boroughs, except Southwark.

RM reflected awareness figures for Tower Hamlets could be regarded as quite low and asked what TfL will do to change this. GB confirmed an integrated marketing team has been established and an awareness raising campaign will be launch later in the year, ahead of tunnel opening.

Nick Marks (NM) commented when reviewing the planning applications for Newham there are a lot of distribution depots seeking planning permission, which are likely to be approved and may generate an increase in traffic. AP commented such projects will be very interesting to understand the changing context through the survey waves.

Referring to a point regarding an increase in cross-river trips, BB asked whether the increase in commuting was northbound or southbound. AP replied this detail was not covered by the survey, but what was noted was more trips are being made earlier in the day or later and this is changing over time and there is a historical narrative in the earlier surveys reflecting the end of the pandemic. CL commented TfL looks at data across all modes and reflected on recent results from the Underground travel data suggesting Monday mornings are now the quietest on the network, evening peaks are higher and weekends are busier than pre-pandemic levels. CL also reminded members only 47 per cent of Londoners have the ability to work from home.

JB confirmed the survey had focused on questions on issues the Silvertown Tunnel opening will have an impact on. The final report will be uploaded to the website as soon as possible but may be delayed until after the pre-election period (PEP).

ACTION: Year 2 Socio-economic report to be published on the TfL website.

c) Monitoring

Traffic Monitoring and Network Update (TfL)

Chris Lynch (CL) gave a brief overview of the outputs from the Transport for London Road Network monitoring dashboard to provide an update on the current status of the road network (see summary slides). This follows a previous update at STIG in September 2021. CL presented the data and discussed the trends for some key relevant corridors for the project including the A12, A13 and Blackwall Tunnel. The data shows changes to the times people are travelling and CL noted drivers are setting off earlier to try to avoid the morning peak traffic at the Blackwall Tunnel.

ACTION: Members to email CL with any further questions on the dashboard.

Monitoring Reporting (TfL)

Charles Buckingham (CB) presented proposals for how we intend to present our monitoring results post opening. CB explained we have an obligation to monitor and to report the impacts holistically. Three levels of reporting are proposed; retaining the existing STIG member direct data access, topic specific (e.g. environmental, socio-economic and traffic) and summary reports to draw the monitoring together and set it in the wider context. CB proposed in the 12 months after tunnel opening, in accordance with the DCO, we will produce quarterly reports and thereafter annually. The style of annual reporting could be similar to the new style bitesize Travel in London reports which are accessible technical reports and have previously been produced for the ongoing monitoring of schemes like the Elizabeth Line. Such reports will allow us to share detailed information with the boroughs and the wider London community.

8. Other relevant updates

GB invited attendees to provide any other relevant updates. GB acknowledged the high level of development coming forward around the A13 corridor which is being discussed elsewhere.

RM raised a point about the Business Transitional Support (BTS) package currently being reviewed by his economic development colleagues in Tower Hamlets. RM noted TfL are still working to refine proposals but wanted to convey Tower Hamlets' preference is for time limited subsidies or a grant programme for businesses. GB welcomed the feedback and will raise with relevant colleagues.

ACTION: RM (LBTH) to feedback views of Tower Hamlets to TfL BTS project delivery team.

9. Obligations and forward meeting planner

The updated obligations tracker will be shared with STIG members with the draft meeting minutes. We continue to monitor these DCO obligations regularly, ensuring we are sharing all relevant information and data with STIG members via this meeting, and other forums. The tracker provides evidence we continue 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 DCO requirements. The tracker will continue to be updated as the project progresses.

10. Next steps and AOB

Paul Bowker (PB) thanked the team for the requested note summarising forecast traffic impacts in LB Hackney. PB stated he may have some technical follow up questions, which CL confirmed we would be happy to discuss.

ACTION: PB (LBH) to raise any technical questions to the TfL team.

The date of the next STIG meeting will be confirmed closer to the time but will be held in May / June 2024 with four weeks' notice. Planned topics for discussion include the user charge and a further update on the plan for post-opening monitoring.

APPENDIX 01 – TfL COMBINED OBLIGATIONS TRACKER (FEB - 2024)

Silvertown Tunnel - Combined Obligations Tracker

Work In Progress: This tracker is regularly updated & subject to change
v.04/03/2024

Category	STIG ref #	Year Activity commences	Quarter Activity commences	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/limiting 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: 24 Sep 2020 Meeting 2: 28 Jan 2021 Meeting 3: 27 May 2021 Meeting 4: 30 Sep 2021 Meeting 5: 27 Jan 2022 Meeting 6: 16 Jun 2022 Meeting 7: 3 Nov 2022 Meeting 8: 23 Feb 2023 Meeting 9: 25 May 2023 Meeting 10: 21 Sep 2023 Meeting 11: 8 Feb 2024
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 Sep 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	24 Sep 2020 - Paper on air quality monitoring proposals to be presented at STIG meeting 27 May 2021 - Papers on Socio economic and traffic monitoring proposals presented at STIG meeting 30 Sep 2021 - Further info on traffic monitoring approach shared at 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 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	Following reports published on STIG website: October 2022 - 2021 Air Quality monitoring report November 2022 - Socio-Economic monitoring - year 1 December 2023 - 2022 Air Quality monitoring report
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	Not started	
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)	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	Process discussed at 28 Sep 2021 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 21	Agree E1m 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	Meetings held with relevant authorities to discuss options
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	Updates of Refreshed Assessment modelling given at Feb and May 2023 STIG meetings Scheme of mitigation (for local highway mitigation) submitted to SoS in Nov 2023 to partially discharge Requirement 7 paras (4) to (9) DfT accepted this requirement 7 discharge in Jan 2024
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 traffic mitigation to be implemented pre-opening. Once the proposed package of localised traffic-related mitigation measures has been finalised, TfL will submit details of the package to the Secretary of State for Transport for approval.	Completed	Scheme of mitigation (for local highway mitigation) submitted to SoS in Nov 2023 to partially discharge Requirement 7 paras (4) to (9) DfT accepted this requirement 7 discharge in Jan 2024
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).	Completed	Meetings held to discuss shortlist locations with affected boroughs of LBTH, LBN and RBG between Feb and Oct 2023. Scheme of mitigation (for local highway mitigation) submitted to SoS in Nov 2023 to partially discharge Requirement 7 paras (4) to (9). This included the views made by affected local highway authorities. DfT accepted this requirement 7 discharge application in Jan 2024
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.	Will be undertaken if required	
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	Completed	Scheme of mitigation (for local highway mitigation) submitted to SoS in Nov 2023 to partially discharge Requirement 7 paras (4) to (9) DfT accepted this requirement 7 discharge in Jan 2024 Record of decision summarising consultation to be published on STIG website
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.	Completed	Meetings held to discuss shortlist locations with affected boroughs of LBTH, LBN and RBG between Feb and Oct 2023. Scheme of mitigation (for local highway mitigation) submitted to SoS in Nov 2023 to partially discharge Requirement 7 paras (4) to (9). This included the views made by affected local highway authorities. DfT accepted this requirement 7 discharge application in Jan 2024 Record of decision summarising consultation will be published on STIG website shortly
02 - Refreshed assessment / pre-opening mitigation	21	2023	Q3	DCO	Sch 2 Req 7 (7)	SoS 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.	Completed	Scheme of mitigation (for local highway mitigation) submitted to SoS in Nov 2023 to partially discharge Requirement 7 paras (4) to (9) DfT accepted this requirement 7 discharge in Jan 2024
02 - Refreshed assessment / pre-opening mitigation	22	2025	Q1	DCO	Sch 2 Req 7 (16)	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 (post-opening) 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.	Completed	Scheme of mitigation (for local highway mitigation) submitted to SoS in Nov 2023 to partially discharge Requirement 7 paras (4) to (9) DfT accepted this requirement 7 discharge in Jan 2024
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.	Underway	Design work is underway
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	Post-opening monitoring data to be reviewed to determine whether noise levels are being breached.
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	STIG members engaged on approach since first meeting of STIG and an update has been provided at each meeting thereafter
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.	Completed	Long-list workshop held with borough officers in Nov 2022. Long-list locations sent to each affected STIG borough in Dec 2022. TfL presented the short-list to STIG members in May 2023 which informed subsequent discussions with affected boroughs.
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.	Completed	Dec 2020 - air quality baseline monitoring underway. Oct 2021 - baseline socio-economic monitoring underway. Nov 2021 - 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 six months before the commencement of traffic-related monitoring (i.e. around three and a half years prior to Scheme opening).	Completed	Sep 2020: Air quality monitoring approach presented to STIG May 2021: Traffic monitoring and socio-economic monitoring approach presented to STIG. Sep 2021: further information on approach to traffic monitoring presented to STIG
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 hence in addition to the data collected through the monitoring programme, TfL will take into account monitoring data collected by local authorities and other bodies where it is relevant and appropriate to do so.	Underway	STIG members have been requested to share their own monitoring data sources to further populate the monitoring regime.

Silvertown Tunnel - Combined Obligations Tracker

Work In Progress: This tracker is regularly updated & subject to change
v.04/03/2024

Category	STIG ref #	Year Activity commences	Quarter Activity commences	Document	Document ref	Activity	Requirement	Status	Updates
02 - Refreshed assessment / pre-opening mitigation	31	2022	Q4	MMS	3.5.3	Geographical extent of monitoring	The geographical scope of the monitoring will be reviewed at the time when TTL is undertaking its refreshed assessment of Scheme impacts. Should this refreshed assessment identify potential Scheme impacts at locations not identified in current monitoring, 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 TTL's wider monitoring programmes.	Underway	
02 - Refreshed assessment / pre-opening mitigation	32	2020	Q3	MMS	3.7.1	Commencement of air quality monitoring	Three years prior to Scheme opening, TTL 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 TTL to provide additional baseline information.	Completed	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	Q1	Charging Policy	2.3.7	User charge discount	For the duration of the monitoring period a discount of not less than 50% on the user charges will be available for eligible residents of host boroughs on a low income who register for an online account with TTL. After the expiry of the monitoring period, TTL will review in consultation with the host boroughs whether the discount should continue (Policy 6).	Not started	
03 - User Charging	35	2023	Q1	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 TTL will have regard to when setting the initial user charges (policy 9). In this TTL 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	
03 - User Charging	36	2023	Q3	Charging Policy	3.2.4	Setting the initial user charge	TTL 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). TTL 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 TTL 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	
03 - User Charging	37	2025	Q2	Charging Policy	3.3.1	Variations to the user charges	TTL 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 TTL 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	TTL 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	
03 - User Charging	39	2021	Q4	Charging Policy	4.2.1	Setting the initial user charge	In the setting of the initial user charge, TTL will follow this process - TTL will re-run the strategic traffic model (using up-to-date data) - TTL will use the outputs of this model run to undertake a re-assessment of the significant 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) - TTL will populate the UCAF with its impact assessment	Underway	
03 - User Charging	40	2023	Q3	Charging Policy	4.2.1	Setting the initial user charge	TTL 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 TTL in response to these, and the views of STIG's members will be recorded	Not started	
03 - User Charging	41	2024	Q3	Charging Policy	4.2.1	Setting the initial user charge	TTL will submit the proposed opening user charges, including setting out the recommendations and representations of STIG members, to the TTL Board for approval. When deciding whether or not to approve the proposed charges the TTL 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	Q3	Charging Policy	4.2.1	Setting the initial user charge	The completed UCAF will be published on TTL'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, TTL will use the UCAF to assess the likely impacts of variations to the charges on the achievement of the Project Objectives and other considerations (set out in 3.3 of the Charging Policy). In accordance with Article 65 of the DCO, TTL will consult with members of STIG on these proposed variations who may make representations and recommendations in response.	Will be undertaken if required	
03 - User Charging	44	2025	Q2	Charging Policy	4.3.1	Variations to the user charges	TTL will then submit the proposed variations to the user charges, including setting out the recommendations of STIG members, to the TTL Board for approval. When deciding whether or not to approve the variations the TTL 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	45	2024	Q3	Charging Policy	4.4.1	Statement of charges	In accordance with Article 53 of the DCO, where the TTL Board decides to approve the proposed charges (for the initial charge and for subsequent variations), TTL must publish a Statement of Charges describing the charges in the form set out in Appendix A of the Charging Policy or in a form to the like effect. The Statement will set out the date from which the charges take effect.	Not started	
03 - User Charging	46	2026	Q3	Charging Policy	5.1.2	12-month review of user charges	TTL must complete a "12-month review" of the user charges not later than 15 months after the Scheme opens for public use and, if necessary, must revise the charges to mitigate any significant adverse impacts attributable to the Scheme which were not predicted in the preopening assessment (Policy 15).	Not started	
03 - User Charging	47	2026	Q3	Charging Policy	5.4	12-month review of user charges	TTL 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 TTL's proposal. The decision on the response to the review will be made by TTL. TTL will publish a report summarising the review and its outcome.	Not started	
03 - User Charging	48	2023	Q1	DCO	53 (2)	Revisions to charging policy	TTL 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: TTL 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 TTL 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 October 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 TTL's Bus Service Planning Guidelines	Underway	
04 - Buses	52	2023	Q1	Bus Strategy	3.4.8	Bus priority measures	Commitment 9: TTL 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: TTL and STIG members will consider socio-economic monitoring and information in assessing bus services.	Underway	First year socio-economic monitoring report pre-tunnel opening complete and shared with STIG in November 2022
04 - Buses	54	2025	Q2	Bus Strategy	3.6.4	Socio-economic impacts of bus services	Commitment 11: TTL 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), TTL must— (a) implement a monitoring programme in consultation with 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), TTL 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	57	2023	Q3	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), TTL must— (c) identify in consultation with the members of STIG appropriate thresholds for changes to the highway network which require TTL 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;	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), TTL 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	
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), TTL must— (e) 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 TTL 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.	Underway	Dec 2020 - air quality baseline monitoring is underway. Oct 2021 - baseline socio-economic monitoring (primary data) underway. Nov 2021 - baseline traffic monitoring underway.

Silvertown Tunnel - Combined Obligations Tracker

Work In Progress: This tracker is regularly updated & subject to change
v.04/03/2024

Category	STIG ref #	Year Activity commences	Quarter Activity commences	Document	Document ref	Activity	Requirement	Status	Updates
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.	Not started	
05 - Monitoring / post-opening mitigation	63	2025	Q2	MMS	3.5.4	Scheme impacts not captured by monitoring programme	Once the Scheme is operational, should a member of STIG identify potential impacts that they consider may be a result of the Scheme at a location not being monitored under the Scheme's monitoring programme at that time (for instance using 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	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.	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 1dB (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	