

Meeting Title:	Silvertown Tunnel Implementation Group – no. 09
Date & Time:	25 May 2023, 0930-1300
Location:	Riverlinx site office and MS Teams (hybrid meeting)

1. Introductions and welcome

Attendees were welcomed to the ninth meeting of the Silvertown Tunnel Implementation Group (STIG). **Andrew Lunt** (AL) welcomed all and hoped those who had attended in-person had enjoyed the short tour of the north site earlier in the morning. Brief introductions were given and AL noted the STIG member for the London Borough of Newham (LBN) representative had left their role and there was no attendee from LBN. MD noted the new LBN representative was confirmed and had been invited to the meeting.

Attendees (16 in person, 12 online)

Organisation	Attendee	Organisation	Attendee
TfL	Andrew Lunt	Aecom	David Deakin
<i>TfL</i>	<i>Kelly Lamb</i>	Aecom	Matthew Muirhead
TfL	Chris Lynch	GLA	Sam Barnard
TfL	Chris Frost	<i>Bexley</i>	<i>David Freestone</i>
<i>TfL</i>	<i>Mason Moss</i>	<i>City of London</i>	<i>Bruce McVean</i>
<i>TfL</i>	<i>Kevin Pritchard</i>	Greenwich	Ryan Bunce
TfL	Seren Dussuyer	Greenwich	Bob Bennett
<i>TfL</i>	<i>Daniel Hornshaw</i>	<i>Hackney</i>	<i>Constant McColl</i>
TfL	Maresa Donagh	Redbridge	Rogan Keown
<i>TfL</i>	<i>Mamusu Komon</i>	Redbridge	Donald Chalker
Jacobs	Charles Freeman	<i>Southwark</i>	<i>Tom Robison</i>
Jacobs	Jonathan Hale	<i>Southwark</i>	<i>Hedley Mellor</i>
Jacobs	Elena Golovenko	<i>Tower Hamlets</i>	<i>Robert Morton</i>
Aecom	Anna Savage	<i>Waltham Forest</i>	<i>Jack Owen</i>

Italicised attendees attended the meeting via MS Teams

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	Newham	Nick Marks
TfL	Nick Stockman	Tower Hamlets	Matt Kent
Barking & Dagenham	John Hunter	Waltham Forest	Louise Gold
Barking & Dagenham	Nick Davies	National Highways	John Nicholas
Bexley	Martin Able	National Highways	Whitney Gee
Bromley	Angus Culverwell		

2. Review of actions from previous meeting

Chris Frost (CF) reviewed the list of actions from the previous meeting (23 Feb 2023). All agreed the actions had been completed or were otherwise to be addressed in the agenda/ future agendas. It was noted the Secretary of State submission is delayed for a few months.

3. Diversity & Inclusion

Elena Golovenko (EG) highlighted the transport appraisals Jacobs are developing to consider diversity and inclusion in their work, particularly looking at how women travel/ make different journeys.

4. Safety, Health and Environment

Members were invited to provide any updates on safety, health and environment (SHE) related matters. Mason Moss (MM) raised an issue recently flagged by TfL colleagues. At a bus shelter a hypodermic needle was found to have been pinned under a seat with seemingly malicious intent to harm. MM reminded all to never touch any such item found but to report it immediately.

Kevin Pritchard (KP) took members through the Riverlinx (RLX) refreshed methodologies and new set of KPIs that have been put in place on site. The Accident Frequency Rate has reduced, and it has been 275 days since the last reportable injury on site. Ring of steel incident was noted in which a car entered the traffic management area with subsequent meeting held to discuss lessons learned re incursions into traffic management areas. Following the spate of targeted survey equipment thefts from construction workers reported as the last meeting, security guards are now accompanying surveyors when they are working outside the RLX site boundary. The Tunnel Boring Machine (TBM) has started its second, return drive northwards and is striving to match the southbound drive with zero injuries.

TfL investigations into the Tremmie pipe incident that occurred on the A102 last year and was reported at the last STIG meeting is now closed and all actions have been completed by RLX. The Health & Safety Executive (HSE) inspection remains open with material tests on the equipment used still ongoing. KP went on to provide further information on recent incidents and challenges including thefts and anti-social behaviour. He reported staff with equipment are still being escorted to site.

5. Project update

AL gave the construction progress update. The TBM has been successfully rotated and reassembled ready for its northbound journey. A soft-start using part of the TBM has begun and tunnelling will soon resume at full pace to complete in the summer/ autumn. Good progress has been made on the portal buildings at each end of the tunnel, the permanent highway works at the reconfigured Tidal Basin roundabout whilst the Greenwich overbridge is also under construction.

On the last weekend in March, TfL closed the A102 to allow for the main span of the new Boord Street foot and cycle bridge to be lifted into place. Works are ongoing to install the stairs and ramps which are also being manufactured off-site. A temporary ramp will be in place for several months to enable the existing 1960s structure to be removed at the end of June, with subsequent permanent ramp and stair structure to be built.

In March, TfL finalised plans for the opening cross-river bus network routes and the final consultation report has been shared with STIG members.

Community Liaison Group meetings continued with Newham Council and the community payback scheme has undertaken some collaborative street clean-ups in the spaces that fall between RLX hoarding and the borough.

The updated STIG progress report was circulated as part of the papers for the meeting and has been uploaded to the TfL STIG webpage.

6. Technical Update

a) Traffic modelling update (TfL/ Jacobs)

Chris Lynch (CL) reminded STIG members of the traffic modelling assumptions within the Refreshed Assessment and its purpose which is: to determine the opening year bus network, set the opening user charge and define any further highway mitigation works that may be required. A report setting out the scope of the highway mitigation works was due to be sent to the Secretary of State in June, but following feedback from STIG members it is now planned to be submitted in the autumn to align with work on the user charge.

TfL has held initial discussions with the host boroughs regarding highway mitigations in their areas. The User Charge Assessment Framework (UCAF) is still under development – and there is an opportunity for this to be summarised on a borough basis with members invited to request further meetings if required ahead of the planned update to STIG in September.

EG and Jon Hale (JH) from Jacobs delivered a presentation on Lot A Modelling & Transport Mitigation summarising all the work that has been completed over the last three years. They explained why a total of four modelled Scheme Assessments (SA) were undertaken and the different assumptions applied in each, including to ensure that the evolving bus network and

associated public consultation outcomes were incorporated. The user charge, for example, has been applied consistently to all four assessments, with some changes such as the introduction of a low-income residents' discount applied since Scheme Assessment two (SA2). The final bus network is now a central part of the assessment and with SA2 and SA3 the focus was on identifying any locations requiring mitigation as a result of forecast traffic impacts, and then testing those traffic mitigations in the traffic model.

EG delivered the strategic modelling update by comparing SA1 and SA4 based on the final bus network and reported a headline figure of the tunnel attracting an additional 10,000 bus customer trips per day based on 20 bus per hour (bph) scenario. EG explained that while the forecast actual flow (LGVs and cars) looks to increase slightly in some time periods, this is because the extra capacity releases queuing traffic, allowing more vehicles to get through in these periods. This is the effect of the user charge alongside the new tunnel, which is forecast to virtually eliminate queuing and delays on the approaches to the tunnel.

JH reminded STIG members of the two-step process that has been used to identify pre-opening mitigation. The 'long-list' put together with engagement from STIG and then the secondary criteria that was applied to create the 'short-list' of locations requiring mitigation. He emphasised the existence of a monitoring 'safety net' where locations not short-listed for mitigation would be considered for traffic monitoring following discussions with relevant boroughs. The monitoring data at all locations on the long-list would then be reviewed after the tunnel opens during the associated monitoring period.

JH explained how we determined the pre-opening mitigations with the starting point being 'nil detriment' across all modes (bus, walk, cycle etc.) when compared to the Reference Case (without Scheme) with the aim being to remove incremental issues caused by the Scheme as opposed to solving all existing traffic issues. Where mitigation is needed, the solutions identified have been optimised by testing through the local traffic model to ensure the scale of mitigation is appropriate for the identified local traffic issues. The modelling shows that three locations may require relatively minor physical amendments, whilst an additional ten locations are likely to require some adjustments to traffic signal timings should the forecast impacts occur after tunnel opening. Further work is ongoing to refine the proposed mitigations at each location, and review any residual issues alongside further engagement with individual boroughs.

AL reiterated the need for members to feedback now on any concerns over the long-listing and short-listing process to enable TfL to finalise the plans ahead of tunnel opening in 2025. A record of decision will be drawn up that summarises this process discussed at previous meetings and will be shared before the next STIG meeting.

RB (Royal Borough Greenwich) noted that all RBG locations will be dealt with through traffic signal optimisation and said that the borough is keen to see the detail of what that will look like, for instance how the proposals integrate with the cycleway on A206. CL stated that the team will be arranging a meeting to discuss signal optimisation with RBG in the coming weeks.

RB also commented that how we communicate the 'story' of the Scheme Assessments, what we have done and why, will be important to explain the conclusions to members of STIG and for sharing with other audiences.

<p>ACTION: meeting to be arranged with RBG to discuss signal optimisation and wider briefing material (TfL).</p>

RB challenged whether nil detriment wasn't unduly affecting other modes in favour of cars. Dan Hornshaw explained that the Network Management team is experienced in balancing impacts across all transport modes and this formed a key part of the TfL assurance review of the modelling. It was further noted by JH that traffic signal timing reviews are a regular task within TfL and they are reviewed with a balance between all user groups accounted for (drivers, cyclists, pedestrians).

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

Anna Savage (AS) and **David Deakin** (DD) of consultants AECOM (Lot B) provided a recap on the Air Quality monitoring that is in place (diffusion tubes and continuous monitoring stations) which now includes a full two years of data with the second-year baseline report due to be published later this year. The results for Year 2 (2022) are very similar to the Year 1 baseline report with annual mean NO₂ values below the air quality strategy objective at 36 out of the 38 monitoring sites.

Similarly, readings from the three continuous monitoring sites are also recording nitrogen dioxide levels well below the air quality objective. It was also noted that monitoring readings at numerous diffusion tube sites around the Hoola west tower building have increased slightly during Year 2, but remain well below the Air Quality Strategy objective.

A map was presented to illustrate that the majority of the 54 modelled locations are forecast to benefit from significantly better air quality when the Silvertown tunnel opens. A small number of locations show a minor increase in emissions, but remain below the threshold, with no materially different effects for air quality compared with the DCO Environmental Statement.

Matthew Muirhead (MMu) provided an update on the noise modelling refreshed assessment. The headline results of which reflect the air quality results with some noise reduction evident in areas such as Poplar and around the Blackwall Tunnel entrances. The assessment incorporated 9,500 noise sensitive buildings including residential, schools, and business properties across the assessment area. There are noise increases forecast at Tidal Basin roundabout, however buses are treated as HGVs in the modelling as guided by the national methodology. This is therefore considered very much a worst-case approach to assessing the noise impacts as buses are the main contributory factors but electric buses will operate on the new cross-river routes which have notably quieter engines.

RB raised a query about whether general fleet (cars) would be seeing similar level of noise improvements to the air quality improvements.

MMu explained that as with air quality, which has seen improvements in recent years, noise levels too have generally improved. TfL electric buses are notably quieter, as engines are being manufactured to be quieter, whilst tyre technology is also improving. MMu also explained there is a limit, with such improvements and consideration is now being given to making electric vehicles 'louder' to improve road safety.

RB queried how current the address data included in the models was given the speed of development growth in the Greenwich Peninsula, noting that changes (increases) to the existing address data should net-off with a reduction in new planned developments.

ACTION: Provide data on location of receptors and details of what planned development has been included in the modelling work (**TfL/ AECOM**).

BB queried whether something will be said in the reporting about PM2.5 given the continued Community Liaison Group questions on this subject.

ACTION: TfL to consider how to explain the approach to PM2.5 monitoring in ongoing monitoring reports, and/ or wider GLA reporting on air quality (**TfL/ GLA**).

c) Bus network development update (TfL)

Mason Moss (MM) gave a brief update on the recently released final consultation report on the proposed cross-river bus network including a description of the consultation outcomes. MM confirmed that the invitation to tender for the new bus services was issued by TfL on 17-May, and that it has gone out as early as possible so that any issues such as long lead-times for bus ordering or infrastructure requirements etc, can be well planned. Further STIG engagement will follow on bus service infrastructure requirements.

RB reiterated the comments provided by RBG to the consultation earlier in the year and expressed again their disappointment with the outcome, whilst acknowledging that the process that has been undertaken was robust. RB further urged that a wider regional bus routing review for the south-east would be welcomed by the borough. AL reiterated that the initial bus network announced is focused on the Silvertown Tunnel opening year proposals for cross-river bus routes, and that further discussions could be held on wider aspirations in Greenwich with the TfL teams dealing with TfL's business as usual bus network planning.

Donald Chalker (Redbridge) asked whether the Silvertown Tunnel cross-river services will be integrated with the Superloop proposals. AL responded that the Silvertown tunnel proposed X239 route (Grove Park to Canary Wharf) has been factored in to the Superloop proposals.

7. Other relevant updates

Attendees were invited to provide any other relevant updates. **Sam Barnard** (GLA) provided an update on the DLR to Thamesmead proposals where the strategic outline case has been submitted to Government. This is a high priority scheme for the Mayor and boroughs for unlocking homes and regenerating communities. The Government response to date has been positive and further support for the initiative has been requested.

RB (Greenwich) suggested Thamesmead to Woolwich as a wider future network and that rapid transit from Thamesmead to Greenwich was being further considered by the borough.

8. Obligations and forward meeting planner

Updated obligations tracker was shared with STIG members as part of circulating the draft meeting minutes. TfL continues to monitor these DCO obligations by regularly ensuring that we are sharing all relevant information and data we need with STIG members via this, and other forums. The tracker provides evidence that 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 that obligations

are not missed and provides STIG members with assurance that we are meeting our MMS requirements.

The tracker will continue to be updated as the project progresses.

It was noted that the User Charging Assessment Framework (UCAF) would be presented at the next meeting in September. It was confirmed that the next STIG meeting would be before the SoS submission and that further separate discussions could be held with the boroughs between the formal STIG meetings.

Following the meeting in-person attendees were invited to take a PPE-free tour of the south construction site (Greenwich).

9. Next steps and AOB

The next STIG meeting will be held in September 2023.

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

Silvertown Tunnel - Combined Obligations Tracker

Work in Progress: This tracker is regularly updated & subject to change
v.27/06/2023

Category	STIG ref #	Year* Activity commencement	Quarter* Activity commencement	Document	Document ref	Activity	Requirement	Status	Updates
01 - STIG administration	1	#N/A	#N/A	DCO	66 (1)	Establishment of STIG	TL 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	#N/A	#N/A	DCO	66 (7)	Frequency/timing of STIG meetings	Unless otherwise agreed by STIG, TL 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 TL, including on each occasion that TL 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	#N/A	#N/A	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	#N/A	#N/A	DCO	66 (5)	STIG matters - need to consult STIG	TL 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), TL 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 26/01/21 STIG meeting
01 - STIG administration	11	2020	Q3	DCO	66 (10)	Publication of STIG material	TL 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 TL 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 TL 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	Q3	MMS	2.1.1	Develop refreshed assessment	Prior to the Silvertown Tunnel opening for public use, TL 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	23/01/21 - approach to strategic transport modelling for refreshed assessment presented to STIG 20/09/2021 - update on refreshed assessment to be presented and discussed at 30/09/21 STIG meeting 10/06/2022 - updates provided at 27 Jan 2022 with further update at 16 Jun 2022 meeting 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 TL 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	2020	Q3	MMS	2.3.13	Develop package of localised mitigation measures	TL 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, TL 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
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, TL will take into account views from the affected local highway authority (or authorities should the location affect more than one borough).	Underway	15/03/2023 - meetings held to discuss shortlist locations with LBTH, LBN and RBG in Feb and March
02- Refreshed assessment / pre-opening mitigation	17	2025	Q4	MMS	3.8.5	TL to install noise monitors	Once operational, the noise monitoring will continue for a minimum of three years. Before the end of that period, TL 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 not sufficient	If the statutory powers vested in TL in relation to highways and road traffic in Greater London are not sufficient to enable TL to implement any mitigation measure which it is obliged to implement under this requirement, TL 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	2022	Q4	DCO	Sch 2 Req 7(4)	Refreshed assessment	TL 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	2020	Q4	DCO	Sch 2 Req 7 (5)	Consultation on the scheme of mitigation	TL 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)	SoC 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. TL 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, TL 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	TL 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	2022	Q1	MMS	2.2.2	Approach to refreshed assessment	TL 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 TL 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 22/12/2022 - long-list locations sent to each affected STIG borough
02- Refreshed assessment / pre-opening mitigation	28	2022	Q2	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	2022	Q2	MMS	2.5.2	Final scope of monitoring programme	The finalised scope of the monitoring programme will be presented to STIG members for review approximately six months before the commencement of traffic-related monitoring (i.e. around three and a half years prior to Scheme opening).	Underway	27/05/21 - traffic monitoring approach presented to STIG 24/09/21 - further information on approach to be presented at 30/09 STIG meeting

02- Refreshed assessment / pre-opening mitigation	30	2022	Q2	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	
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 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. 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	10/11/2022 - long-list workshop held with borough officers on 1 Nov
02- Refreshed assessment / pre-opening mitigation	32	2020	Q4	MMS	3.7.1	Commencement of air quality monitoring	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).	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 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	34	2025	Q1	Charging Policy	2.3.7	User charge discount	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	
03 - User Charging	35	2023	Q1	Charging Policy	3.2.3	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). 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.	Underway	
03 - User Charging	36	2023	Q2	Charging Policy	3.2.4	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	
03 - User Charging	37	2025	Q2	Charging Policy	3.3.1	Variations to the user charges	In the setting of the initial user charge, TfL will follow this process - TfL will re-run the strategic traffic model (using up-to-date data) - TfL will use the outputs of this model run to undertake a re-assessment of the significant likely effects of the proposed initial user charges on air quality, noise, socio-economic effects, in accordance with the approach adopted in the Environmental Statement (Document Reference: 6.1) - TfL will populate the UCAF with its impact assessment	Not started	
03 - User Charging	38	2021	Q4	Charging Policy	4.2.1	Setting the initial user charge	TfL will consult with members of STIG on the proposed charges for the opening year, and present the completed UCAF. STIG members may make recommendations or representations to TfL in response to them, and the views of STIG members will be recorded. TfL will submit the proposed opening user charges, including setting out the recommendations and representations of STIG members, to the TfL Board for approval. When deciding whether or not to approve the proposed charges the TfL Board must: - in accordance with article 65 of the DCO have regard to any recommendations or representations made by members of STIG; and - only approve the charges if it is satisfied that Policies 9 and 10 of the Charging Policy are met.	Underway	Re-run of strategic traffic modelling is underway
03 - User Charging	39	2021	Q4	Charging Policy	4.2.1	Setting the initial user charge	The completed UCAF will be published on TfL's website as a record of the assessment undertaken.	Underway	
03 - User Charging	40	2023	Q3	Charging Policy	4.2.1	Setting the initial user charge	In proposing variations to the user charges, TfL will use the UCAF to assess the likely impacts of variations to the charges on the achievement of the Project Objectives and other considerations (set out in 3.3 of the Charging Policy). In accordance with Article 65 of the DCO, TfL will consult with members of STIG on these proposed variations who may make representations and recommendations in response.	Not started	
03 - User Charging	41	2024	Q3	Charging Policy	4.2.1	Setting the initial user charge	TfL will then submit the proposed variations to the user charges, including setting out the recommendations of STIG members, to the TfL Board for approval. When deciding whether or not to approve the variations the TfL Board must: - in accordance with article 65 of the DCO have regard to any recommendations or representations made by members of STIG; and - only approve the charges if it is satisfied that the proposed charges comply with Policy 12 of the Charging Policy.	Not started	
03 - User Charging	42	2024	Q3	Charging Policy	4.2.1	Setting the initial user charge	In accordance with Article 53 of the DCO, where the TfL Board decides to approve the proposed charges (for the initial charge and for subsequent variations), TfL must publish a Statement of Charges describing the charges in the form set out in Appendix A of the Charging Policy or in a form to the like effect. The Statement will set out the date from which the charges take effect. TfL must complete a '12-month review' of the user charges not later than 15 months after the Scheme opens for public use and, if necessary, must revise the charges to mitigate any significant adverse impacts attributable to the Scheme which were not predicted in the preopening assessment (Policy 15).	Not started	
03 - User Charging	43	2021	Q3	Charging Policy	4.3.1	Variations to the user charges	TfL will consult on its proposed response to the data analysis for the '12-month review' with members of STIG. Members of STIG may make representations in response to TfL's proposal. The decision on the response to the review will be made by TfL. TfL will publish a report summarising the review and its outcome.	Not started	
03 - User Charging	44	2021	Q4	Charging Policy	4.3.1	Variations to the user charges	TfL must consult STIG on any proposed revisions to the charging policy	Not started	
03 - User Charging	45	2021	Q3	Charging Policy	4.4.1	Statement of charges	Commitment 1: TfL must provide £2m in funding for concessionary bus travel to residents of the London Boroughs of Newham and Tower Hamlets and the Royal Borough of Greenwich for a period after the Silvertown Tunnel opens for public use	Not started	
03 - User Charging	46	2021	Q2	Charging Policy	5.1.2	12-month review of user charges	Commitment 7: Prior to the Silvertown Tunnel opening for public use TfL will consult with STIG members on its outline proposals with regard to the bus network. Commitment 8: Bus service planning will commence not less than 2 years prior to Scheme opening, using TfL's Bus Service Planning Guidelines.	Not started	Working group meetings held with STIG members held on 20 Oct 2021, 11 May 2022 and 12 October 2022.
03 - User Charging	47	2020	Q3	Charging Policy	5.4	12-month review of user charges	Commitment 9: TfL will work with STIG members to seek opportunities to implement bus priority measures on the network around the Silvertown Tunnel, for example by undertaking bus priority studies	Not started	
03 - User Charging	48	2023	Q1	DCO	53 (2)	Revisions to charging policy	Commitment 10: TfL and STIG members will consider socio-economic monitoring and information in assessing bus services.	Not started	17/11 - first year socio-economic monitoring report pre-tunnel opening complete and shared with STIG in November 2022
04 - Buses	49	2023	Q1	Bus Strategy	2.2.3	Concessionary bus travel	Commitment 11: TfL will collect monitoring data on cross-river bus performance and use this to modify services in order to maintain the continued achievement of the Project Objectives.	Not started	
04 - Buses	50	2020	Q3	Bus Strategy	3.4.3	Bus network proposals		Underway	
04 - Buses	51	2022	Q2	Bus Strategy	3.4.5	Bus network planning		Underway	
04 - Buses	52	2023	Q1	Bus Strategy	3.4.8	Bus priority measures		Not started	
04 - Buses	53	2022	Q2	Bus Strategy	3.6.3	Socio-economic impacts of bus services		Underway	
04 - Buses	54	2022	Q2	Bus Strategy	3.6.4	Socio-economic impacts of bus services		Not started	
05 - Monitoring / post-opening mitigation	55	2022	Q2	DCO	Sch 2 Req 7 (10)	Monitoring programme implementation	For the duration of the monitoring period (at least 3 years before opening and 3 years after scheme opens), TfL must— (a) implement a monitoring programme in consultation with the members of STIG;	Underway	
05 - Monitoring / post-opening mitigation	56	2022	Q2	DCO	Sch 2 Req 7 (10)	Monitoring reports	For the duration of the monitoring period (at least 3 years before opening and 3 years after scheme opens), TfL must— (b) prepare— (i) quarterly monitoring reports for a period of one year from the Silvertown Tunnel opening for public use; and (ii) annual monitoring reports thereafter, derived from that monitoring, and submit them for consideration by the members of STIG.	Underway	
05 - Monitoring / post-opening mitigation	57	2023	Q3	DCO	Sch 2 Req 7 (10) (c) and (e)	Thresholds for changes to the highway network	For the duration of the monitoring period (at least 3 years before opening and 3 years after scheme opens), TfL must— (c) identify in consultation with the members of STIG appropriate thresholds for changes on the highway network which require TfL to investigate whether mitigation measures are necessary; and (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), TfL must— (d) develop in consultation with the relevant highway authority any measures which are necessary to mitigate adverse impacts on the highway network which are attributable to the operation of the authorised development; and	Not started	
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), TfL must— (e) implement or secure the implementation of the necessary mitigation measures.	Not started	
05 - Monitoring / post-opening mitigation	60	2022	Q2	DCO	Sch 2 Req 7 (14)	Independent review of air quality monitoring data	The monitoring data within each annual monitoring report referred to in sub-paragraph (10) must be reviewed as soon as reasonably practicable by a firm of independent air quality experts appointed by TfL in consultation with the members of STIG. The annual review undertaken by the firm of experts must determine in accordance with the criteria set out in the monitoring and mitigation strategy whether or not there has been a material worsening of air quality as a result of the authorised development beyond the likely impacts reported within the environmental statement at locations where there are (whether as a result of the authorised development or otherwise) exceedances of national air quality objectives.	Not started	
05 - Monitoring / post-opening mitigation	61	2022	Q2	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	Oct21 - baseline socio-economic monitoring (primary data) 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 TfL will consult the members of STIG on whether it is appropriate to extend this period by up to an additional two years.	Not started	

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	2022	Q2	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	2022	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	2022	Q2	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	2022	Q2	MMS	3.11.1	STIG review of monitoring reports	STIG will be responsible for: <ul style="list-style-type: none"> 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	2022	Q2	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	2022	Q2	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	2022	Q2	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	2025	Q2	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	2025	Q2	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	2025	Q2	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	2024	Q4	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	