Silvertown Tunnel Implementation Group

Meeting no. 08
23 February 2023 – 09:30-11:30
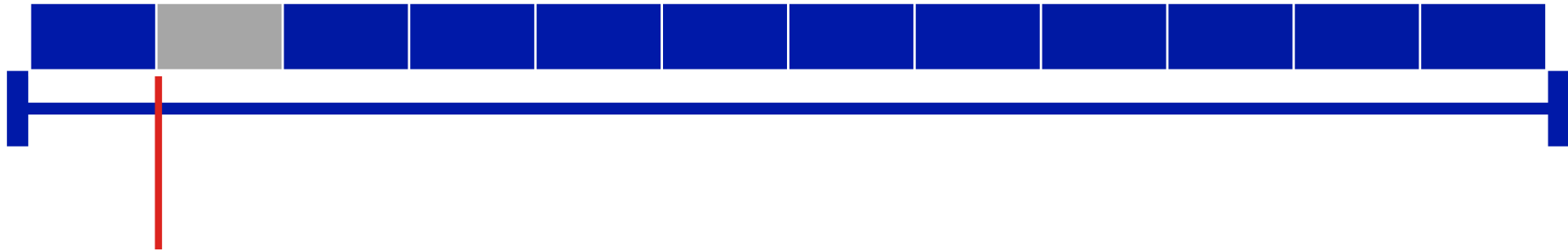

EVERY JOURNEY MATTERS
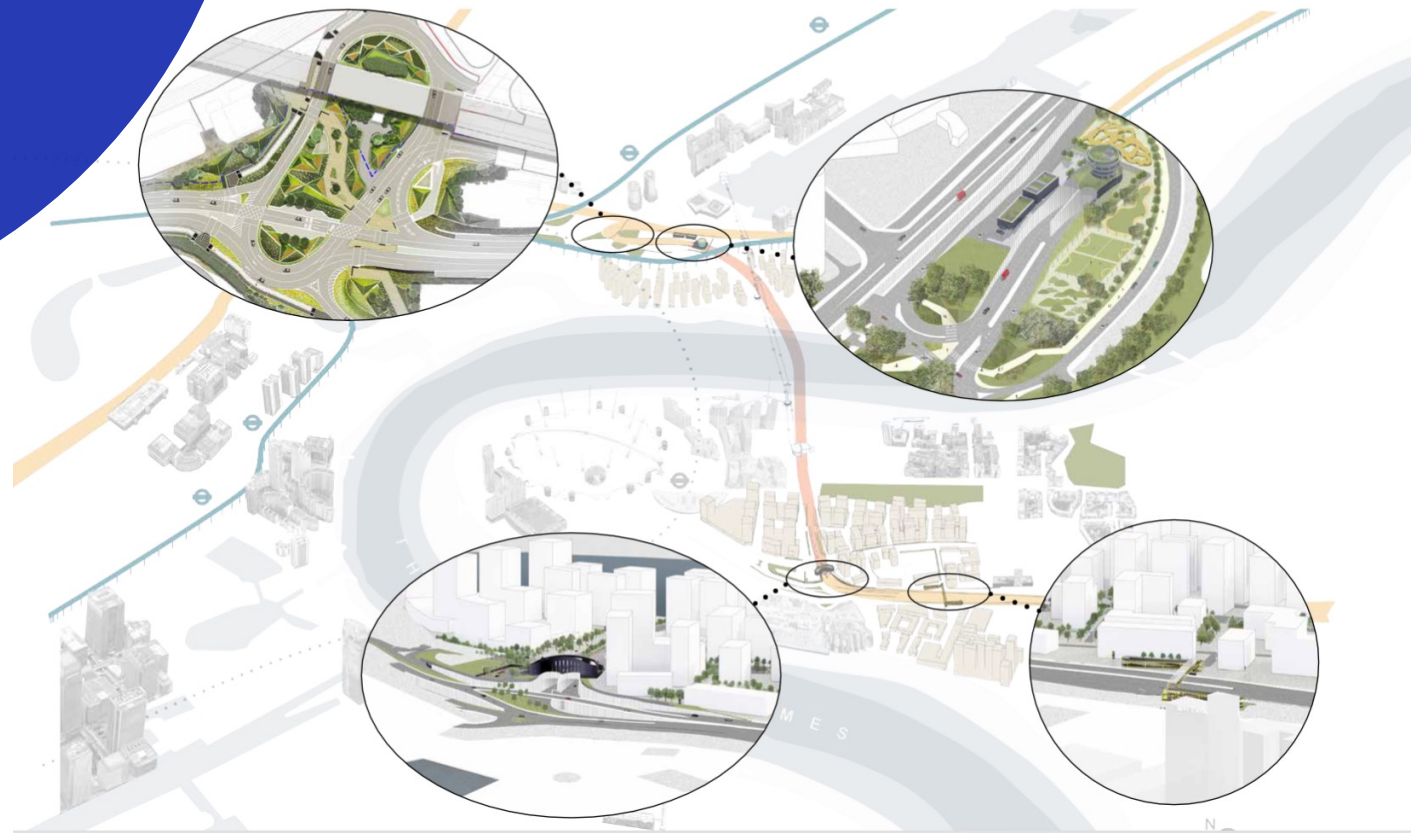
Agenda

1. Introductions and welcome (5 mins) (All)

2. Review of actions from previous meeting 03 November 2022 (5 mins) (TfL)

3. Diversity & Inclusion (5 mins) (All)

4. Safety, Health and Environment (5 mins) (All)

5. Project update (10 mins) (TfL)

6. Refreshed Assessment update

   a) Traffic and air quality modelling update (15+ mins) (TfL/ Jacobs/ AECOM)

   b) Local highway mitigation – forward engagement plan (10 mins) (TfL)

   c) User Charge Assessment Framework update (10 mins) (TfL/Jacobs) (CL)

   d) Bus network planning update - forward look (5 mins) (TfL) (MM/ LG/ Suzie B)

7. Other relevant updates (5 mins) (All)

8. Obligations and forward meeting planner (5 mins) (All)

9. Next steps and AOB (5 mins) (All)

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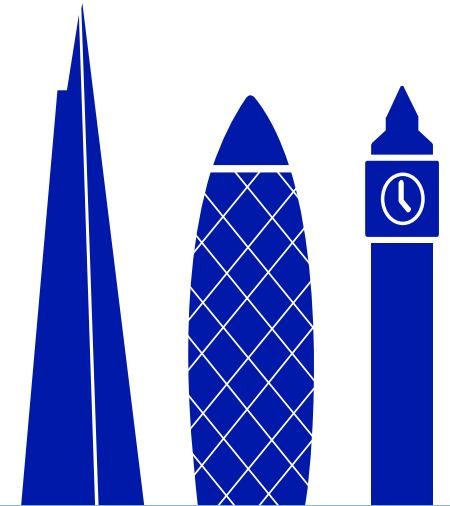
1. Introductions and welcome

2. Actions from last meeting

Actions – 03 November 2022

No.	Action description	Completed
1	**ACTION:** TfL to review SHE KPIs provided in presentation slide deck and consider whether more detail can be provided as requested by STIG members.	✔
2	**ACTION:** LB Newham (MW) to provide North Woolwich Road refreshed design/ delivery programme to TfL once this is further updated in response to GLA funding announcement (summer 2022).	?
3	**ACTION:** HW to review what health and safety statistics could be shared with the STIG group.	✔
4	**ACTION:** TfL would welcome feedback on the Project Update report from STIG members.	✔
5	**ACTION:** Detailed zoomed-in maps by borough showing the long-list of flagged locations to be provided to STIG members for review for their respective area.	✔
6	**ACTION:** TfL to provide a comparison between DCO charge tests and user charge sensitivity tests.	**23-Feb**
7	**ACTION:** TfL to provide how c900 peak hour vehicle increase in AM NB direction is broken down by vehicle type.	**23-Feb**
8	**ACTION:** AL to liaise with Project Communications Specialist (Maresa Donagh) regarding providing briefings to borough members on proposed bus network during early stages of public consultation.	✔
9	**ACTION:** TfL agreed to report back on the cross-river bus network public consultation on three routes at a future meeting. *POST MEETING NOTE: consultation launched 16-Nov-2022 and will run for eight weeks until 11-Jan-2023.*	**May STIG**
10	**ACTION:** TfL to consider attempting to overlay future socio-economic monitoring (Lot C) survey wave results with the air quality modelling (Lot B) results from autumn/ winter 2023.	**tbc**
11	**ACTION:** TfL to include agenda item on bus consultation results in Forward Meeting Planner for May-23 STIG meeting.	✔
12	**ACTION:** TfL to ensure bus consultation results are formally presented at a future STIG meeting or technical working group session.	**May STIG**

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3. Diversity & Inclusion

EVERY JOURNEY MATTERS

4. Safety, Health & Environment
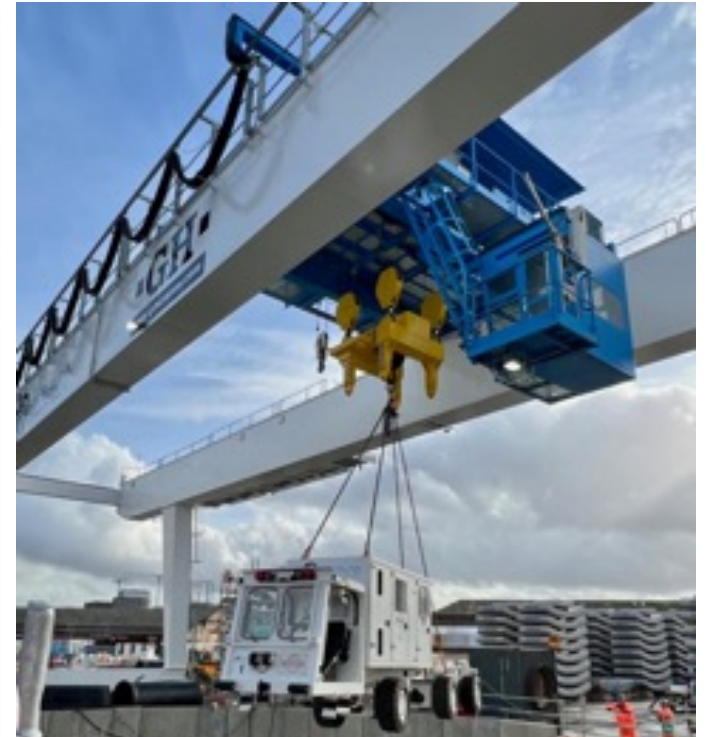
SILVERTOWN TUNNEL SAFETY

FEB 23 - STIG

SILVERTOWN TUNNEL SAFETY

AFR

- 0.208 to 0.124 Feb 2023

TBM

- Completed 1st drive
- Zero injuries

HSE INSPECTIONS

- Inspections post tremie incident led to FFI notice.

LIFE

- Behavioural safety training ongoing and increasing

SIP

- RLX Refreshed impetus and increased targets for safe performance

SILVERTOWN TUNNEL SAFETY

INCIDENTS

- Aviation light fell from piling rig
- Tremmie pipes fell into A102
- Loss of segments from shunter trailer

CHALLENGES

- TBM 2nd drive
- Highway Works
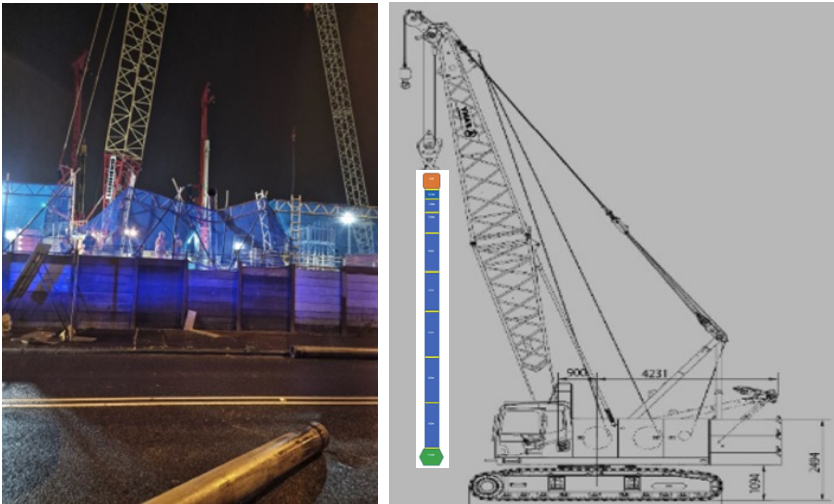
TREMMIE PIPE INCIDENT

- 23m 1.75t Tremmie fell into SB A102
- No Injuries
- Pipe detached from top section as being lifted
- 5hr closure to A102
- All piling works ceased until investigation complete
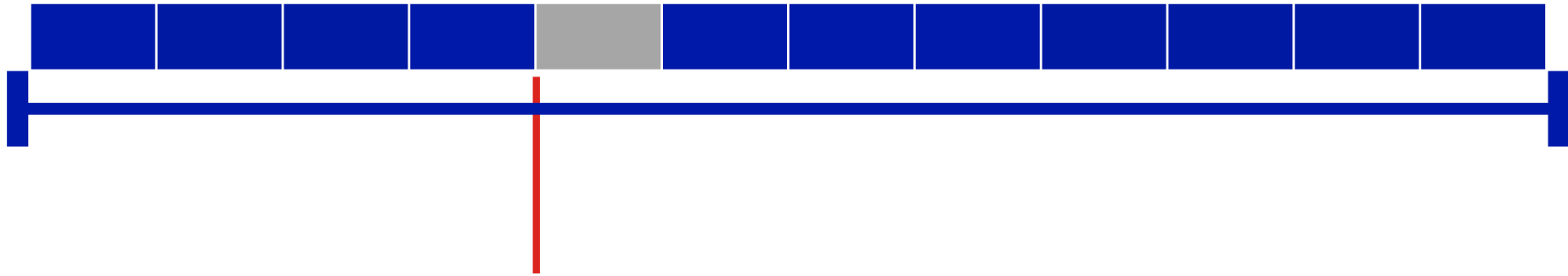
5. Project update

6a. Traffic and air quality modelling update

(TfL/ Jacobs/ Aecom)

Operational Assessment – Traffic Manager Duty

The Refreshed Assessment (operational study) undertaken by Jacobs on behalf of TfL aims to identify network performance impacts in the immediate scheme impact area.

Under the Traffic Management Act 2004, TfL has a responsibility for management of the road network (TLRN & SRN) acting as Traffic Manager for London, and it exercises this statutory duty through the Network Management and Resilience Directorate.

TfL must assess in detail the impact to the normal operation of the road network of schemes such as Silvertown Tunnel.

TfL considers that a suitable approach to this assessment is the development of an Operational Study which requires an assessment platform with a higher level of detail than that of the highway assignment model which is used for business case development.

In the case of Silvertown Tunnel, the main platform to undertake this operational study is a microsimulation model built in Vissim in order to model detailed vehicle behaviour and their impact on the operation of junctions (nodes) and users of the wider network. Each node in the model has been calibrated in detail and the model has been validated to the principals of the published TfL Model Audit Process (MAP) and TfL Modelling Guidelines (MG).

The scrutiny applied to the traffic modelling assessment and the high resolution of the study undertaken gives London's Traffic Manager confidence in the outputs and provides the evidence required to support decisions to exercise its Network Management duties.

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Operational Assessment – Platform

The microsimulation model (PTV Vissim) covers the Blackwall Tunnel Corridor from the A2/A205 junction south of the River Thames to north of the A12/A118 (Bow Roundabout) junction north of the River Thames.

It also covers sections of the A13, east and west of the corridor, A1261 (Aspen Way), Lower Lea Crossing and parts of A1011 (Silvertown Way) and A1020. The full scope of the model is shown below.

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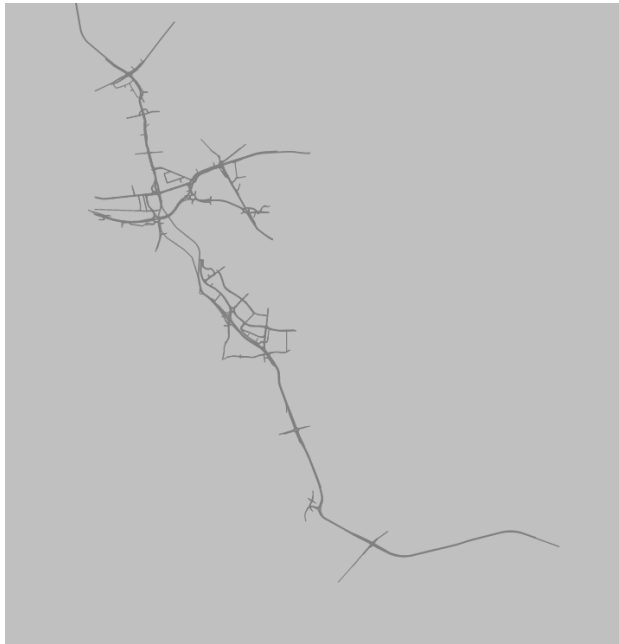
Operational Assessment – Platform

Due to the scope of the model, different areas of the network have different peak periods. In order to keep the assessment of the scheme manageable, 2 hour peak periods in the AM and PM peaks have been chosen.

Base models cover June 2021 (traffic data captured during low levels of restrictions during the COVID-19 pandemic).

Initial routing has been imported from the Highway Assignment Model (SATURN) and has been calibrated at a local level to closely match observed data.

Two future scenarios have been built. 'Future Base' scenario, which captures the committed schemes (excluding Silvertown Tunnel) and the 'Do Something' scenario (including Silvertown Tunnel).

A comparison and analysis of the changes to modelled network operation has been undertaken to determine network impacts.

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Operational Assessment – Shortlisting & Mitigation

Through analysis of the changes of modelled network operation (relative changes in general traffic journey times between junctions and bus journey times between bus stops) and review of these within the context of the overall modelled network, a shortlist of locations where mitigation measures may be beneficial has been generated.

Jacobs are analysing the shortlisted locations in order to determine the causes of negative network impacts and to identify deliverable solutions.

These solutions are being tested in Vissim, with the same traffic assignment, to assess their potential impact.

In Scheme Assessment 4, the mitigation will be tested in the Highway Assignment model (LoHAM) to assess the traffic reassignment and subsequently tested in Vissim to assess the effectiveness of potential mitigation schemes.

EVERY JOURNEY MATTERS

Lot A Transport Modelling – progress update (Oct 2022 – Feb 2023)

- **Strategic modelling**

  - Finalised 'Scheme Assessment 3' (including B3 20bph scenario)

  - Traffic forecasts from 'Scheme Assessment 3' informed junction modelling and the environmental assessment.

  - Commenced work on 'Scheme Assessment 4' (the final scheme that will include mitigations)

- **Mitigation (VISSIM / junction modelling)**

  - Scheme Assessment 3 model flows used to flag locations where pre-opening mitigation may be required

  - Option development process under way – indicative options being tested in strategic modelling as part of Scheme Assessment 4

  - Individual borough meetings being organised to discuss potential mitigation options and monitoring requirements

EVERY JOURNEY MATTERS

Lot A Transport Modelling – forward look at Project Activities

Oct   Nov   Dec   Jan '23   Feb   Mar   Apr   May   Jun

STIG Engagement

STIG Engagement

STIG Engagement   STIG Engagement   STIG Engagement

Refine Optimal User Charge & Bus Network
User charge adjustments, traffic management measures to be modelled in strategic models

Determine final sites for highway mitigation
Models to identify remaining sites for highway mitigation

Preparation of junction mitigation options
To be tested in local modelling suites to examine their feasibility and discussed with STIG

Final Scheme
Following design development and modelling, scheme will be confirmed as final to be taken forward for SoS submission

Secretary of State Submission
TfL governance and submission preparation

Potential iterative process to ensure traffic & environmental impacts are mitigated to an acceptable level

Feedback from AQ impacts

Environmental modelling 2025

UCAF

Monitoring of Key indicators

UCAF

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Lot A Transport Modelling – assessment definitions

Scenario reference	Description	Buses	User Charges	Other notes	Status
SA1	DCO Assessed Case	37.5bph cross-river	As per DCO (no resident discount)	~	Complete
SA2	First iteration - modelling adjustments - 20bph	"B1" 20bph network (4 cross-river routes @5bph)	As per DCO but resident discount incorporated for host boroughs	Signal optimisation / no other network refinement	Complete
SA3	Second iteration - modelling adjustments - 20bph revised network	"B3" 20bph network (3 cross-river routes, 1 @ 5bph, 2 @ 7.5bph)	As per DCO but resident discount incorporated for host boroughs	Signal optimisation / network refinement	Complete
SA4	Third iteration - modelling adjustments - 20bph revised network	"B3" 20bph network (3 cross-river routes, 1 @ 5bph, 2 @ 7.5bph)	As per DCO but resident discount incorporated for host boroughs	Refinement of Strategic model to include latest signals etc.	In progress

SA4 – will form the basis for the assessment of proposed mitigations

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Strategic modelling summary – Bus in Scheme Assessment 3

- New **X239** service (Grove Park to Canary Wharf) - frequency of 7.5 buses per hour

- Service **129** from Lewisham redirected cross-river with a frequency of 7.5 buses per hour

- Service **108** retained with minor adjustments (use of new Millenium Way slip road)

Proposed routes 108, 129 and X239

Strategic modelling summary – Scheme Assessment 3 Demand Response

- SA3 predicts an increase in daily bus travel with 8800 new journeys using buses as their main mode of travel.
- Total public transport demand increases by 1800 trips.
- Total car demand changes are marginal in all scenarios.

Change in Person Trips by Mode (vs. Ref Case), 24hr

Mode	SA1		SA2		SA3		Diffrence (SA3-SA2)
Cycle	-	300	-	300	-	200	+100
Walk	-	3,600	-	2,500	-	2,300	+200
Rail	-	7,500	-	6,600	-	7,000	-400
Bus		10,800		8,300		8,800	+500
PHV		1,200		1,300		900	-400
Car Driver	-	100	-		-		-0
Car Passenger	-	500	-	200	-	300	-100
Total		0		0	-	100	-100

- The amount of cross-river bus passengers also increases in SA3 vs SA2, so as the average bus occupancy.

Cross-river Bus Flows (pass) by time period

Period	SA1	SA 2	SA3
AM (7.00-10.00)	2,800	2,200	2,500
IP (10.00-16.00)	4,000	3,300	3,700
PM (16.00-19.00)	3,100	2,400	2,700
12 hrs	9,900	7,900	8,800

Average Cross-river Bus Occupancy (pass) by time period

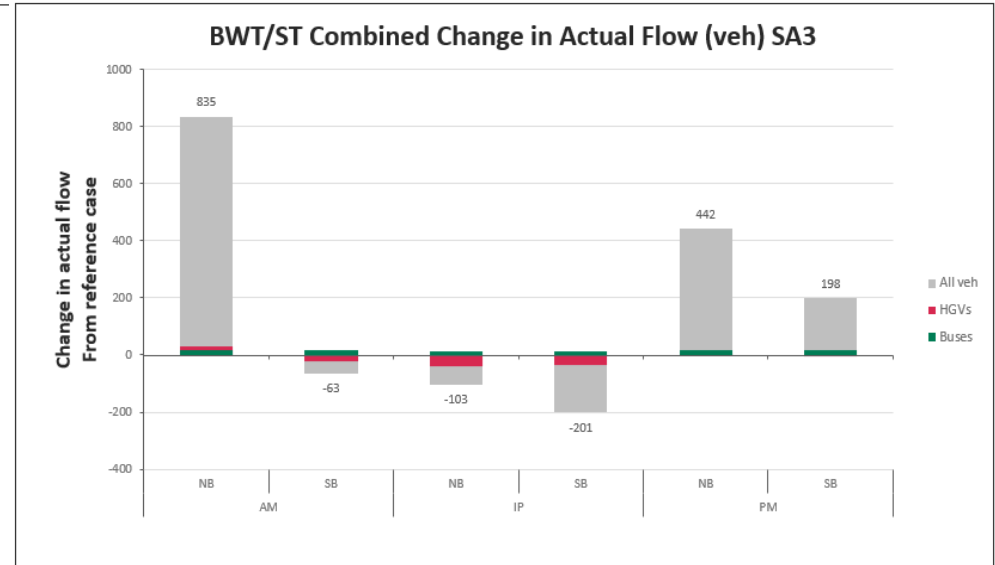| Period	SA1	SA 2	SA3
AM (7.00-10.00)	12	19	21
IP (10.00-16.00)	9	14	15
PM (16.00-19.00)	14	20	22
12 hrs	11	16	18

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Strategic modelling summary – Scheme Assessment 3 impact of Scheme on Blackwall and Silvertown Tunnels flows

Scheme Assessment 2

Scheme Assessment 3

BWT/ST Combined Change in Actual Flow (veh) SA2
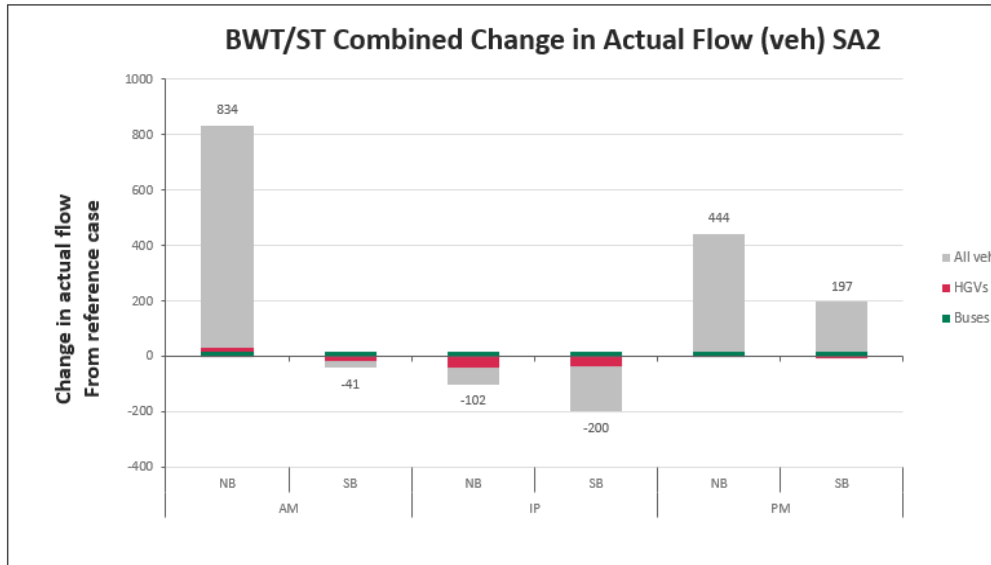
BWT/ST Combined Change in Actual Flow (veh) SA3

- SA3 results in similar changes in traffic levels on the Blackwall/Silvertown corridor to those in SA2 (and SA1)*

- AM peak hourly traffic (which is the direction of a significant reduction in delay) increases by just under 900 trips (majority are car/PHV trips)

- PM peak traffic increases by 450 trips in NB and 200 in SB

* Flows presented here are in vehicles (for constancy with UCAF data). Previous information presented to STIG was in PCUs (passenger car unit equivalent)

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Strategic modelling summary – Scheme Assessment 3

Change in delay at the Blackwall Tunnel (minutes)

	AM			IP			PM		
	SA1	SA2	SA3	SA1	SA2	SA3	SA1	SA2	SA3
Northbound Approach	-14:53	-14:58	-15:18	-01:32	-01:30	-01:29	-09:04	-09:18	-09:06
Southbound Approach	-00:24	-00:26	-00:20	-01:14	-01:16	-01:17	-09:55	-07:16	-09:22

Approach Delay Change
30 to -30 seconds
- 30 seconds to -5 minutes
-5 minutes to -10 minutes
< 10 minutes decrease
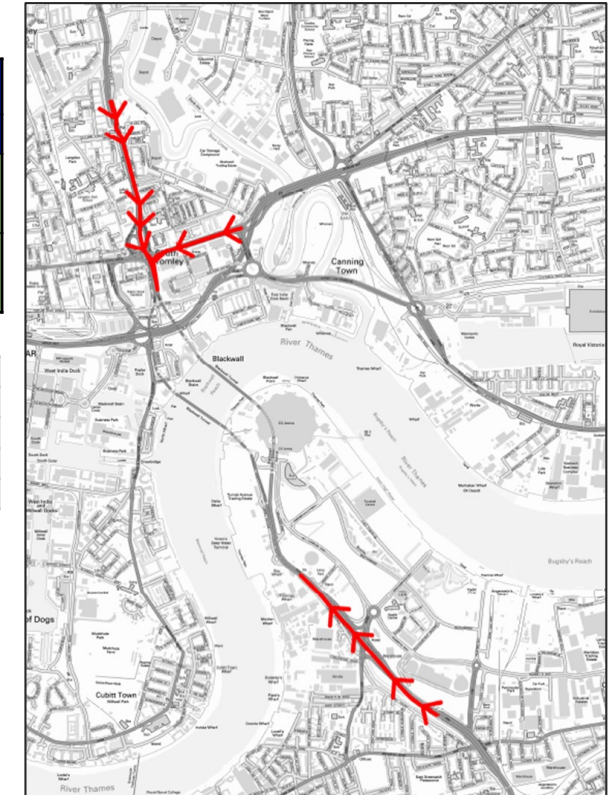
SA3 results in similar levels of delay reduction to those in SA1 and SA2:

- AM peak - northbound delay reduces by 15 minutes

- PM peak - both directions experience 9 minute reductions

- Inter-peak - reductions in delays are just over 1 minute (reflects lower congestion levels in "without Scheme" scenario)

EVERY JOURNEY MATTERS

Strategic modelling summary – Scheme Assessment 3

Journey Times	AM			IP			PM		
	SA1	SA2	SA3	SA1	SA2	SA3	SA1	SA2	SA3
Sun-in-the-Sands Roundabout to Bow Roundabout - northbound (JT1)	-14:11	-14:15	-14:30	-01:54	-01:53	-01:55	-08:49	-09:06	-09:00
Bow Roundabout to Sun-in-the-Sands Roundabout - southbound (JT2)	-00:43	-00:39	-00:30	-01:14	-01:14	-01:12	-11:16	-11:18	-11:29
Sun-in-the-Sands to A112/A13 Newham Way – northbound/eastbound (JT3)	-14:51	-14:55	-15:09	-02:05	-02:03	-02:09	-09:10	-09:25	-09:08
A112/A13 Newham Way to Sun-in-the-Sands – westbound/southbound (JT4)	-01:23	-01:25	-01:30	-04:21	-04:21	-04:25	-08:17	-08:14	-08:23
Sun-in-the-Sands to A1261/A13 – northbound/westbound (JT5)	-14:35	-14:35	-14:53	-01:53	-01:52	-01:51	-09:19	-09:38	-09:24
A1261/A13 to Sun-in-the-Sands – eastbound/southbound (JT6)	-00:40	-00:40	-00:37	-01:50	-01:49	-01:59	-07:35	-07:52	-08:03

Journey Time Change
30 to -30 seconds
- 30 seconds to -5 minutes
-5 minutes to -10 minutes
< 10 minutes decrease

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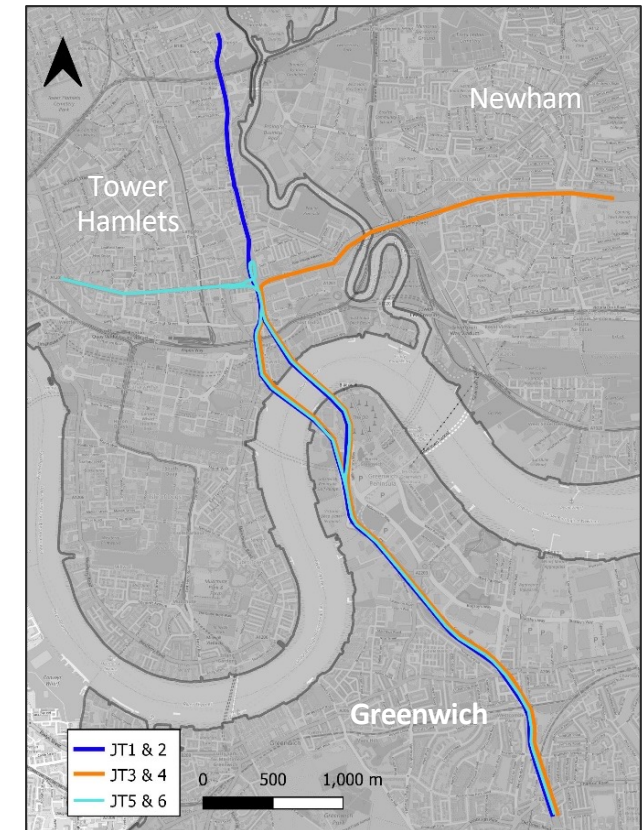
Highway mitigation update (summary)

- Previous STIG update summarised criteria used to identify *potential* pre-opening mitigation requirements, applied to LoHAM and VISSIM modelling outputs:

  ➢ Primary criteria: change in aggregate delay threshold compared with Reference Case – identifies requirement to add location to monitoring programme

  ➢ Secondary criteria: change in journey times / delay / traffic flow / Volume-Capacity Ratios – identifies short-list for pre-opening mitigation

- 24 locations triggered secondary criteria in Scheme Assessment 3

- Initial review eliminated some locations (i.e. due to marginal changes in network performance, or because mitigation would be undesirable)

- Option development/ testing then undertaken at remaining locations using VISSIM and local junction models

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Highway mitigation update (option development process)

- Incremental approach to option development, starting with lowest level of intervention (signal timing changes) and working up as needed

- Objective to achieve 'nil detriment' compared to 2025 Ref Case across all modes, while looking for opportunities to improve performance

- Options assessed using multi-criteria appraisal framework considering following:
  - Impact on general traffic (including freight/servicing)
  - Impact on bus network
  - Impact on cycling network
  - Impact on pedestrians
  - Impact on 'People and Place' functions
  - Deliverability

- Indicative preferred options tested in LoHAM during Scheme Assessment 4

- Engagement at individual borough level on options under development

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Highway mitigation update (indicative options)

- Mitigation to be tested in Scheme Assessment 4 currently expected to include the following, pending consultation with relevant boroughs:

Locations requiring highway layout amendments	Locations requiring signal timing adjustments
- Bow Roundabout - A13/Cotton Street - Preston's Roundabout	- A12/Zetland Street/Lochnagar Street - A13/Leamouth Road - Leamouth Roundabout - Tidal Basin Roundabout (including Silvertown Way slip road) - Tidal Basin Road/Seagull Lane/Western Gateway - Silvertown Way/Hallsville Road - Kidbrooke Interchange (A2 NB approach)

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Next steps

- Undertake discussions with STIG boroughs on pre-opening mitigation options

- Complete Scheme Assessment 4, including iteration to check proposed mitigations deliver required outcomes

- Pass outputs to Lot B for environmental (AQ) assessment

- Complete reporting for Secretary of State submission in the summer

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Lot B Update – Air Quality

STIG meeting, 23 February 2023

Anna Savage, AECOM

Delivering a better world

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NO$_2$ Baseline Monitoring

- 38 diffusion tube sites and 3 continuous monitoring sites;

- Annual mean NO$_2$ objective met at all sites in 2021 except for

  - DT3 Douglas Road, Newham
  - DT24 Blackheath Hill, Greenwich
  - DT17 East India Dock Road, Tower Hamlets.

- Provisional 2022 data suggests exceedances at DT3 and DT24 only. Levels generally slightly lower than 2021 (~0.5 µg/m^3 average reduction across all sites);

- Monitoring for a minimum of 3 years pre scheme and 3 years post scheme.

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Refreshed Assessment and SA3 Model Updates

- Updates to the DM and DS traffic networks by Lot A with small changes to junctions and additional pedestrian crossings, as well as small adjustments to road alignments;

- Use of updated traffic flow and speed data from SA3 for to reflect:
  - Updated bus strategy to reflect 20 bus per hour network;
  - Changes to cross river routes
  - Signal optimisation.

- Assumed zero emission TfL buses using the tunnel.

- Review of affected road network. No changes made to network or receptors.

- Updated model runs of 2019 baseline, 2025 Do Min and Do Something and post processing of data at receptors.

Summary of Model Results

- Modelling conducted at 245 sensitive receptor locations;

- Scheme results are similar to SA1 with improvements in the majority of the study area;

- Impacts are lower around northern portal due to lower flows on Tidal Basin Roundabout following changes in re-routing.

Receptors with exceedances in 2025 opening year

Receptor	SA1 Annual Mean NO_2 Concentrations			SA3 Annual Mean NO_2 Concentrations		
	Without Scheme	With Scheme	Change	Without Scheme	With Scheme	Change
R13 (A13 Newham Way)	43.8 µg/m^3	44.0 µg/m^3	+0.2 µg/m^3	44.0 µg/m^3	44.2 µg/m^3	+0.1 µg/m^3
R5 (Blackwall Tunnel S Appr)	45.6 µg/m^3	44.1 µg/m^3	-1.5 µg/m^3	44.6 µg/m^3	43.2 µg/m^3	-1.4 µg/m^3
R10 (A1261 Aspen Way)	40.2 µg/m^3	39.9 µg/m^3	-0.3 µg/m^3	40.4 µg/m^3	40.2 µg/m^3	-0.2 µg/m^3
R24 (Blackwall Tunnel N Appr)	39.8 µg/m^3	40.1 µg/m^3	+0.3 µg/m^3	40.6 µg/m^3	41.1 µg/m^3	+0.5 µg/m^3
R50 (Blackwall Tunnel N Appr)	41.9 µg/m^3	39.7 µg/m^3	-2.2 µg/m^3	42.1 µg/m^3	40.0 µg/m^3	-2.1 µg/m^3
S10 (Blackwall Tunnel N Appr)	41.5 µg/m^3	39.4 µg/m^3	-2.1 µg/m^3	41.7 µg/m^3	39.7 µg/m^3	-2.0 µg/m^3
R3 (A1206 Cotton St)	40.2 µg/m^3	39.0 µg/m^3	-1.2 µg/m^3	40.4 µg/m^3	39.2 µg/m^3	-1.2 µg/m^3
P1 (Knight Dragon)	40.9 µg/m^3	36.6 µg/m^3	-4.4 µg/m^3	40.3 µg/m^3	36.0 µg/m^3	-4.4 µg/m^3
R9 (Ecoworld Oxbow)	39.9 µg/m^3	38.9 µg/m^3	-1.1 µg/m^3	40.1 µg/m^3	39.1 µg/m^3	-1.0 µg/m^3
R18 (East India Dock Road)	39.6 µg/m^3	38.2 µg/m^3	-1.4 µg/m^3	40.1 µg/m^3	38.6 µg/m^3	-1.5 µg/m^3

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- ## Selected Adverse Impacts

Receptor	SA1 (DCO scheme) Annual Mean NO_2 Concentrations			SA3 Annual Mean NO_2 Concentrations		
	Without Scheme	With Scheme	Change	Without Scheme	With Scheme	Change
R51 (Hoola Tower ground floor)	30.1 µg/m^3	32.1 µg/m^3	+1.9 µg/m^3	29.8 µg/m^3	31.5 µg/m^3	+1.7 µg/m^3
P2 (Thameside West)	26.3 µg/m^3	27.3 µg/m^3	+1.0 µg/m^3	26.3 µg/m^3	27.3 µg/m^3	+1.0 µg/m^3
R39 (Silvertown Way)	29.0 µg/m^3	29.6 µg/m^3	+0.6 µg/m^3	28.8 µg/m^3	29.6 µg/m^3	+0.8 µg/m^3
R8 (Leamouth Road)	36.9 µg/m^3	37.4 µg/m^3	+0.5 µg/m^3	36.8 µg/m^3	37.5 µg/m^3	+0.7 µg/m^3

- ## Largest Positive Benefits

Receptor	SA1 (DCO scheme) Annual Mean NO_2 Concentrations			SA3 Annual Mean NO_2 Concentrations		
	Without Scheme	With Scheme	Change	Without Scheme	With Scheme	Change
P1 (Knight Dragon)	**40.9 µg/m^3**	36.6 µg/m^3	-4.4 µg/m^3	**40.3 µg/m^3**	36.0 µg/m^3	-4.4 µg/m^3
R49a (W Woolwich Flyover)	37.0 µg/m^3	33.4 µg/m^3	-3.6 µg/m^3	36.3 µg/m^3	33.1 µg/m^3	-3.3 µg/m^3
R49 (W Woolwich Flyover)	34.9 µg/m^3	31.8 µg/m^3	-3.1 µg/m^3	34.4 µg/m^3	31.6 µg/m^3	-2.8 µg/m^3
R50 (Blackwall Tunnel N Appr)	**41.9 µg/m^3**	39.7 µg/m^3	-2.2 µg/m^3	**42.1 µg/m^3**	39.95 µg/m^3	-2.2 µg/m^3
S10 (Blackwall Tunnel N Appr)	**41.5 µg/m^3**	39.4 µg/m^3	-2.1 µg/m^3	**41.7 µg/m^3**	39.7 µg/m^3	-2.1 µg/m^3

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Comparison of Significance at Receptors in 2025 Opening Year

ES Results

Magnitude of Change in Annual Mean NO$_2$ (µg/m^3)	Total Number of Receptors with:	
	Worsening of air quality already above objective or creation of a new exceedance	Improvement of an air quality objective already above objective or the removal of an existing exceedance
Large (>4)	1	3
Medium (>2)	1	46
Small (>0.4)	4	220

SA1

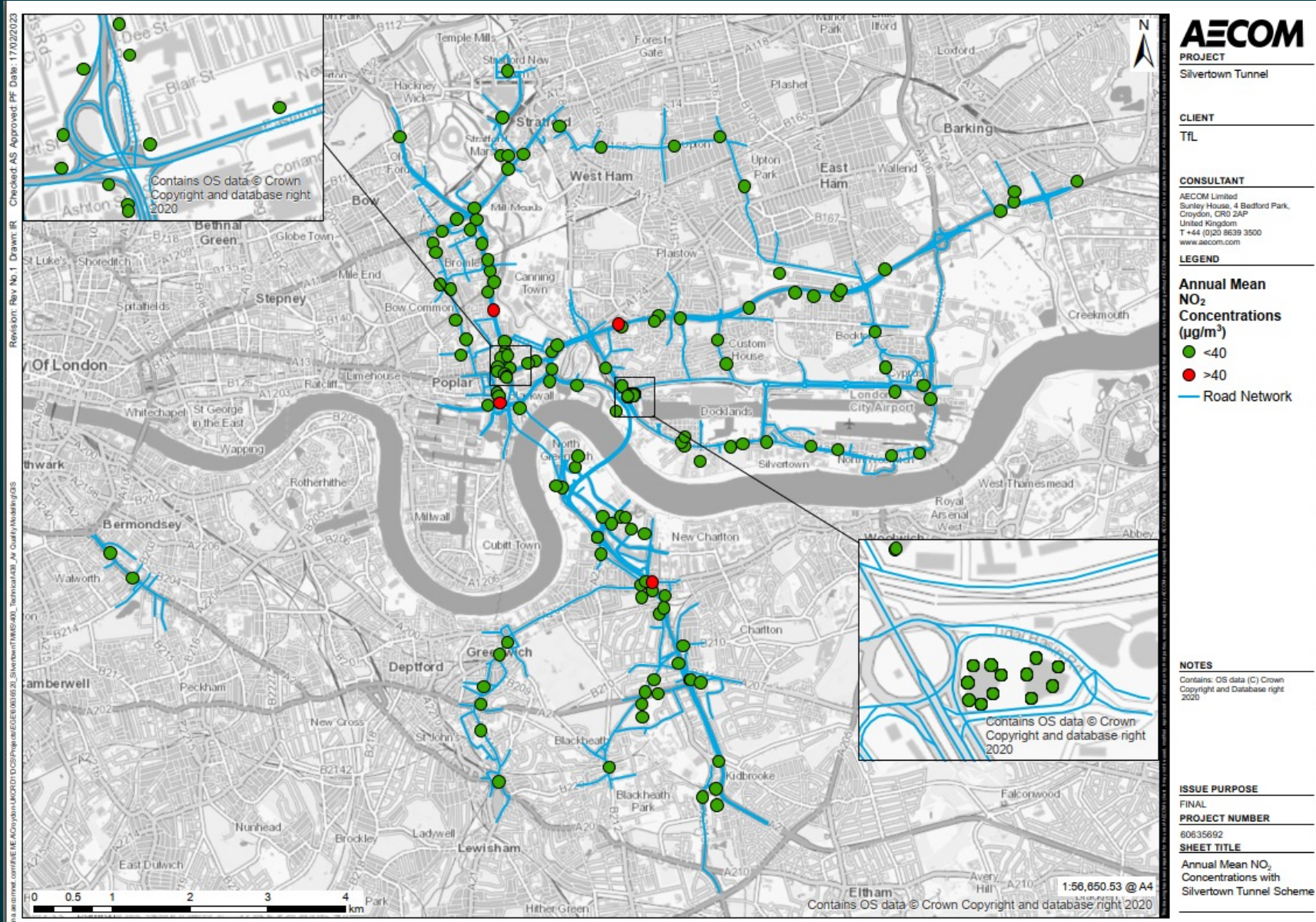| Magnitude of Change in Annual Mean NO$_2$ (µg/m^3)	Total Number of Receptors with:	
	Worsening of air quality already above objective or creation of a new exceedance	Improvement of an air quality objective already above objective or the removal of an existing exceedance
Large (>4)	0	1
Medium (>2)	0	2
Small (>0.4)	0	2

SA3

| Magnitude of Change in Annual Mean NO$_2$ (µg/m^3)	Total Number of Receptors with:	
	Worsening of air quality already above objective or creation of a new exceedance	Improvement of an air quality objective already above objective or the removal of an existing exceedance
Large (>4)	0	1
Medium (>2)	0	2
Small (>0.4)	1	4

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Results Maps
2025 annual mean NO₂ concentrations with scheme

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2025 change in annual mean NO$_2$ concentrations with scheme

aecom.com
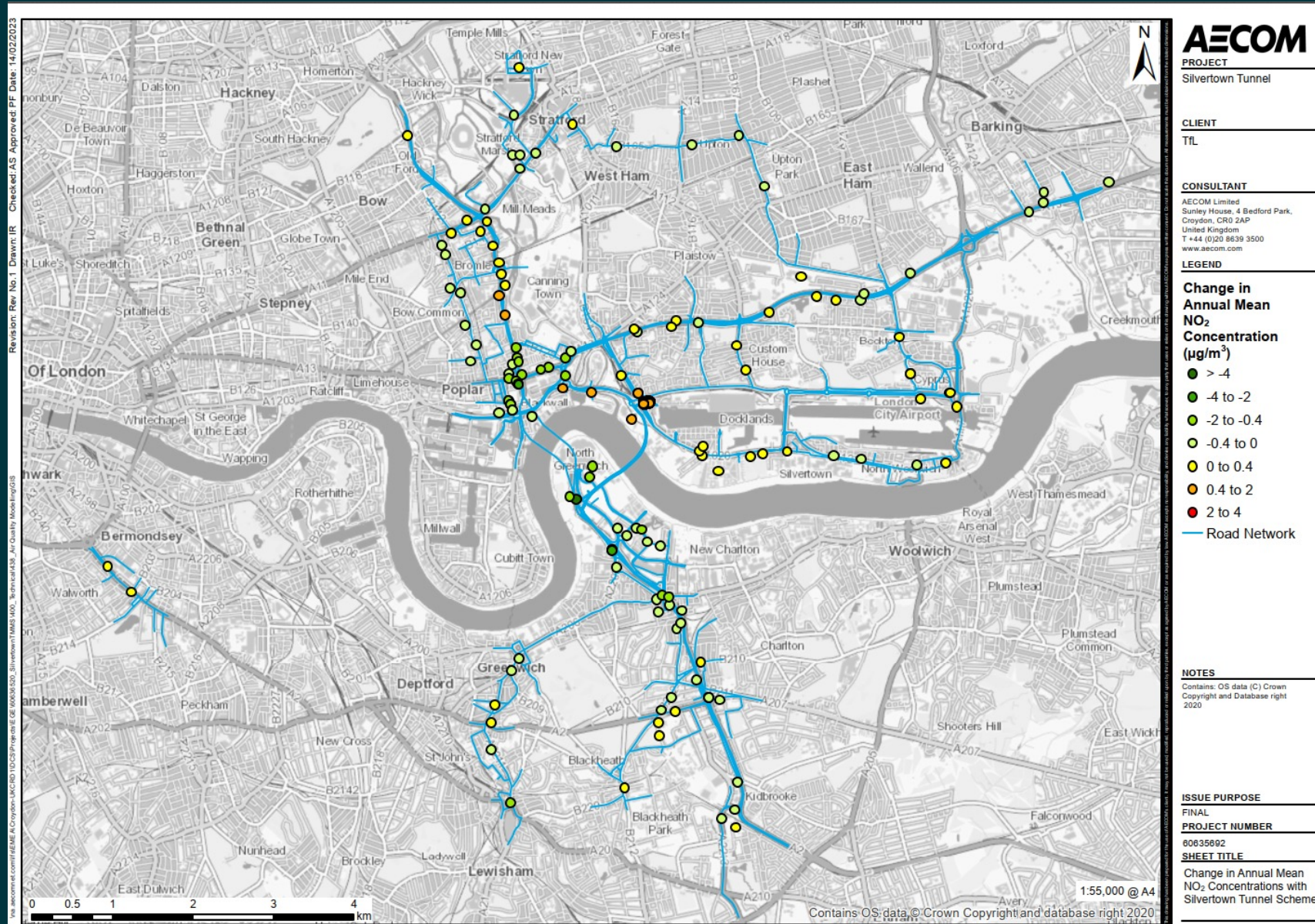
Next Steps

- Air quality modelling sensitivity tests of +/- 20% user charge planned for March

- Final SA4 air quality and noise model runs in April 23.

- Second year air quality monitoring report in May 23.

- Air quality and noise reports in June 23.

- Compliance assessment report in June 23.
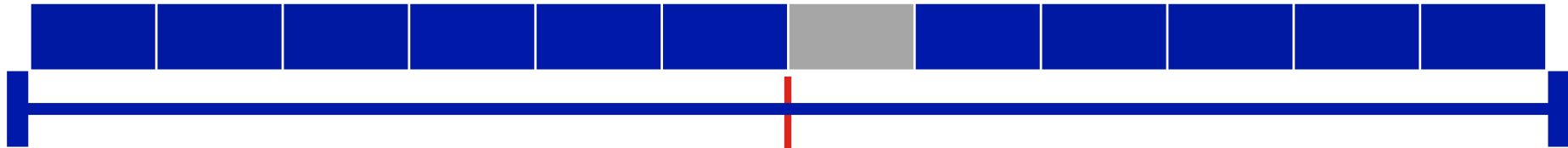
6b. Local highway mitigation – forward engagement plan (TfL)

Local highway mitigation – engagement plan
Secretary of State submission scope
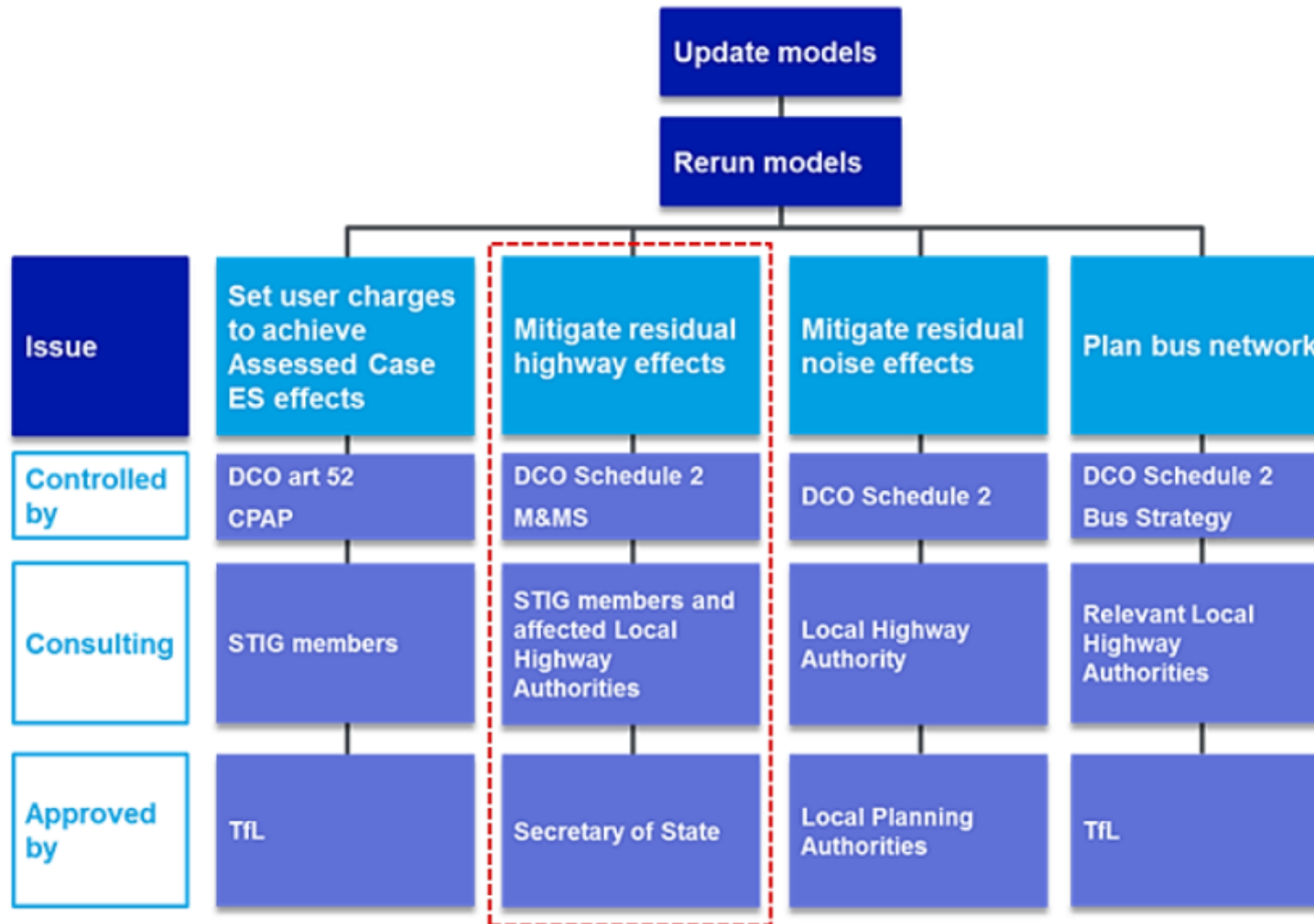
Schedule 2, Requirement 7:

(5) TfL must have regard to any consultation responses received from STIG members and before finalising the scheme of mitigation must liaise further with the council of any London Borough on the detail of mitigation measures which it proposes to implement on roads in that Borough. TfL must then submit the scheme of mitigation to the Secretary of State for approval.

(6) The scheme of mitigation submitted to the Secretary of State for approval must include—

a) details and locations of the proposed mitigation measures;

b) responses to the consultation and further liaison carried out under sub-paragraphs (4) and (5);

c) the estimated cost of implementing each measure; and

d) the proposed programme for the implementation of those measures

Local highway mitigation – engagement plan
Secretary of State submission scope

Issue	Set user charges to achieve Assessed Case ES effects	Mitigate residual highway effects	Mitigate residual noise effects	Plan bus network
Controlled by	DCO art 52 CPAP	DCO Schedule 2 M&MS	DCO Schedule 2	DCO Schedule 2 Bus Strategy
Consulting	STIG members	STIG members and affected Local Highway Authorities	Local Highway Authority	Relevant Local Highway Authorities
Approved by	TfL	Secretary of State	Local Planning Authorities	TfL

Source: Figure 2-1: Elements comprising the refreshed assessment (pre-scheme opening), Monitoring & Mitigation Strategy R2

EVERY JOURNEY MATTERS

Local highway mitigation – engagement plan
Progress to date
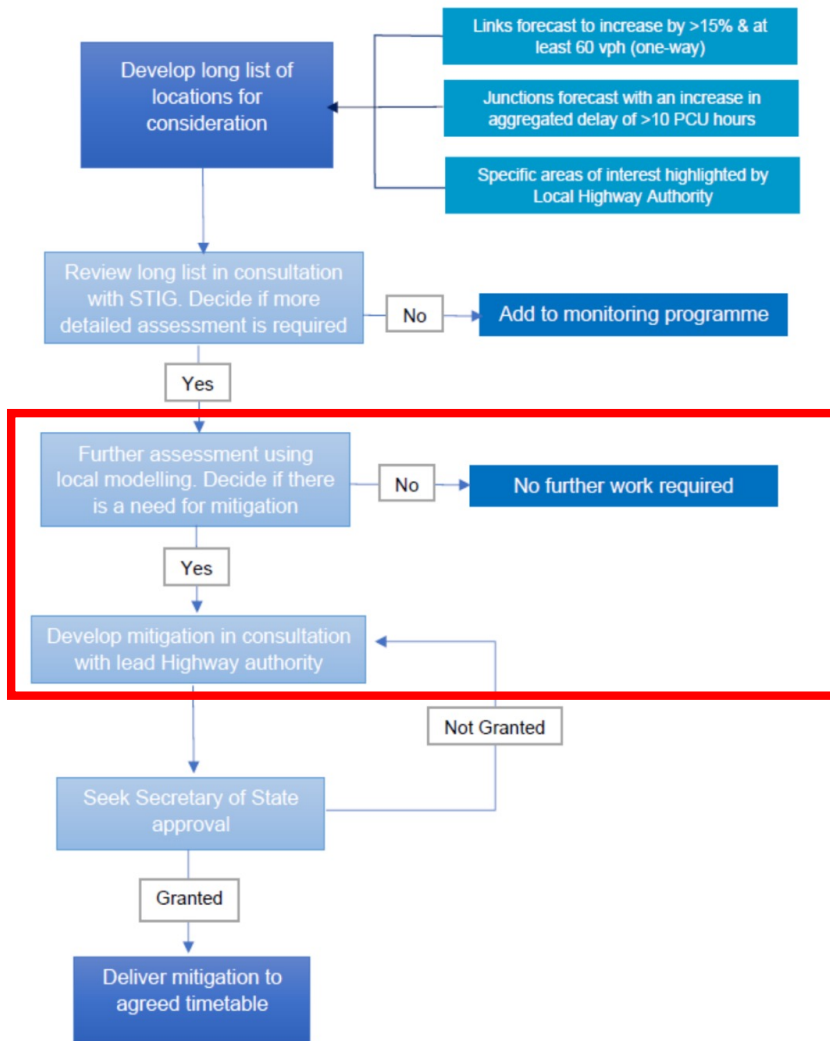
Long-list of locations generated following analysis of LoHAM ✓

Long-list of junction locations shared at Long List workshop on 01 November with individual borough specific maps shared with boroughs in December ✓

Short-listing approach shared with STIG on 03 November

Further meetings are currently being arranged to discuss short-list locations

Source: Figure 2-2: Establishing focus locations for local modelling, Monitoring & Mitigation Strategy 8.84 R2

6c. User Charge
Assessment Framework
update
(TfL/ Jacobs)

User Charge Assessment Framework update

- Latest refreshed assessment traffic and air quality forecasts indicate that the charge levels set at the DCO still deliver against the project objectives for the scheme

- We have begun to populate the User Charge Assessment Framework and plan to share further detail on this at next STIG meeting in May

- Further detailed consultation on specific aspects of the user charge, including exemptions and discounts, and some specific charge values will continue beyond the SoS submission in June at future STIG and technical meetings with boroughs

CPAP Policy 8
Before setting the initial user charges, TfL will update its modelling using up-to-date inputs and the outputs of this modelling will be used to determine whether any changes to the Assessed Case user charges are required to more effectively deliver the Project Objectives.

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6d. Bus network planning update - forward look (TfL)

Bus Network planning update

1. Public Consultation on Preferred Option (B3) concluded 11 Jan 2023

2. Responses currently being considered and used to inform our update to the preferred option

3. Public Consultation report publication is expected March/ April 2023

4. Following the Public Consultation report publication we will be looking to begin the procurement process for awarding a contract to operate the service

5. We are currently developing our understanding of any infrastructure and bus priority measures that may be required to support the operation of the new network from 2025

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7. Other relevant
updates

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8. Obligations
tracker and
forward meeting
planner (TfL)

Forward Meeting Planner

| Silvertown Tunnel Implementation Group – forward meeting planner | 23.02.2023 |

Meeting 1 – 24 September 2020

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

Meeting 2 – 28 January 2021

- Election of chairperson
- Recording of decisions made
- Approach to strategic transport modelling ✔
- Lot B, C and D – general update

Meeting 6 – 16 June 2022

- Update on modelling outcomes (Lot A)
- Air quality monitoring data (Lot B) ✔
- Bus network planning progress

Meeting 3 – 27 May 2021

- Scope of environmental compliance assessment
- Approach to socio-economic monitoring ✔
- Traffic monitoring proposals

Meeting 7 – 03 November 2022

- Refreshed Assessment update on: traffic modelling, air quality modelling and socio-economic monitoring ✔
- Cross-river bus network update

Meeting 4 – 30 September 2021

- Update on refreshed assessment, including core modelling scenarios
- Socio-economic monitoring – primary surveys ✔
- Final traffic monitoring plan

Meeting 8 – 23 February 2023

- Refreshed Assessment update – traffic and air quality
- Local highway mitigation update – forward meeting plan
- User Charge Assessment Framework (UCAF) - update
- Bus network planning update – forward look

Meeting 5 – 27 January 2022

- Emerging modelling outcomes (Lot A)
- Update on initial bus proposals ✔
- User charging assessment framework
- Approach to identifying mitigation measures

Meeting 9 – May 2023 (tbc)

- Secretary of State submission – Scheme of Mitigation review
- Environmental compliance assessment
- Monitoring data – reporting plan, TiL Report

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TfL Key Milestones

Indicative Milestone Description/ Date	Mile-stone Date	2021		2022		2023		2024		2025
		H1	H2	H1	H2	H1	H2	H1	H2	H1
A&B: Commence Refreshed Assessment (A)	Sept 2021		X							
C: Commence socio-economic monitoring (primary surveys)	Sep 2021		X							
D: Commence traffic monitoring	Dec 2021		X							
Conclusion of Refreshed Assessment (modelling and identification of mitigation)	Q1 2023					X				
Submission to Secretary of State	**Q3 2023**						X			
SoS decision	Q4 2023							X		
Scheme of Mitigation delivery	Q4 2024									
Scheme opening	Q1 2025								PTU:	X

KEY: H1 = JAN to JUN/ H2 = JUL to DEC

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9. Next steps and AOB

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