

From: daniel.parry-jones@bnpparibas.com
To: "Allder Chris"; ["rivercrossings@tfl.gov.uk"](mailto:rivercrossings@tfl.gov.uk)
Cc: [silvertowntunnel](#); [Holly Trotman \(holly.trotman@royalmail.com\)](mailto:Holly.Trotman@royalmail.com); [Tony \(tony.haines@royalmail.com\)](mailto:Tony.(tony.haines@royalmail.com))
Subject: Silvertown Tunnel - Royal Mail Group Limited
Date: 15 November 2016 11:11:09

Chris,

Reference your email of 24 October 2016 as below, Royal Mail has now received advice from its Highways Consultant and wishes to clarify its position to the Examination.

I can confirm that Royal Mail is willing to withdraw its objection to the Silvertown Tunnel DCO application as submitted at Interested Party registration on 8 August 2016 on the strict proviso that TfL provides, in advance, written confirmation (to the Examination and myself on behalf of Royal Mail) that Royal Mail:

1. will be fully consulted by TfL the Project Co. on the Construction Traffic Management Plan,
2. will be part of the Community Liaison Group that is set up by TfL / the Project Co. and
3. is kept informed and engaged throughout the construction and operation of the project.

I have copied this email to PINS case team as today is the deadline for further written representations to the Examination.

I look forward to hearing from you.

Thanks.

Dan



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From: Allder Chris [mailto:ChrisAllder@tfl.gov.uk]
Sent: 24 October 2016 15:56
To: PARRY-JONES Daniel
Subject: RE: Response to Royal Mail rel rep

Dear Dan,

Through greatly reducing delays and improving the resilience of the Blackwall Tunnel and the surrounding road network, our proposed Silvertown Tunnel Scheme has the potential to bring Royal Mail a range of benefits. Once operational the Scheme would:

- effectively eliminate the severe congestion that routinely affects the Blackwall Tunnel, and which is forecast to worsen notably in future;
- reduce journey times for tunnel users, with journey time savings of up to 20 minutes at peak times expected on the immediate approaches to the tunnels;
- lead to an expected reduction in the number of unplanned closures at the Blackwall Tunnel, particularly those caused by over-height vehicles attempting to use the northbound tunnel bore; and
- reduce the impact of closures when they do occur, by providing a convenient alternative route and minimising long diversions to other crossings such as the Rotherhithe Tunnel and Woolwich Ferry.

In addition, by creating a new cross-river link with reserved lanes for buses and HGVs the Scheme would improve connectivity by road to and from areas including the Royal Docks and the Isle of Dogs.

As a major haulage/delivery organisation, Royal Mail are also understandably interested in the impacts upon the road network during construction. The construction phase of the Scheme is expected to take around four years, with the Scheme expected to open in 2023. The location of the proposed tunnel means that the worksites have good access to the River Thames, and TfL has committed to transporting a minimum of 55% of all construction materials (by weight) by river. This will considerably reduce the number of construction lorries that would otherwise be required, and means that even during peak construction the number of construction lorry movements to the largest of the two worksites in Silvertown is expected to be significantly less than 100 movements. Consequently the impacts of on the transport network are consequently relatively small for a scheme of this scale.

The impacts of the Scheme's construction on the transport network will be further minimised wherever possible, and the appointed contractor will be required to adhere to best practice including the Considerate Contractors' Scheme. Full details of the number, routeing and management of construction vehicles required will be set out in a Construction Traffic Management Plan (CTMP) that will be approved by the relevant planning authorities prior to the start of construction.

With specific regard to the four key points identified by Royal Mail in their relevant representation, and highlighted in your subsequent email, please find a response to these below. Three of the four highlighted issues pertain to ensuring the organisation is fully informed of any activities which may affect its ability to perform its day to day business, this has been addressed with one response to avoid repetition. Should you/Royal Mail have any questions, or require any further information on these topics, please don't hesitate to let me know as soon as possible.

- **Fully consult with Royal Mail / Include major road hauliers such as Royal Mail in its proposed public communications strategy / Keep Royal Mail fully informed in advance of all temporary road closures and/or delivery of Abnormal Indivisible Loads**

TfL has undertaken a number of consultations on the Silvertown Tunnel, including most recently from 5 October – 29 November, when we held a statutory consultation according to the requirements of the Planning Act 2008. The Royal Mail has been consulted in each case. We plan no further consultations on the Silvertown Tunnel scheme specifically but will ensure Royal Mail is informed and engaged throughout the construction and operation of the project, assuming that we are successful in our application for powers.

Construction of the new tunnel would cause minimal traffic impacts to the existing network due to our commitment to transport the majority of material by river, and the limited amount of construction taking place on the existing road network. As a means to further limit the negative effects of construction on other road users, the appointed construction contractor (the 'Project Co') will be legally obliged through the Development Consent Order itself to produce a Construction Traffic Management Plan (CTMP) detailing how it will utilise the local road network. As is normal practice this CTMP will need to be approved by the local planning authority in liaison with TfL. The Project Co will also be contractually required to establish a Community Liaison Group, amongst other matters, through which key stakeholders could be kept informed in regards the build programme; including any road closures required, the delivery of abnormal loads by road, or any other significant matter in regards the impact of constructing the project on the highway network. We will provide the Project Co with a list of those organisations that we would expect it to engage through the Community Liaison Group, and this will include Royal Mail.

Once construction is complete and the tunnel is operational, Royal Mail will continue to be engaged on traffic issues pertaining to the tunnel in the same way as for the rest of the network. So for example TfL publishes a weekly 'Roads travel bulletin' listing planned road closures or other events which might impact on the highway.

- **Consider the cumulative traffic effects during the 5 year construction programme**
The cumulative impacts of the construction of other committed schemes have been taken into account in Chapter 6 of the Transport Assessment. This list of relevant sites correlates with those considered in the Environmental Statement from an environmental perspective, and the period

assessed was from 2019 to 2023 which corresponds with the planned construction programme for the tunnel. The assessment indicates that the cumulative construction impacts are not expected to have a significant adverse impact on the performance of the road network; the impact of peak construction traffic on the AM and PM peak highway network is negligible, with the biggest increase being a 3% increase in traffic on North Woolwich Road during these periods. In die course the cumulative impacts of other construction traffic will also be taken into account in the CTMP that is developed by the appointed contractor.

Kind regards

Chris Alder

Consultation & Engagement Specialist | Silvertown Tunnel

 Transport for London

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From: daniel.parry-jones@bnpparibas.com [<mailto:daniel.parry-jones@bnpparibas.com>]

Sent: 07 October 2016 17:07

To: Alder Chris

Cc: james.mitchell@royalmail.com; Holly Trotman (holly.trotman@royalmail.com); Toni Lyng; Tony (tony.haines@royalmail.com)

Subject: RE: Silvertown Tunnel

Many thanks for your email Chris and it was good to speak this afternoon.

As discussed, if TfL can satisfactorily address each of the four requests set out in RM's IP statement then there should be no need for RM to make any written reps by 15th November. For ease these were that TfL:

1. fully consults with Royal Mail,
2. includes major road hauliers such as Royal Mail in its proposed public communications strategy,
3. keeps Royal Mail fully informed in advance of all temporary road closures and/or delivery of Abnormal Indivisible Loads, and
4. considers the cumulative traffic effects during the 5 year construction programme.

RM may want to get a view from its operators and possibly highways consultant (PFA Consulting) depending on how technical traffic impact information is available. So the earlier TfL sends the information the better.

I will look forward to hearing from you / your colleagues.

Regards.

Dan



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From: Allder Chris [<mailto:ChrisAllder@tfl.gov.uk>]
Sent: 07 October 2016 16:47
To: PARRY-JONES Daniel
Subject: Silvertown Tunnel

Hi Daniel,

Thanks for your call this afternoon with regard to the Royal Mail relevant representation on Silvertown Tunnel.

The Preliminary Meeting/start of the DCO Examination on this Scheme is next week, with the deadline for Written Representations being November 15th. This is the next opportunity to highlight any concerns with the Scheme to the Examining Authority. We would hope to be able to give Royal Mail confidence that our Scheme will assist its operations in the frequently congested areas around the Blackwall Tunnel, and that the specific concerns raised in their Relevant Rep. are being adequately managed, well before this November deadline.

To this end, I will liaise with the appropriate members of our team and provide you a response in the next week or so explaining our approach to the points raised in the Representation. This will focus in particular on (i) how appropriate communications with RM will be ensured during both the construction phase and once the tunnel is operating, and (ii) expected traffic impacts during construction and how cumulative impacts have been considered.

Should you then wish to discuss our approach in person we would of course be happy to meet.

Kind regards,

Chris Allder
Consultation & Engagement Specialist | Silvertown Tunnel
 Transport for London

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