

Statement of Common Ground between Transport for London and Essex County Council

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Silvertown Tunnel

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1.0	25 October 2016	First draft provided to Essex County Council
2.0	3 November 2016	Formatting changes by TfL
3.0	14 November 2016	Amended draft provided to Essex County Council

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1. Introduction

1.1 Purpose of the document

1.1.1 This Statement of Common Ground (SoCG) is submitted to the Examining Authority in relation to the application by Transport for London (TfL) under section 37 of the Planning Act 2008 (the Act) for an order granting development consent for the construction of the Silvertown Tunnel (“the Scheme”).

1.1.2 The aim of this SoCG is to provide a clear record of the issues discussed and the current status of those discussions. The SoCG can be used as evidence of these discussions in representations to the Examining Authority as part of its examination of the DCO application.

1.2 Parties to this Statement of Common Ground

1.2.1 This Statement of Common Ground (SoCG) has been jointly prepared by TfL and Essex County Council. It sets out matters which are agreed between both parties, as well as matters which are not agreed and matters which are under discussion.

1.3 Structure of the Statement of Common Ground

1.3.1 This SoCG comprises six sections:

Section 1 is an introduction to the SoCG and the Scheme;

Section 2 provides an overview of consultation to date between TfL and Essex County Council;

Section 3 provides a summary of the main areas and topics covered by this SoCG;

Section 4 provides a list of matters agreed;

Section 5 provides a list of matters still under discussion;

Section 6 provides a list of matters not agreed; and

Section 7 contains the parties’ signatures.

1.4 The proposed scheme

- 1.4.1 The Scheme involves the construction of a twin bore road tunnel providing a new connection between the A102 Blackwall Tunnel Approach on Greenwich Peninsula (Royal Borough of Greenwich) and the Tidal Basin roundabout junction on the A1020 Lower Lea Crossing/Silvertown Way (London Borough of Newham). The Silvertown Tunnel will be approximately 1.4km long and will be able to accommodate large vehicles including double-deck buses. It will include a dedicated bus, coach and goods vehicle lane, which will enable TfL to provide additional cross-river bus routes.
- 1.4.2 The Scheme also includes the introduction of free-flow user charging at both the Blackwall Tunnel (northern portal located in London Borough of Tower Hamlets) and the new Silvertown Tunnel. This measure will play a fundamental role in managing traffic demand and supporting the financing of the construction, maintenance and operation of the Silvertown Tunnel.
- 1.4.3 On the north side, the tunnel approach road connects to the Tidal Basin Roundabout, which will be altered to create a new signal-controlled roundabout linking the Silvertown Way, Dock Road and the Lower Lea Crossing. Dock Road will be realigned to accommodate the new tunnel and approach road. On the south side, the A102 will be widened to create new slip road links to the Silvertown Tunnel. A new flyover will be built to take southbound traffic exiting the Blackwall Tunnel over the northbound approach to the Silvertown Tunnel. The Scheme includes minor changes to Tunnel Avenue including the removal of the bus-only gate allowing access for all vehicles between Blackwall Lane and Ordnance Crescent. The Boord Street footbridge over the A102 will be replaced with a pedestrian and cycle bridge.
- 1.4.4 New portal buildings will be located close to each tunnel portal to house the plant and equipment necessary to operate the tunnel.
- 1.4.5 Main construction works could commence in late 2018 and will last approximately 4 years with the new tunnel opening in 2022/23. A Tunnel Boring Machine (TBM) will be used to bore the main tunnel sections under the river with shorter sections of cut and cover tunnel at either end linking the bored sections of the tunnel to the portals. The proposal is to erect and launch the TBM from specially constructed chambers at Silvertown and Greenwich Peninsula where the bored sections and cut and cover sections of the tunnel connect. The main construction worksite will be located at Silvertown, utilising

the existing barge facilities at Thames Wharf along with a new temporary jetty for the removal of spoil and delivery of materials by river. A secondary worksite will be located adjacent to the alignment of the proposed cut and cover tunnel on the Greenwich Peninsula.

1.5 Introduction to Essex County Council

Essex County Council is a neighbouring strategic authority within the definition of the Duty to Co-operate S110 of the Localism Act 2012 and Section 30 of the 2008 Planning & Compulsory Purchase Act 2008. This is a strategic cross-boundary matter and ECC wish to engage with this process as an interested party.

Essex County Council is a relevant strategic authority, with the following roles:

- A key partner and service provider within Essex promoting economic development, regeneration, infrastructure delivery and new development;
- The highway and transportation authority, with responsibility for the delivery of the Essex Local Transport Plan, and
- The local education authority; Minerals and Waste Planning Authority and local lead flood authority.

2. Key meetings

2.1.1 A summary of the key meetings and correspondence that has taken place between TfL and Essex County Council is outlined in the table below.

Date	Form of engagement	Key outcomes and points of discussion
26- Nov- 15	Correspondence	Essex County Council response to statutory consultation on the scheme
19- May- 16	Correspondence	TfL contacted Essex County Council to inquire whether it might be possible to meet and discuss the scheme, and simultaneously provided a link to the application documents submitted to the Planning Inspectorate
25- Jul- 16	Correspondence	TfL contacted Essex County Council to explain that it wished to develop a 'Statement of Common Ground', and sought feedback on what issues Essex considered were not yet resolved
5- Aug- 16	Correspondence	TfL email to Essex County Council to confirm a telephone call in which TfL/Essex officers agreed to consider a Statement of Common Ground once Essex had finalised and submitted its 'Relevant Representation' to the

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		Planning Inspectorate
8-Aug-16	Meeting	Essex County Council officer attends a workshop to discuss SDG's independent audit of TfL's traffic model
24-Aug-16	Correspondence	TfL email with information relating to the affects of the Silvertown Tunnel scheme on roads of importance identified by Essex County Council
23-Sept-16	Correspondence	TfL email to Essex County Council to request a meeting to discuss the development of a Statement of Common Ground
13-Oct-16	Meeting	TfL/Essex County Council meeting to discuss the development of a Statement of Common Ground
20-Oct-16	Correspondence	TfL email to Essex County Council to provide follow-up information to the meeting on 13 October 2016.
25-Oct-16	Correspondence	Draft Statement of Common Ground provided to Essex County Council
11-Nov-16	Telephone call	Andrew Miles and Alastair Southgate of TfL and Essex County Council respectively discuss the draft SoCG and agree that an unsigned draft version could be submitted to the Planning Inspectorate by

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		15 November 2016, with the proviso that TfL include a clear statement that it would be subject to sign-off by the relevant Essex Member.
14- Nov- 16	Correspondence	Amended SoCG provided to Essex County Council

3. Topics contained within this SoCG

3.1 Topics included in SoCG

3.1.1 The following key topics discussed with Essex County Council are included in this Statement of Common Ground.

3.1.2 Matters agreed:

- General support for the scheme
- Traffic modelling and forecasting
- Traffic monitoring and mitigation
- Construction
- Connectivity

4. Matters agreed

Ref	Description of matter	Details of agreement	Record of agreement
4.1 General support for the scheme			
4.1.1	Strategic importance of the Blackwall Tunnel	The Blackwall Tunnel is of paramount strategic importance in the road network of east and southeast London, linking several major arterial and radial routes and serving as the key conduit across the river to and from some of London's most important centres of economic activity and planned growth.	A revised draft of this SoCG, sent on 14 November 2016
4.1.2	Highway network	It is essential that a functioning and effective link is provided and maintained at this point in the highway network.	A revised draft of this SoCG, sent on 14 November 2016
4.1.3	Issues at the Blackwall Tunnel	The importance of the Blackwall Tunnel means it attracts far more traffic than it can efficiently accommodate, as evidenced by severe congestion which affects the approaches to the tunnel during peak periods, with queues routinely reaching more than three kilometres.	A revised draft of this SoCG, sent on 14 November 2016
4.1.4	Issues at the Blackwall Tunnel	In addition, as a result of its age and outdated design (notably the low headroom of the northbound bore), the crossing suffers an exceptionally high rate of incidents, far in excess of the rate on comparable	A revised draft of this SoCG, sent on 14 November 2016

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		infrastructure, leading to an unacceptably poor level of reliability for those who wish to use it, with consequent impacts for the functioning of the local economy.	
4.1.5	Issues at the Blackwall Tunnel	In the event of closures of the Blackwall Tunnel, large volumes of traffic already en route to the crossing may be forced to travel to alternative routes across the river at short notice, leading to widespread disruption and delay, including on the national strategic road network.	A revised draft of this SoCG, sent on 14 November 2016
4.1.6	Issues at the Blackwall Tunnel	The problems of the Blackwall Tunnel will, in the context of forecast growth, become an even more pressing issue in future. Given the position of London as an economic driver nationally any decrease in efficiency in London's transport network may have a consequential detrimental impact nationally.	A revised draft of this SoCG, sent on 14 November 2016
4.2 Traffic modelling and forecasting			
4.2.1	The validity of the traffic model	It is agreed that the Base, Reference and Assessed Case traffic model is fit for purpose, including that it appropriately takes into both the traffic impacts of committed developments which might effect the highway network relevant to the Silvertown Tunnel, and planned growth in the London and south-east England region	A revised draft of this SoCG, sent on 14 November 2016

4.2.2	The modelled traffic impacts of the scheme on routes of importance to Essex County Council	It is agreed that TfL's traffic modelling demonstrates that the introduction and operation of the Silvertown Tunnel scheme would have no material impact on the road network performance of routes of importance to Essex, including the A12, A127 and A130.	A revised draft of this SoCG, sent on 14 November 2016
4.2.3	Potential beneficial effects arising from the introduction of the Silvertown Tunnel	It is recognised that under normal conditions, the Silvertown Tunnel scheme would have little effect on traffic flow on roads in Essex. It is also recognised that there are potential benefits with the Scheme in place related to the reduced frequency and impact of prolonged closures of the Blackwall Tunnel on the adjacent network and roads in Essex, which currently cause issues when traffic finds alternative routes to the Dartford crossing.	A revised draft of this SoCG, sent on 14 November 2016
4.3 Traffic monitoring and mitigation			
4.3.1	The approach to monitoring the impacts of the Silvertown Tunnel scheme	It is agreed that the Silvertown Tunnel Implementation Group (STIG) is an appropriate mechanism through which the impacts of the Silvertown Tunnel scheme could be monitored, and mitigation of any negative impacts discussed. It is	A revised draft of this SoCG, sent on 14 November 2016

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		further agreed that Article 65 of the draft DCO would provide TfL with the authority to invite Essex County Council to make representations to STIG, should it be agreed between TfL and Essex that this would be necessary.	
4.4 Construction			
4.4.1	Disposing of spoil arising from construction of the new tunnel	It is agreed that TfL's Receptor Site Assessment, as appended to the Code of Construction Practice provides an appropriate framework for the selection of sites which might be chosen as receptors for spoil arising from construction of the scheme	A revised draft of this SoCG, sent on 14 November 2016
4.5 Connectivity			
4.5.1	Assessment of the connectivity benefits of the Silvertown Tunnel	It is agreed that the Silvertown Tunnel would improve cross-river highway connectivity, including for Essex businesses seeking trading opportunities in London	A revised draft of this SoCG, sent on 14 November 2016

5. Matters still under discussion

5.1.1 There are no matters 'still under discussion' for the purpose of this SoCG

6. Matters not agreed

6.1.1 There are no matters 'not agreed' for the purpose of this SoCG

7. Agreement

Signed	
Name	
Position	
Company	
Date	
Signed	
Name	
Position	
Company	
Date	