

Statement of Common Ground between Transport for London and the London Borough of Redbridge

17 October 2016

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Silvertown Tunnel

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TfL Document Reference: ST150030-PLN-ZZZ-ZZ-SOC-ZZ-1284

SOCG Document Reference: SOCG014

Author: Transport for London

| Revision | Date | Description of new version |
|-----------------|-------------|--|
| 1.0 | 13-Oct-16 | First draft issued to LB Redbridge |
| 1.1 | 17-Oct-16 | Second draft, - incorporating format updates and recommended alterations- for approval/signature by LB Redbridge |
| 1.2 | 11-Nov-16 | Revised s.4.3.1 as agreed on telephone for LB Redbridge signature |

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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 the London Borough of Redbridge. 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 seven sections:

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

Section 2 provides an overview of consultation to date between TfL and the London Borough of Redbridge;

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 the London Borough of Redbridge

- 1.5.1 The London Borough (LB) of Redbridge is one of the 32 London boroughs. It shares a boundary with the London Borough of Newham, one of the Silvertown Tunnel's host boroughs.
- 1.5.2 LB Redbridge acts as a local planning authority and the local highway authority for the borough road network.
- 1.5.3 TfL has engaged with LB Redbridge on the Scheme during the pre-application process, both in terms of informal non-statutory engagement and formal consultation carried out pursuant to section 42 of the Planning Act 2008.

2. Record of engagement undertaken

2.1 Key meetings and correspondence

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

| Date | Form of correspondence | Key outcomes and points of discussion |
|-------------|-------------------------------|--|
| 15-Oct- 14 | Email | Invite to respond to TfL's 2014 consultation on the Scheme |
| 19-Nov-14 | Email | LB Redbridge response to 2014 consultation. Key points raised: <ul style="list-style-type: none"> • Support for the Silvertown Tunnel • Support principle of user charging |
| 06-Feb-15 | Meeting | Overview of 'east of Silvertown' consultation results, traffic impacts future London traffic growth & Gallions Reach bridge, overview of Silvertown consultation results & programme for 2015 |
| 02-Oct-15 | Letter | Consultation letter (s42 (1)(abc)) inviting participation in consultation |

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| Date | Form of correspondence | Key outcomes and points of discussion |
|-------------|-------------------------------|---|
| 16-Nov-15 | Email | <p>Consultation response from LB Redbridge. Key points raised:</p> <ul style="list-style-type: none"> • Support for the Silvertown Tunnel • User charging • Traffic impacts (incl. monitoring & mitigation) |
| 11-Apr-2016 | Email | <p>Follow up to a Neighbouring Borough Update meeting on 22/03/2016 covering:</p> <ul style="list-style-type: none"> • Project update • Borough involvement in DCO process • Traffic modelling • Traffic impacts • Environmental impacts |
| 15-Jun-16 | Meeting | Consultation, forward programme, traffic & environmental impacts |
| 15-July-16 | Email | Provision of Steer Davies Gleave (SDG) independent traffic model audit Base and Reference Case audit reports |
| 08-Aug-2016 | Meeting | Workshop session in which SDG outlined the outcomes of their traffic model audit |
| 13-Oct 2016 | Email | Provision of SoCG explanation and first draft SoCG based on previous |

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| Date | Form of correspondence | Key outcomes and points of discussion |
|-------------|-------------------------------|---|
| | | engagement and LB Redbridge's statutory consultation response |
| 17-Oct-2016 | Email | Response from LB Redbridge approving SOCG v1.0, with minor edits to be made |
| 17-Oct-2016 | Email | Provision of agreed SoCG to LB Redbridge, containing formatting alterations and all requested amends. (SoCGv1.1), for signature |
| 11-Nov-2016 | Email | Provision of SoCG v1.2 (item 4.3.1 revised) |

3. Topics contained within this SoCG

3.1 Topics included in the SoCG

3.1.1 The following topics have been discussed with LB Redbridge:

Matters Agreed

- Support for the Silvertown Tunnel
- User charging
- Traffic impacts (incl. monitoring & mitigation)

4. Matters agreed

| Ref | Description of matter | Details of agreement | Record of agreement |
|--|--|---|-----------------------------|
| 4.1 Support for the Silvertown Tunnel | | | |
| 4.1.1 | Strategic importance of the Blackwall Tunnel | It is agreed that 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. | Agreed by email 17-Oct-2016 |
| 4.1.2 | Highway network | It is agreed that it is essential that a functioning and effective link is provided and maintained at this point in the highway network. | Agreed by email 17-Oct-2016 |
| 4.1.3 | Issues at the Blackwall Tunnel | It is agreed that 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. | Agreed by email 17-Oct-2016 |

| Ref | Description of matter | Details of agreement | Record of agreement |
|--------------------------|------------------------------------|---|-----------------------------|
| 4.2 User charging | | | |
| 4.2.1 | Setting & varying the user charges | It is agreed that the approach to user charging, as set out in the Charging Policy will ensure that the initial user charges and subsequent variations to these are set at an appropriate level to manage demand for the Blackwall and Silvertown Tunnels and to help to achieve the project objectives. While the Assessed Case user charges are forecast to achieve the required demand management effect as assessed in the Transport Assessment and the Environmental Statement, it is to be expected that conditions will change between now and the opening of the Scheme and the Policy allows for an adaptive approach to this, using up-to-date information on traffic, environment and other factors. It is agreed that LB Redbridge will be involved in the charge-setting process via its membership of STIG. | Agreed by email 17-Oct-2016 |

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| Ref | Description of matter | Details of agreement | Record of agreement |
|--|-----------------------------------|---|---------------------------------------|
| 4.3 Traffic impacts (incl. monitoring and mitigation) | | | |
| 4.3.1 | Traffic modelling and forecasting | <p>It is agreed that the modelling undertaken is deemed adequate to assess the wider traffic impacts of the Scheme</p> <p>It is agreed that the Silvertown Tunnel is not forecast to have a significant impact on traffic in LB Redbridge.</p> | Agreed by telephone/email 11-Nov-2016 |
| 4.3.2 | Traffic monitoring & mitigation | <p>It is agreed that the proposed Monitoring Strategy and Traffic Impact Mitigation Strategy (TIMS), in which TfL commits to undertake monitoring and to subsequently implement mitigation of actual impacts as necessary (at critical junctions or links on the network), will ensure the best possible outcomes in view of the rapid pace of development in this part of London. As such the proposed approach to monitoring and mitigation is both adequate and appropriate for this Scheme.</p> | Agreed by email 17-Oct-2016 |

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5. Matters still under discussion

5.1.1 None at present

6. Matters not agreed

6.1.1 None at present

7. Agreement

| | |
|----------|--|
| Signed |  |
| Name | Glen Richards |
| Position | Head of Transportation |
| Company | London Borough of Redbridge |
| Date | 14-November-2016 |
| Signed | |
| Name | David Rowe |
| Position | Silvertown Tunnel Lead Sponsor |
| Company | Transport for London |
| Date | 14-November 2016 |