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From Steve Oliver

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Project Silvertown - Assessed Case review

Project No. 22621003

## Actions/Further Investigations arising from meeting with Host Boroughs 15/Sep/16

### 1 Tolls charged and demand elasticity

The SDG report provides a review of the behaviour of the Assessed Case models, given a set of toll parameters agreed for the Blackwall/Silvertown proposals. We conclude that, *given these input parameters*, the models behaves as we would reasonably expect. We have not been provided with any background information relating to the derivation of the correct toll values to be used, the aim of tolling (scheme costs recovery v traffic demand management) or the behavioural reaction to different levels of tolls. Clarification on the values of time used in LoRDM for East London boroughs is also required.

There is a need to introduce this caveat into the report's Introduction.

To fully understand the impacts of Silvertown on residents and businesses in the local areas either side of the river, the Boroughs require more information, from TfL/Jacobs, on the history behind the choice of model parameters assumed for the Assessed Case. Clarification on the values of time used in LoRDM for East London boroughs is also required.

### 2 How does LoRDM react to additional river crossing charges in terms of employment/population distributions in East London?

There is significant growth in jobs and population forecast for East London boroughs, yet the demand for river crossings does not seem to increase to the levels expected, particularly in the Assessed Case. SDG to compare highway demand matrices emerging from LoRDM (by class) and to investigate whether there is any significant change in distribution patterns between the Reference Case and Assessed Case. 2021 and 2031 Borough-Borough matrices will be produced, by class, for each scenario and a comparison of distribution patterns, including levels of internal trips between Boroughs, will be made.

### 3 Inconsistency between Figures 2.3 and 2.7 in SDG Assessed Case Review report

Fig 2.3 shows increases in southbound traffic along the A2 in the PM peak in the Assessed Case. As such reductions in queues shown in Fig 2.7 for the same time periods appears counter intuitive. SDG to investigate.

### 4 Jacobs 'Red Dot' junctions

Sections 2.4 to 2.6 of the SDG report discusses changes in conditions at key junctions identified by Jacobs (Red Dots) in their model report. More information will be provided in the SDG report

for each Red Dot junction to allow direct comparison between conditions in the Ref Case and Assessed Case by individual turning movement (demand flows, actual flows, delays, queues)