



The Planning Inspectorate

Planning Act 2008 (as amended)

TR010021 – Application by Transport for London for an Order Granting Development Consent for the Silvertown Tunnel Project

Action Points arising from the Issue Specific Hearing (ISH) on Transport/Traffic Modelling, Forecasting and User Charging and Economic Issues held at the ExCel London, Royal Victoria Dock on **17.01.2017**

Action	Party	Deadline
Published 20.01.2017		
1	The Applicant to provide a comprehensive note giving full borough distributions of car trips that are not suppressed but re-assigned for Deadline 3 (D3). This should include detailed estimates of the projected behaviour impacts.	TfL (The Applicant) 27 January 2017 (Deadline 3)
2	The Applicant to provide a comprehensive note showing the journey time and generalised cost impacts for those forecast to switch from car to bus for D3 (to include disaggregated data for population sub groups and also displayed in the form of maps).	The Applicant 27 January 2017
3	The Applicant to provide a copy of the TfL Business Plan published/approved in December 2016 for D3.	The Applicant 27 January 2017
4	The Applicant to provide further details of assignments to the routes of concern to the Westcombe Society, the East Greenwich Society and Royal Borough of Greenwich (RBG) and London Borough (LB) of	The Applicant 27 January 2017

	Southwark in relation to the Reference and Assessed cases for D3.		
5	The Applicant formally to submit the tables introduced in response to ExA questions 3.1 to 3.8 for D3.	The Applicant	27 January 2017
6	The Applicant to provide a comprehensive note on the make-up of the data used to convert peak flows to AAWT and AADT, the mechanisms (specifications and values) used in the conversion and details to be provided of the extent to which there has been external validation of this process for D3.	The Applicant	27 January 2017
7	<p>The Applicant to provide a comprehensive note on the uncertainty* and associated level of confidence that can be afforded to the traffic forecasts that feed into the environmental assessments, whether numerically or in qualitative terms for D3.</p> <p>* Uncertainty should be interpreted as encompassing but not limited to;</p> <ol style="list-style-type: none"> 1 uncertainty in model inputs at each stage of the model system, including measurement error and background demographic and economic growth scenarios; 2 specification error; 3 error in model parameters; and 4 scope and scale of propagation of uncertainty between model stages and links to environmental tools (noise and air quality). 	The Applicant	27 January 2017
8	The Applicant to provide a clear line of evidence/audit trail showing how the level of uncertainty in the traffic/transport modelling has fed through into the application of this data in Air Quality (AQ) and Noise modelling and, with regard to use of the Defra Air Quality Toolkit, a demonstration that the adjustments applied in the COPERT modelling have been at the upper end of the range of adjustments for inferior performance of diesel vehicles so as to be consistent with the Client Earth Judgement (No2) in relation to achievement of Air Quality Limit Values at the earliest possible date for D3.	The Applicant	27 January 2017

	If it cannot be demonstrated that the Environmental Statement (ES) is consistent with the judgement to provide revised ES AQ chapter that would be consistent with the judgment.		
9	The Applicant to provide a copy of the questionnaire* (including stated preference experiment) used to establish locally estimated values of time to seek to establish whether local values could be evidentially justified for D3. Details of sampling and samples should be included in the note (* refers to 'River Crossings: Behavioural Survey' 2013).	The Applicant	27 January 2017
10	The Applicant to provide an interim further update of the TIMS for D3 with a further update including revised/additional thresholds for D4.	The Applicant	27 January 2017 (D3) and 06 March 2017 (D4)
11	The Applicant to consider the need to amend the wording of the draft Development Consent Order (dDCO) at D3 to provide for mitigation ahead of opening and for a review after a fixed specified period and not just amendment to the TIMS itself.	The Applicant	27 January 2017
12	The Applicant to provide a detailed analysis of projected Net Present Value (NPV) without implementation of bus strategy for D3.	The Applicant	27 January 2017
13	The Applicant to provide a BCR for the scheme assuming without implementation of bus strategy and scheme funded publicly (not PPP) for D3.	The Applicant	27 January 2017
14	The applicant to provide economic assessment of any alternatives* that were taken through to comparative assessment for D3 to include monetary valuation of costs and benefits *to include performance of preferred scheme at comparable stage of scheme development	The Applicant	27 January 2017

15	The Applicant to provide an explanatory note on the relationship of the risk allowance included in the costing's as compared to inclusion of an optimism bias figure with a note of how the approach is derived from government guidance for D3.	The Applicant	27 January 2017
16	The Applicant to provide a comprehensive note explaining the intended local benefits/enhancements to offset the dis-benefits to some low income groups within the host or nearby boroughs for D3. This should include detailed figures by socio-economic group by borough and also displayed in map form.	The Applicant	27 January 2017
17	The Applicant to provide a note to explain the modelling undertaken of categories proposed for exemption from charge for D3.	The Applicant	27 January 2017
18	The Applicant to provide an update on progress towards securing a commitment to the enhanced bus routes strategy in the DCO (including procurement/tendering arrangements) for D3.	The Applicant	27 January 2017
19	The Applicant to provide a note on how baseline traffic monitoring can exclude construction related traffic if undertaken during construction.	The Applicant	27 January 2017