



## Meeting note

<b>File reference</b>	TR010021
<b>Status</b>	<b>Final</b>
<b>Author</b>	Susannah Guest
<b>Date</b>	2 April 2015
<b>Meeting with</b>	Transport for London (TfL)
<b>Venue</b>	Temple Quay House, Bristol
<b>Attendees</b>	<b>Transport for London (TfL)</b> Neil Chester – Consents Manager Marisa Teuma – Assistant Consents Manager Duncan O'Connor – Pinsent Masons  <b>Planning Inspectorate</b> Susannah Guest – Infrastructure Planning Lead Robert Hanson - Lawyer Jenny Colfer – EIA advisor
<b>Meeting objectives</b>	Project up-date meeting for the Silvertown Tunnel scheme
<b>Circulation</b>	All attendees

### Summary of key points discussed and advice given:

The applicant was reminded of the Planning Inspectorate's openness policy that any advice given will be recorded and published on the planning portal website under s51 of the Planning Act 2008 (as amended by the Localism Act 2011) (PA 2008) and that any advice given does not constitute legal advice upon which the applicants (or others) can rely.

TfL up-dated on the evolution of the project and provided a brief overview of the potential consultation timetable for the remainder of the year; the National Infrastructure Website page indicates a likely submission date of Q1/Q2 2016.

TfL noted that work was continuing with the local authorities in respect of preparing the Statement of Community Consultation and they were meeting on a regular basis.

TfL outlined the legislative background to authorising the imposition of tolls and road user charges on TfL roads. In summary, relevant road user charging legislation is contained in the Transport Act 2000, the Greater London Authority Act 1999 and Regulations in SI 2001 Nos 2285 and 2313. TfL noted the significance of PA 2008 section 120 and Part 1 to Schedule 5, paragraph 18.

TfL explained their current approach to user charging in respect of the proposed Silvertown Tunnel and the existing Blackwall Tunnel. TfL confirmed that they currently envisaged a charging scheme would operate as one scheme applying to both tunnels and that it would not be imposed on the existing Blackwall Tunnel in advance of the opening of the Silvertown Tunnel. They indicated that, currently, it was not anticipated that the user charging provisions would require physical works that would need to be identified in the Development Consent Order (DCO) and that no additional land take would be required specifically for this purpose.

TfL explained that they will be seeking to include the relevant user charging powers in the DCO and consider there are many advantages in pursuing this route as opposed to using the powers in the Greater London Authority Act 1999 and associated regulations. The Inspectorate asked what were the expectations or requirements in terms of consultation under the existing legislation for user charging schemes. TfL considered that the pre-application and examination consultation requirements of the PA 2008 would provide an appropriate and robust mechanism for engagement.

TfL confirmed that it is currently envisaged that the DCO would set a charging range from which a charge could be applied upon opening. It would also include a procedure for any review and amendment to that range.

### **Specific decisions / follow up required?**

Both parties agreed that a further Project Up-date Meeting would be helpful during summer/late summer 2015.