SILVERTOWN TUNNEL

Guide to the Consultation Documents

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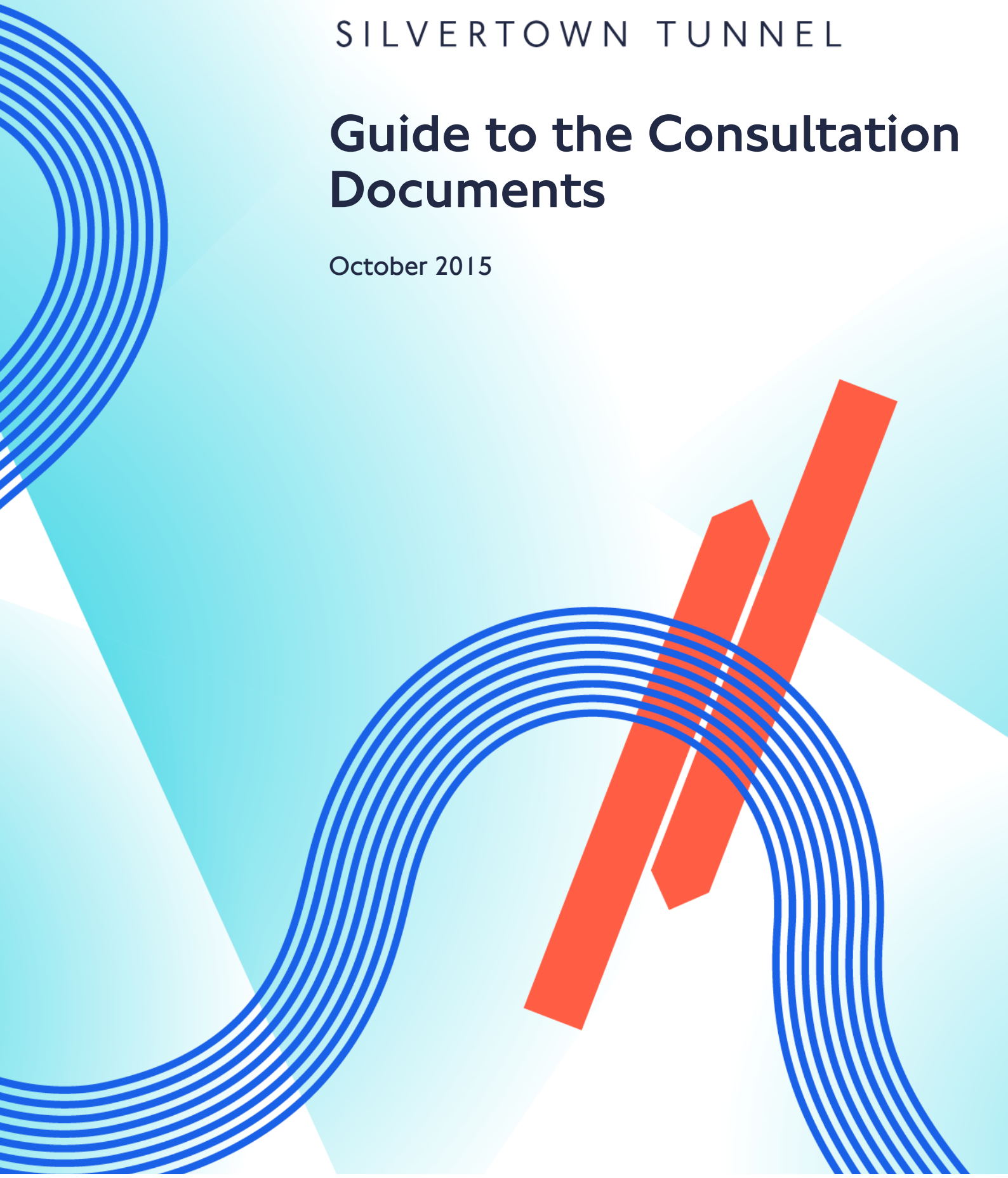

MAYOR OF LONDON

TRANSPORT FOR LONDON

EVERY JOURNEY MATTERS

1 INTRODUCTION

1.1 Introduction

This document is a guide to the Consultation Documents which TfL has prepared for the Statutory Consultation on the proposed DCO application for the Silvertown Tunnel. It explains the purpose of each Consultation Document and summarises the information that is contained in each.

The Consultation Documents are:

1. Preliminary Case for the Scheme
2. Preliminary Charging Report
3. Preliminary Transport Assessment
4. Preliminary Design and Access Statement
5. Preliminary Engineering Report
6. Consultation Maps, Plans and Drawings
7. Preliminary Environmental Information Report
8. Preliminary Sustainability Statement
9. Preliminary Equality Impact Assessment
10. Preliminary Health Impact Assessment
11. Preliminary Outline Business Case

The Consultation Documents are preliminary versions of documents that will be finalised and submitted as part of the DCO application. They have been prepared to support the statutory consultation by providing consultees with as much information as possible about the proposals and their effects.

In addition to the technical information which is presented in the Consultation Documents, TfL has prepared a booklet which explains the proposals in plain English. We have also produced short videos about the scheme and a glossary of key terms and abbreviations frequently used in the materials.

The Consultation Documents, as well as the summary booklet and films, can all be found at tfl.gov.uk/silvertown-tunnel.

2. THE CONSULTATION DOCUMENTS

Our Consultation Documents include over 3,000 pages of technical information. This chapter gives an overview of each document, including some of the headline content and conclusions which can be found within it.

2.1 Preliminary Case for the Scheme

This report describes the problems which the Scheme has been developed to address, as well as the different options we have considered in response. The document explains the reasons why the Silvertown Tunnel was selected as the best solution and how it meets local and national policy objectives.

The Preliminary Case for the Scheme provides the key arguments for implementing the Scheme as it is proposed and draws upon information in all the other technical documents and from previous consultations. It also includes the Scheme's Preliminary Monitoring and Mitigation Strategy.

Key conclusions include:

- The Blackwall Tunnel currently suffers from three significant transport problems: congestion, closures and a lack of nearby alternatives. These are a significant problem for London now and, with predicted population and economic growth, will become even more severe in the future.

- The transport problems at Blackwall Tunnel have negative consequences on the local area and beyond. For example the lack of road river crossings is an impediment to business in the region; and congested conditions lower local air quality and makes bus travel slow and unreliable.

- TfL has assessed a range of options and the proposed Silvertown Tunnel scheme, with a user charge for both the Silvertown and Blackwall Tunnels, is the best solution for these problems. The Scheme will add capacity, eliminate delays and make journeys more reliable.

- The scheme will fit well with future development on both sides of the River Thames, and will bring improvements to pedestrians and cyclists on the north side particularly.

- The scheme will enable many more bus and coach services to operate across the river, including new TfL services.

2.2 Preliminary Charging Report

This report explains the user charging proposals for the Blackwall and Silvertown Tunnels. In particular, it explains the scope of the charges and when, how and where these will apply. It also sets out the proposed process by which TfL will set, review and vary the charge.

User charging is required to manage demand for both crossings and to help to pay for the new tunnel. Managing demand through user charging will have other benefits such as promoting public transport, improving air quality and supporting local economy. These considerations have informed the charging approach described in the report.

Key conclusions include:

- The charging scheme will operate for 16 hours a day between 6 am to 10 pm, 7 days a week including public holidays.

- The charge will apply per trip through either of the crossings, with those registering for auto-pay arrangements attracting a lower charge. The charge will vary by different type of vehicles and, for registered users, by the time of day.

- Discounts and exemptions will be offered only to limited categories of users and classes of vehicles where these are clearly justified, such as buses and coaches, emergency vehicles, blue badge holders etc.

- The operating regime for collection and enforcement of the charge will be similar to Congestion Charging scheme. Enforcement will be a civil process.

- TfL will set the user charge closer to the opening of the new tunnel to ensure it is effective in managing the traffic conditions that exist at the time. TfL will have the ability to review and vary the charge in the future to ensure it remains responsive to changing conditions. An indicative charge has been used to asses the likely effects of the Scheme for the purposes of the consultation.

2.3 Preliminary Transport Assessment (TA)

This report details the impacts of the Scheme on the transport network and transport users, with a particular focus on the expected highway effects. Consideration is given to the impacts of the Scheme both on its completion and during the construction stage.

The Preliminary TA has been produced with the use of extensive data collection and analysis to determine current transport needs and usage of the network. This analysis has included extensive traffic modelling to determine the likely future situation both with and without the Scheme. It is the primary source of information on the Scheme's traffic and wider transport impacts. Key conclusions include:

- The Blackwall Tunnel is of strategic importance, being only one of three highway crossings in east London, and its users suffer from regular delay and congestion. The cross-river bus network in east London is consequently poor compared to that in west London.
- Significant growth in population and employment in east and south-east London means demand to use the Blackwall Tunnel would increase in future, leading to further delay and congestion.
- The Silvertown Tunnel scheme will effectively eliminate delay and congestion at the Blackwall Tunnel, and provide a new connection which will greatly improve the resilience of the network. Impacts on other crossings and elsewhere on the highway network will be minimal.
- The overall number of highway trips made with the Scheme in place will not increase, as the user charge provides an effective mechanism for managing demand.
- The Scheme provides the opportunity for significantly enhancing the bus network, through enabling new and extended cross-river bus services. The impacts on pedestrians and cyclists will be minimal, although the Scheme provides the opportunity for improving conditions for these users in the vicinity of the Tunnel.
- The construction impacts of the scheme on the transport network are small and measures to mitigate the impacts will be implemented where appropriate. River transport will be used where practical for the movement of materials to and from the site.

2.4 Preliminary Design and Access Statement (DAS)

This document explains how the design of the above-ground elements of the Scheme will take the existing and future context of the local area into account and how this will shape the final detailed design for the Scheme.

The Preliminary Design and Access Statement is the primary source of information on our approach to the design of the public facing above ground elements of the Scheme including buildings and public realm. It draws upon the experience of urban designers, architects, landscape architects, industry good practice and stakeholder feedback to date. It describes the design principles that will be developed in the detailed design stage of the Scheme and provides an illustrative set of designs of what these elements (e.g. the control and ventilation buildings) may look like when built.

Key elements established in this document include:

- The tunnel will be designed to fit in with the rapidly changing environment on both sides of the river.
- The public spaces will be designed to optimise pedestrian and cycle movement and provide a landscape that is appropriate to the changing local environment.
- Buildings associated with the Scheme will be of a high quality design and sensitively designed to fit in with the existing and future character of the area.
- A series of complementary measures will be developed to ensure that the Scheme is fully integrated into the local area.

2.5 Preliminary Engineering Report

The Preliminary Engineering Report presents the proposed engineering design and an assumed method of construction for the Scheme. The engineering design has been developed to a stage referred to as the 'Reference Design'. The Reference Design defines the Scheme in sufficient detail to allow consultees to understand the scope and extent of the Scheme and to inform the studies assessing its environmental, socio-economic, construction and transport related impacts. The Reference Design incorporates a number of changes arising from consultee feedback from earlier consultations which are described in the Report.

The Preliminary Engineering Document/Reference Design establishes:

- That construction of the Scheme is feasible and that it can be completed within the timescale indicated.
- A possible construction sequence allowing traffic movements and services (utilities) supplies to be maintained during construction.
- The land required for the safe construction and operation of the works.
- A level of detail to allow an assessment of the likely costs, impacts, effects and benefits of the Scheme.

The report includes illustrative examples of what the Scheme might look like and how it could be built.

2.6 Consultation Maps, Plans and Drawings

This document comprises a series of maps, plans and drawings showing the location and alignment of the Scheme and it engineering details. They illustrate the Scheme both in plan and in cross-section, highlighting the key features of the engineering design. The drawings show how the works would fit within the existing road network and highlight the area over which the construction would be carried out.

In addition, the drawings show the proposed limits of land to be acquired or used for the Scheme (often referred to as the ‘Red Line Boundary’) this defines the extent of land and rights that would need to be acquired temporarily to construct the Scheme, and permanently to operate, maintain and safeguard the Scheme.

2.7 Preliminary Environmental Information Report (PEIR)

The PEIR is the primary source of information regarding the Scheme’s likely environmental and social impacts It also outlines the proposed measures to minimise and mitigate any significant impacts that have been identified.

The PEIR includes:

- A Non Technical Summary (NTS) – summarising the key impacts with regard to each key environmental topic.

- PEIR main report (Volume 1) – Outlining the methodology, baseline, results of the environmental assessment to date and any further work to be completed. Topics addressed include:
    - Air Quality (Chapter 6)
    - Community and Private Assets (Chapter 7)
    - Cultural Heritage (Chapter 8)
    - Terrestrial Ecology (Chapter 9)
    - Marine Ecology (Chapter 10)
    - Effects of all Travellers(Chapter 11)
    - Geology and Soils (Chapter 12)
    - Materials and Waste (Chapter 13)
    - Noise and Vibration (Chapter 14)
    - Townscape and Visual (Chapter 15)
    - Water Environment (Chapter 16)
- Drawings (Volume 2) – Drawings to support the main report
- Appendices (Volume 3) – Technical detail to support the main report

This PEIR has been produced using substantial data collection and analysis to determine current conditions in relation to a wide range of environmental and social elements. The likely condition of these elements in the future, both with and with out the scheme has been assessed using best practice, statutory guidance and methodology including surveys and extensive computer modelling.

Key conclusions include:

- Significant time user benefits predicted for all modes of transport due to congestion relieve. Benefits for residents and employers in terms of improved access to jobs and employees.
- The majority of areas will benefit from a decrease in noise levels in the future if the scheme is built. Though, there will be a localised increase in the area immediately around the tunnel portal in Silvertown.
- The implementation of the Scheme is predicted to result in both improvements and deterioration in air quality. In general there are more receptors where concentrations of NO2, PM10 and PM2.5 are predicted to decrease than receptors where concentrations are predicted increase resulting in a net benefit.

2.8 Preliminary Sustainability Statement

This report provides a sustainability assessment of the proposed Scheme. It describes how the Scheme addresses sustainability policies at a national, regional (Greater London Authority) and local level. The sustainability assessment uses Transport for London's Sustainability Framework and toolkit to assess the Scheme as well as using the Mayor's Sustainable Design and Construction Supplementary Planning Guidance, and CEEQUAL. It is intended that the project achieves at least the target of 'Very Good' and ideally 'Excellent' for the Whole Team Award for CEEQUAL.

Key conclusions include:

- The assessment demonstrates that the Scheme currently achieves a balanced level of sustainability (over the TfL Sustainability Framework categories), which shows that social, environmental and economic factors have been considered thorough the design process.

- TfL would assess and benchmark the Scheme against the CEEQUAL Whole Project award and would aim to achieve at least the target of 'Very Good' and ideally 'Excellent'.

2.9 Preliminary Equality Impact Assessment (EqIA)

This report assesses the Scheme's potential impacts on equalities groups. These groups are defined as having protected characteristics under the Equality Act 2010 and relate to age, disability, gender reassignment, marriage and civil partnerships, pregnancy and maternity, race, religion or belief, gender, and sexual orientation. It also includes an assessment of low-income groups. Potential impacts upon these groups as a result of the Scheme are then identified and assessed. The report outlines potential mitigation measures to achieve a positive impact.

Key conclusions of the Preliminary Equality Impact Assessment include:

- There would be connectivity improvements across a wider area as a result of the Scheme, benefiting groups both within and outside of the immediate study area.

- Proposed improvements in public transport accessibility as a result of the Scheme would provide a considerable benefit for equalities groups that typically use public transport more frequently.

- There would be potential differential impacts arising from user charging (for example impacts on personal affordability) but these would be considerably offset by the provision of improved public transport links and through the provision of the community fund currently being developed between TfL and the host boroughs.

2.10 Preliminary Health Impact Assessment (HIA)

This report assesses the Scheme's impact on human health and wellbeing, identifying issues which may harm or improve levels of health and wellbeing and seeking to address these.

This report draws upon consultation with health-related stakeholders and publically available material on health and well-being in the area of the Scheme. Additionally it analyses information contained within our other technical reports –such as traffic levels, air quality, noise and social distributional impacts – to assess the current health and well-being situation in the area of the Scheme and any changes the Scheme might bring about.

Key conclusions on changes brought about by the Scheme include:

- Positive impacts on accessibility for public transport users, vehicle users, negligible impact on access for pedestrians and cyclists.
- Moderate positive air quality and noise impacts, large improvements in some areas but worsening in others.
- Moderate positive impact on access to work and training through reductions in journey times and jobs provided by the Scheme during construction.
- Impact on social cohesion is negligible with enhanced access by bus and private vehicle but with the user charge having a potential impact on those on low incomes who need to drive across the river. This can be potentially offset by the provision of a Community Fund.

2.11 Preliminary Outline Business Case

This report sets out the business case for the Scheme. It assesses the case for the scheme and its compliance with public policy, its value for money, whether it is commercially viable and can be financed, and whether TfL has the capacity and ability to deliver the Scheme.

This report was developed through the assessment of the Scheme's likely economic impacts, including the identification of time saving benefits,

business surveys to establish the potential impact on the wider economy, and detailed costing exercises to establish value for money.

The Preliminary Outline Business Case is the primary source of information on the economic aspects of the scheme and includes including several component reports:

- Preliminary Distribution Impacts Appraisal
- Preliminary Social Impacts Appraisal
- Preliminary Economic Assessment Report
- Preliminary Regeneration and Development Impact Assessment

Key conclusions in this document include:

- There is a clear and robust case for change to address current congestion and unreliability at the Blackwall Tunnel and cater for the needs of future economic growth. This is supported by national and London-wide policy.

- The Scheme is excellent value for money – it has a high positive Net Present Value of £1,276m (including reliability benefits) over 60 years and is a scheme that can be primarily delivered and funded by user charges

- The Scheme will generate net financial benefits (once the cost of the charges are deducted) for users of £1,366m over 60 years including through increased journey reliability.

- The Scheme is commercially viable, is financially affordable and is achievable.

3. SOURCES OF KEY INFORMATION

3.1 Introduction

The below table identifies the principal technical reports containing key information on key topics.

3.2 Table of signposts

Please Note: This list has been designed to assist those interested in specific subjects more readily find the information they may be after. These references are not exhaustive and do not replace a full reading of the documents if one is attempting to fully understand our approach to designing the Scheme.

If you are interested in…	**You might find these document most useful**
The need for the Scheme	Preliminary Case for the scheme Also, the Preliminary Environmental Information Report, Transport Assessment and Outline Business Case for current impacts of congestion on environmental, traffic and economic life in London
Financial aspects of the Scheme	Preliminary Outline Business Case Also ,the Preliminary Charging Report for discussion of the charging regime in further detail
Engineering and construction detail	Preliminary Engineering report, Preliminary Engineering Drawing Package Also, the Code of Construction Practice within the Preliminary Environmental Information Report, and Preliminary Design and Access Statement for examples and explanations of the visible elements of the scheme

User charging	Preliminary Charging report Also, the Preliminary Case for the Scheme explains the need for user charging in greater detail and the Preliminary Transport Assessment details its effects on traffic.
Traffic	Preliminary Transport Assessment Also, the Preliminary Case for the Scheme summarises the challenges posed by current and predicted traffic volumes without the scheme.
Public transport	Preliminary Transport Assessment
Pedestrian or cyclists	Preliminary Transport Assessment
The River Thames	Preliminary Environmental Information Report for affects to the river and local navigation. Also, the Preliminary Transport Assessment for additional detail on impacts to river transport users
The local and wider environment	Preliminary Environmental Information Report.
Human health	Preliminary Health Impact Assessment
The Equalities Act or impacts to vulnerable groups	Preliminary Equalities Impact Assessment
Sustainability	Preliminary Sustainability Statement Also, the Preliminary Environmental Information Report, contains information on environmental impacts and mitigations, a Code of Construction Practice and explains the scheme's approach to site waste management and energy consumption