

Name of scheme:		River Crossings Package: Silvertown Tunnel			Name		[Redacted]	
Description of scheme:		The scheme involves the construction of a new tunnel between the Greenwich Peninsula and Silvertown, with tunnel approaches linking to the existing road network and the implementation of user charging at both the new Silvertown Tunnel and the existing Blackwall Tunnel.			Organisation		TfL	
					Role		Principal Sponsor	
Impacts	Summary of key impacts	Quantitative			Assessment Qualitative	Monetary £(PV)	Distributional 7-pt scale/ vulnerable grp	
		Value of journey time changes (£)	Net journey time changes (£)					
		< 2min	2 to 5min	> 5min				
Economy	Business users & transport providers	Business users benefit significantly from the provision of Silvertown Tunnel through reduced travel time (including reductions in congestion) and vehicle operating costs amounting to £637m PV and £70m PV respectively. In addition they will experience £5m delays due to construction. The introduction of a road user charge will be a disbenefit to users of £614m PV, giving an overall net benefit of £89m PV.			£637m	n/a	£89m	
	Reliability impact on Business users	Journey time reliability is expected to improve substantially for users and other travellers in the vicinity. In addition to the additional river crossing capacity, the new tunnel will provide a route for over-height vehicles that are currently unable to use Blackwall Tunnel. It is expected that the incidents of overheight vehicles blocking the tunnel approach at Blackwall will be substantially reduced.			£35m	Significant Beneficial	£35m	
	Regeneration	East London is a highly deprived area that has considerable potential to accommodate the housing and commercial development needed to support London's economy. The river Thames is a barrier to cross river traffic for both commuters and businesses. The existing Blackwall tunnel is badly congested leading to businesses incurring additional costs thereby imposing inefficiencies on the sub-regional economy. The Scheme is one element of a wider strategy that aims to address these barriers and hence facilitate the regeneration of the area. It clearly provides the additional capacity and connectivity to support national and local economic activity and facilitate growth, job creation and regeneration, in one of the UK's most disadvantaged areas.			n/a	Beneficial	n/a	
	Wider Impacts	The Silvertown Tunnel is likely to have effects in areas other than transport. The following Wider Impacts (WI) have been identified: WI1- Agglomeration: This appraised the effect of implementing a transport scheme that brings firms closer together and closer to their workforce. These impacts are driven, for example, by increased productivity due to access to larger product, input and labour markets and knowledge and technology spill-overs. WI2- Output change in imperfectly competitive markets: When companies benefit from time savings due to a transport scheme, it is effectively a reduction in their production costs, this puts in place an incentive to increase the output while still keeping an attractive price-cost margin. This additional output increases the welfare obtained by consumers and WI2 values this change. WI3.1 Tax revenues arising from labour supply impacts: This impact estimates the effect on taxes due to a change in the number of people attracted into work as a result of an improvement in travel costs. Commuting decisions are based on after tax income, therefore the value of time used for ordinary time savings appraisals does not include exchequer benefits.			WI1: £39.7m	WI2: £51.3m	WI3.1: £1.2m	Beneficial
Environmental	Noise	Note: not updated from previous assessment reported in the Environmental Statement. This will be considered further as part of the Monitoring and Mitigation Strategy				Slight/moderate adverse		Slight adverse for the most deprived income quintile; moderate or large adverse for less income deprived groups; neutral for children.
	Air Quality	Note: not updated from previous assessment reported in the Environmental Statement. This will be considered further as part of the Monitoring and Mitigation Strategy			See Environmental Statement	n/a	£6m	Beneficial for most income deprived and adverse for least income deprived. Neutral for children.
	Greenhouse gases	Note: not updated from previous assessment reported in the Environmental Statement				n/a		
	Landscape	Note: not updated from previous assessment reported in the Environmental Statement			n/a	Adverse	n/a	
	Townscape	Note: not updated from previous assessment reported in the Environmental Statement			n/a	Neutral	n/a	
	Historic Environment	Note: not updated from previous assessment reported in the Environmental Statement			n/a	Neutral	n/a	
	Biodiversity	Note: not updated from previous assessment reported in the Environmental Statement			n/a	Slight Adverse	n/a	
	Water Environment	Note: not updated from previous assessment reported in the Environmental Statement			n/a	Slight Adverse	n/a	
Social	Commuting and Other users	Commuting and Other users benefit significantly from the provision of Silvertown Tunnel through reduced travel time (including reductions in congestion) and vehicle operating costs amounting to £968m PV and £29m PV respectively. In addition they will experience £6m delays due to construction. The introduction of a road user charge will be a disbenefit to users of £377m PV, giving an overall net benefit of £613m PV.			£968	n/a	£613	Moderate beneficial for all income groups
	Reliability impact on Commuting and Other users	Journey time reliability is expected to improve significantly for commuters and other travellers due to a reduction in the number and impact of incidents.			£80m	Significant Beneficial	£80m	
	Physical activity	Note: not updated from previous assessment reported in the Health and Equalities Impact Assessment			n/a	Neutral	n/a	
	Journey quality	Note: not updated from previous qualitative assessment			n/a	Large beneficial	n/a	
	Accidents	Note: not updated from previous assessment reported in the Silvertown Economic Assessment Report			£12m	Slight beneficial	£12m	Neutral for cyclists and motorcyclists; Slight beneficial for pedestrians, children, older people and young males.
	Security	The Silvertown Tunnel is not expected to have a material impact on security to road users.			n/a	Neutral	n/a	n/a
	Access to services	Note: not updated from previous qualitative assessment			n/a	Moderate beneficial	n/a	Slight beneficial for young people, older people, people with a disability and households without a car
	Affordability	Note: not updated from previous qualitative assessment				Slight adverse for low income car users, large beneficial for low income public transport users.	n/a	Slight adverse for low income car users, large beneficial for low income public transport users.
	Severance	Note: not updated from previous qualitative assessment			n/a	Slight beneficial	n/a	Slight beneficial for older people; moderate beneficial for children and people with a disability; large beneficial for households without a car
	Option and non-use values	Note: not updated from previous qualitative assessment			n/a	Moderate beneficial	n/a	
Public Accounts	Cost to Broad Transport Budget	The Silvertown Tunnel scheme (including introduction of road user charging) will require an investment in the transport network of [Redacted] PV. Operating and maintenance of the Tunnel over 60 years amount to [Redacted] PV and operating costs of the improved/new bus services over 60 year amount to [Redacted] PV, giving a total PV of costs of [Redacted]. Revenues are treated as part of wider public finances for appraisal purposes. When the revenues from road user charging and bus operation of some [Redacted] PV are offset against costs, the overall PV of net costs is [Redacted].			[Redacted] costs (including bus operating costs), offset by [Redacted] revenue	n/a	[Redacted] costs, offset by [Redacted] revenue	
	Indirect Tax Revenues	As a result of reduced operating costs from reductions in congestion and delays, and in particular a reduction in fuel consumption, there will be a loss in indirect taxation of £119m (PV over 60 years).			-£119m	n/a	-£119m	