

## Jacob Gemma

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**From:** Pardoe John  
**Sent:** 27 August 2019 10:20  
**To:** Lunt Andrew  
**Subject:** RE: Silvertown

Great, will do.

Most of the response is similar to previous responses and can probably be taken from the [REDACTED] text ie. they do not discuss resilience issue or bus infrastructure improvements.

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**From:** Lunt Andrew  
**Sent:** 27 August 2019 10:15  
**To:** Pardoe John  
**Subject:** RE: Silvertown

Don't worry right now but have a think on it as we may get asked.

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**From:** Pardoe John  
**Sent:** 27 August 2019 09:47  
**To:** Lunt Andrew  
**Subject:** RE: Silvertown

Hi Andrew

Let me know if you wish me to pull a response together on this.

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**From:** Rowe David (ST)  
**Sent:** 27 August 2019 08:23  
**To:** Lunt Andrew; Pardoe John  
**Subject:** FW: Silvertown

Andrew / John  
See below. We may be asked to produce a response to this. David

**From:** [REDACTED] [mailto:[REDACTED]@gmail.com]  
**Sent:** 22 August 2019 23:41  
**To:** Nick Bowes; [REDACTED]@london.gov.uk; Alexander Heidi; Rowe David (ST); Powell Gareth  
**Subject:** Silvertown

Dear Nick, Heidi, Jules, David, Gareth,

I thought this graphic (attached) might just be useful as you discuss what to do about the Silvertown Project.

The 'X' axis shows the level of demand control measures (increased toll & increased public transport). The 'Y' axis is daily cross-river traffic.

The yellow line shows traffic levels with both Blackwall and Silvertown open, The red line shows traffic levels with just Blackwall open.

'A' represents the assessed case, with Silvertown open, where traffic is held down with demand control measures so that it's essentially the same as today.

'D' represents the worst case scenario - if a future Mayor decides to remove the tolls entirely. Traffic, pollution & congestion all rise significantly over today.

'B' represents the case where demand control measures are increased just enough to de-congest Blackwall entirely.

'C' represents where we should be in terms of demand control and traffic in six years' time if we take the action we should on the climate emergency.

The key point here is that, because you're using extensive demand control measures already to get from 'D' to 'A' (because there's no political tolerance for an increase in traffic across the river here, and an increase anyway starts to cause widespread congestion very fast..), you have the possibility of reaching 'B' with just a small increase in demand control.

And once you're at 'B' the only point of building the tunnel is the increased resilience it gives (and double deckers..). Which TfL's own figures suggest should be valued at around £250m, for a £1bn build cost (0.25:1 BCR). And at that point you'd be much better off spending the toll income on, say, cycle schemes with a 13:1 BCR and not building the tunnel at all.

If you actually take serious action on climate breakdown, you'll be somewhere around 'C' by the time the tunnel is supposed to open. And at that point resilience will be much less of an issue. So if you're going to act on climate breakdown,, there's really no economic benefit at all to building the tunnel.. (and, again, lots of benefit in using the toll income to build cycle schemes, or fund trolleybus lines...)

As you see, there's really no good case, at this point, for building this scheme, given that tolling Blackwall is a much more cost effective alternative that achieves most of the same benefits - and particularly not if you're planning to act as you should on the climate emergency.

And, given that there's quite clearly no case - this is, objectively, a bad scheme - the project is going to be a running sore electorally for the foreseeable future.

Both Greens and Lib Dems have taken the right side on this one. So in any autumn election, or in the Mayoral election in May, they're going to be giving you a very hard time, and you don't really have any good response (because it's objectively a bad scheme, and there's nothing you can do about that at this stage..).

I'd suggest using the opportunity of the London Car Free Day to announce the cancellation (or 'pause' or whatever). You might also want to, simultaneously, announce that the wider ULEZ will evolve into a smart road pricing scheme from 2021, and you'll be aiming to decarbonise surface transport by 50% in the next Mayoral term. mostly by giving car users incentives to change mode. That's just about a feasible aim, I think. The first 50% will be much easier than the remaining 50%...

Hope this helps. Happy to meet up and talk further if that's useful.

Best,

