

## Jacob Gemma

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**From:** Pardoe John  
**Sent:** 10 October 2019 11:24  
**To:** Parr Billy  
**Subject:** RE: MoL Letter to [REDACTED] - Request for lines

Thanks Billy, great.

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**From:** Parr Billy  
**Sent:** 10 October 2019 10:42  
**To:** Pardoe John  
**Subject:** RE: MoL Letter to [REDACTED] - Request for lines

Hi John

Some thoughts below:

- TfL has assessed the option of tolling the Blackwall Tunnel and not constructing the Silvertown Tunnel.
- This shows that, based on the same user charges assumed for the Silvertown Tunnel 'assessed case', demand would increase at adjacent, less suitable river crossings such as the Woolwich Ferry and Rotherhithe Tunnel, thereby exacerbated congestion and air quality issues across the network.
- Further increasing the charge to reduce congestion at the Blackwall Tunnel corridor to a level akin to that expected for the Silvertown Tunnel scheme means that – coupled with the fact that no new crossing capacity would be provided – a significant proportion of traffic would re-route from Blackwall bringing unacceptable levels of congestion and worse air quality to other river crossings and elsewhere on the network.
- As no additional crossing capacity would be provided in a Blackwall only charge scenario we believe that the user charge levels would need to be significantly higher than those used in the 'assessed case' to achieve the same level of congestion benefits on the Blackwall corridor.
- The reduction of congestion at Blackwall in a Blackwall only charge scenario would help to increase resilience to some extent, but wouldn't address the inherent constraints associated with its design which means that the tunnel experiences a disproportionately higher number of incidents and closures compared to other major UK highway tunnels.
- BWT only scenario won't enable us to run double deck buses.
- Point about long-term resilience?

Re the claim on page 2 of letter that traffic would simply be displaced onto other roads such as A102, whilst the reality is that this will happen to some degree (which we probably don't want to say) we could perhaps say that our modelling / Transport Assessment shows that overall there is a significant reduction in travel time (i.e. congestion), particularly in the peaks, as a result of the scheme (Table 7-7 of the TA).

Hope this helps

Billy

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**From:** Pardoe John  
**Sent:** 09 October 2019 16:41  
**To:** Parr Billy  
**Subject:** FW: MoL Letter to [REDACTED] - Request for lines

Hi Billy

Any thoughts on the attached?

I'll have a stab at some lines tomorrow but would appreciate any of your usual helpful input.

Thanks

John

**John Pardoe Principal Sponsor – River Crossings**

**Network Sponsorship & Major Projects Sponsorship | Investment Delivery Planning**

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**From:** Rowe David (ST)  
**Sent:** 09 October 2019 11:17  
**To:** Pardoe John  
**Subject:** FW: MoL Letter to [REDACTED] - Request for lines

John

See below and attached. Please can you draft some lines for me to review, but suggest you wait until we have finalised the MQ responses.

David

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**From:** [REDACTED] [[mailto:\[REDACTED\]@london.gov.uk](mailto:[REDACTED]@london.gov.uk)]  
**Sent:** 09 October 2019 11:07  
**To:** [REDACTED] Rowe David (ST)  
**Subject:** MoL Letter to [REDACTED] - Request for lines

Hi David, [REDACTED],

[REDACTED] has responded to Heidi's letter of 20 September. See attached.

Heidi wants us to draft one more letter to come from the Mayor attempting to draw a line under it. She wants to keep it reasonably brief but respond to a couple of key points and for it to be sent prior to the contract being signed at the end of the month.

I've drafted the attached skeleton and highlighted a couple of areas which I need a bit of help responding to. Could you both have a look and feed in some lines? As this will need to go through the Mayoral correspondence sign off process, it would be good if I could have your lines back by the end of this week if possible.

Thanks,

[REDACTED]  
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