

# GREATER LONDON AUTHORITY

**Darryl Chamberlain**  
(by email)

Our Ref: **MGLA141016-9173**

22 December 2016

Dear Mr Chamberlain

Thank you for your request for information which the GLA received on 12 October. Your request has been dealt with under the Freedom of Information Act 2000.

You asked for:

*"1) All advice sent to the Mayor and Deputy Mayor for Transport by Greater London Authority officers, Transport for London staff and other individuals and organisations as part of the recent review into the Silvertown Tunnel scheme.*

*2) The replies sent by the Mayor and Deputy Mayor for Transport to the advice sent to them.*

*3) A list of all organisations and individuals consulted as part of the review.*

*4) All responses from the organisations and individuals consulted as part of the review.*

*5) The final report from officers to the Mayor or Deputy Mayor (and/or from the Deputy Mayor to the Mayor) recommending what steps to take."*

Please find the relevant information attached. I am sorry for the slight delay in responding.

Following his election in May 2016, the Mayor asked officers to review the case for the Silvertown Tunnel in the context of a range of local and wider, environmental concerns that had been raised about the project. Officers were asked to review the scheme from first principles, beginning with an assessment of the current conditions for cross river travel in east London and in-depth analysis of modelled future demand for river crossings. The initial element of the review included detailed assessments of:

- The performance of existing crossings, considering factors including current demand, congestion levels and resilience and reliability issues
- Air quality and congestion issues associated with existing crossings
- Current and forecast demand for cross river travel

- Evidence of the impacts of improvements delivered to date by recent cross-river connections, including those provided on the East London Line and Docklands Light Railway networks
- Modelled assessments of the impacts of planned additional crossings such as Crossrail on accommodating current and future cross river trips
- The impacts of planned growth in east London on both general and specific local demands for river crossings
- Specific views expressed by stakeholders through previous consultations, engagement events, meetings and surveys with businesses. This included collating view expressed by London boroughs on the current state of the cross-river transport network, as well as calls for new crossings in specific locations. These specific issues were assessed against background and future demand in these locations.

This indicated the need for additional river crossings in east London, both to meet current demand and to facilitate future growth. It also highlighted specific congestion, reliability and air quality issues associated with the Blackwall Tunnel, and the likelihood that these issues would be exacerbated by population growth in the medium term.

The review went on to look at how the demand, air quality and resilience issues in the Blackwall Tunnel area identified could be addressed. This included the consideration of public transport solutions, walking and cycling options, vehicle ferries and road-based tunnels and bridge options. Demand management options in terms of charging existing crossings were also examined.

This indicated that the case for an additional river crossing between the North Greenwich and the Tower Hamlets/Newham border area was strong. Given the nature of the specific congestion and air quality issues around the Blackwall Tunnel that a new crossing here could address, it was determined that a road crossing would be the most suitable option in this location.

The review also examined the specific design and operation of a proposed road crossing in this location. Existing demand, future modelling – taking into account projected growth in the area – air quality analysis and technical considerations, such as land take and visual and marine impacts, were used to determine that a tunnel with one general traffic lane and one dedicated bus, coach and HGV lane in each direction would be the most suitable option, and that the introduction of a user charge on the new tunnel and the nearby Blackwall Tunnel would ensure that demand was managed effectively.

Finally the review examined how a tunnel proposal could be developed in a way that minimised any potential impacts on local residents and on London as whole – how to go further than the previous Silvertown Tunnel proposal on environmental and equality factors. A range of new measures was considered, including:

- Bus enhancements
- Options to transport cyclists through the tunnel
- Complementary ferry services and how the nearby Emirates Airline could be used to enhance the tunnel proposals
- A review of user charging levels
- Improvements to the public realm

- Construction and use of the river
- Encouraging the use of low emission vehicles
- Potential interactions with Ultra Low Emission Zone proposals

This was used to determine a series of enhancements to the previous Silvertown Tunnel proposal, as detailed in the Mayor's announcement of 4 October 2016.

If you have any further questions relating to this matter, please contact me, quoting the reference at the top of this letter.

Yours sincerely

**Ruth Phillips**  
**Information Governance Officer**

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<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>