

MDA No.	1	2	2	2
----------------	---	---	---	---

Title: Silvertown Tunnel

Executive Summary

At its meeting on 9 September 2020, the GLA Oversight Committee resolved:

“That authority be delegated to the Chair, in consultation with party Group Lead Members and Caroline Pidgeon MBE AM, to agree a letter to Transport for London requesting further information regarding the Silvertown Tunnel.”

Following consultation with party Group Lead Members and Caroline Pidgeon MBE AM, the Chair of the Committee, Len Duvall AM agreed a letter from the Committee to the Deputy Mayor for Transport.

Decision

That the Chair, in consultation with party Group Lead Members and Caroline Pidgeon MBE AM, agree the GLA Oversight Committee’s letter to the Deputy Mayor for Transport London.

Assembly Member

I confirm that I do not have any disclosable pecuniary interests in the proposed decision and take the decision in compliance with the Code of Conduct for elected Members of the Authority.

The above request has my approval.

Signature



Date 17 November 2020

Printed Name Len Duvall AM (Chair, GLA Oversight Committee)

Agreed by email on 27 October 2020

Decision by an Assembly Member under Delegated Authority

Notes:

1. The Lead Officer should prepare this form for signature by relevant Members of the Assembly to record any instance where the Member proposes to take action under a specific delegated authority. The purpose of the form is to record the advice received from officers, and the decision made.
2. **The 'background' section (below) should be used to include an indication as to whether the information contained in / referred to in this Form should be considered as exempt under the Freedom of Information Act 2000 (FoIA), or the Environmental Information Regulations 2004 (EIR). If so, the specimen Annexe (attached below) should be used. If this form does deal with exempt information, you must submit both parts of this form for approval together.**

Background and proposed next steps:

The GLA Oversight Committee held a public meeting on 9 September 2020.

At its meeting the Committee resolved:

“That authority be delegated to the Chair, That authority be delegated to to the Chair, in consultation with party Group Lead Members and Caroline Pidgeon MBE AM, to agree a letter to Transport for London requesting further information regarding the Silvertown Tunnel.”

Following consultation with party Group Lead Members and Caroline Pidgeon MBE AM, the Chair of the Committee, Len Duvall AM agreed the Committee’s letter to the Deputy Mayor for Transport.

The letter will be reported back to the GLA Oversight Committee at its next formal meeting, for the Committee to note.

Confirmation that appropriate delegated authority exists for this decision

Signed by Committee Services	Date	28/10/2020
------------------------------	------	------------

D.Toyinbo

Print Name: Davena Toyinbo	Tel:	X 1285
----------------------------	------	--------

Financial implications NOT REQUIRED

Signed by Finance	N/A	Date
-------------------	-----	------	-------

Print Name	N/A	Tel:
------------	-----	------	-------

Legal implications

The Chair of the GLA Oversight Committee has the power to make the decision set out in this report.

Signed by Legal



Date 29/10/2020

Print Name

Emma Strain, Monitoring Officer

Tel: X 4399

Supporting detail/List of Consultees: Susan Hall AM, Caroline Pidgeon MBE AM, Caroline Russell AM and Peter Whittle AM.

Public Access to Information

Information in this form (Part 1) is subject to the FoIA, or the EIR and will be made available on the GLA Website, usually within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary. **Note:** this form (Part 1) will either be published within one working day after it has been approved or on the defer date.

Part 1 – Deferral

Is the publication of Part 1 of this approval to be deferred? No

Until what date: (a date is required if deferring)

Part 2 – Sensitive information

Only the facts or advice that would be exempt from disclosure under FoIA or EIR should be included in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form - No

Lead Officer/Author

Signed	G. Brand	Date 28/10/2020
Print Name	Gino Brand	Tel: x 07511 213765
Job Title	Senior Policy Advisor	
Countersigned by Executive Director	<i>E. Williams</i>	Date 13.11.2020
Print Name	Ed Williams	Tel: X4399



Len Duvall OBE AM
Chair of the GLA Oversight Committee

Heidi Alexander

Deputy Mayor for Transport

(Sent via email)

27 October 2020

Dear Heidi,

Request for further information on the Silvertown Tunnel Project

I am writing to you as Chair of the London Assembly Oversight Committee to request further information about TfL's assessment of the financial viability of the Silvertown Tunnel.

As you may be aware, the London Assembly has undertaken extensive work on the consultation and commissioning processes of the tunnel over the last few years. Some members of the Oversight Committee are concerned about the transparency surrounding the cancellation costs of the tunnel, as well as about the assessment of the financial viability of this project.

The COVID-19 pandemic has had a significant impact on future travel demand and subsequently on TfL's finances. In this new context, the Committee is seeking clarification about the resilience of this project to current events and future changes in policy, and about the options available to the Mayor and TfL and their relative cost to Londoners.

To this end, please can you supply the following, by releasing existing documents if these are available or by writing new summaries for the Committee if needed:

- A. A document providing clear estimates (with plain English explanations of any contract conditions, and reference to the relevant terms of the published contract) of the total cost of cancellation at these points in the project and for these reasons:
 - 1. If the project were cancelled by TfL ahead of major tunnelling work being commenced.
 - 2. If, after construction of the tunnel and related infrastructure, TfL wished to repurpose it and take maintenance and operation back under TfL's wing, including what proportion of the agreed ongoing PFI payments from tolling income would be payable.
 - 3. If, after construction of the tunnel and related infrastructure, TfL wished to fold the tolling operation (for the new tunnel and Blackwall Tunnel) into a wider smart, distance and emissions-based road-charging scheme, including what proportion of the agreed ongoing PFI payments from tolling income would be payable.
- B. The estimates of the total annual toll income for each year of the contract that were used as part of the decision to proceed with the contract.
- C. Estimates, with plain English explanations where needed, of changes to the expected toll income for each year of the contract, in the event of:
 - 1. Lower traffic growth than expected, resulting from realistic scenarios of economic downturn and increased home working resulting from COVID-19.
 - 2. Lower traffic growth than expected, resulting from the impact of existing new transport and Streetspace policies from the Mayor, Government and boroughs to cut traffic below forecast levels, in response to COVID-19
 - 3. Lower traffic growth than expected, resulting from realistic upper and lower scenarios where both sets of factors outlined in 1 and 2 are combined.
 - 4. Lower traffic growth than expected, due to the factors above and additional transport and environment policies that achieve the Mayor's new 2030 carbon neutral target.
- D. Details of, and documents relating to, any new traffic forecasts produced by TfL since the approval of the DCO for the Silvertown Tunnel, including those that relate to scenarios such as those described in C above, and details of plans to produce any new traffic forecasts in the near future, along with estimated publication dates.
- E. Estimates of the overall shortfall in tolling income over the life of the contract in each of the scenarios described in C above.
- F. An explanation of whether TfL considers the project to be both viable and self-financing, given the relative likelihood of each of the scenarios described in C above.

I would be grateful if you could provide this information by **Friday 13 November**. I look forward to your response. Please copy Davena Toyinbo, Principal Committee Manager, into your response via the following email address: davena.toyinbo@london.gov.uk .

Yours sincerely,



Len Duvall OBE AM
Chair of the GLA Oversight Committee