

[REDACTED]

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**From:** Presland, Steve  
**Sent:** 03 October 2016 16:49  
**To:** Simmons, Iain; Stansfield, Craig  
**Subject:** FW: URGENT\_\_Silvertown Tunnel

For discussion

Sent with Good (www.good.com)

-----Original Message-----

**From:** Daniels Leon [REDACTED]  
**Sent:** Monday, October 03, 2016 01:58 PM GMT Standard Time  
**To:** Presland, Steve  
**Cc:** Daniels Leon; Rowe David (ST)  
**Subject:** RE: URGENT\_\_Silvertown Tunnel

Dear Steve,

Thanks for your email and for clearly setting out the City's views on this issue. I understand this is an important issue for the City and that the City are otherwise supportive of the scheme; and we are keen to continue working with you in an attempt to reach a position we can both be content with.

For context, the decision to designate Silvertown Tunnel as a category E tunnel was made in May 2015 following discussions with the Tunnel Design Safety Consultation Group and a detailed review of available evidence. The rationale for this decision was not based solely on cost, but rather the operational difficulties associated with permitting dangerous goods vehicles to use the new tunnel and the risk of encouraging non-local dangerous goods traffic from outside London. The rationale can be summarised as follows:

- The close proximity of the new tunnel to Blackwall Tunnel means that assigning a different category to Silvertown is operationally challenging as permitting dangerous goods vehicles to use this corridor increases the likelihood of such vehicles attempting to use Blackwall Tunnel, with consequential risks, either 'accidentally' or in the event of an incident or temporary closure of the Silvertown Tunnel.
- Permitting dangerous goods vehicles to use Silvertown Tunnel would, in all likelihood, result in a proportion of these vehicles diverting into east/south-east London from outside of London (i.e. M25/Dartford Crossing). The northbound Dartford Crossing tunnels are designated category C, hence accessible to only limited dangerous goods traffic. Dangerous goods vehicles that are permitted have to be escorted through the tunnels which can add considerable journey time to trips made via this crossing, hence the possibility of an un-escorted trip via Silvertown Tunnel would represent an attractive option for trips that are well served by the A12 or A13.
- Whilst designating Silvertown Tunnel as a category C tunnel could represent a potential option for limiting diversion from elsewhere, there is currently no means of reliability enforcing such a restriction. This would bring added risk to the crossing from dangerous goods vehicles (some would be permitted, others wouldn't, and there is no reliable and practical way of telling the two apart), and bring with it significant operational challenges, as well as the need for additional land for a holding area.
- Information available hitherto indicates that the number of dangerous goods vehicles using road crossings in London is proportionally very low, and there is no evidence of a particular problem with dangerous goods vehicles at Tower Bridge. Following a meeting on 22 September 2016 between David Rowe at TfL and City of London officers, it has been agreed that further surveys will take place over the next few weeks to provide additional insight on this area to both organisations.

- In developing the proposals for the scheme, we have had regard to views from a wide range of stakeholders, with the management of HGVs at Silvertown Tunnel being a key area of interest. Designating Silvertown as a category A tunnel would be of concern to a number of stakeholders, for the reasons outlined above.

We do not anticipate the scheme would have adverse impacts on the operation of Tower Bridge or any other bridges in central London. Indeed, we are currently working with City of London officers to explore better signing and the possibility of improved enforcement of the weight restriction at Tower Bridge.

I have asked David Rowe to arrange another meeting with your officers when the survey results are available, and I hope this information will help us in reaching an agreed position.

Kind regards,

Leon

Leon Daniels | Managing Director  
Transport for London | Surface Transport | Palestra |

| Tel: | Auto: |

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**From:** Presland, Steve [mailto: ]  
**Sent:** 30 September 2016 13:22  
**To:** Daniels Leon  
**Subject:** FW: URGENT\_\_Silvertown Tunnel  
**Importance:** High

Dear Leon,

You will recall when we met the other day that I was particularly concerned at what appeared to be a proposed descoping of the Silvertown Tunnel scheme so as to only provide London with a category E tunnel, incapable of conveying dangerous goods, instead of the originally proposed category A tunnel. This appears to have been proposed as a value engineering measure, but in the City's opinion it is a false economy as it would save less than £3 million, a very small sum in the context of the scheme as a whole, which would be substantially outweighed by the risks involved in continuing to route dangerous goods through Central London on both sides of the river, in order to use the Thames road bridges at Tower Bridge and west of Tower Bridge. You kindly undertook to look into this for us, to see if the proposed scheme could be amended to reinstate a category A tunnel, providing London with the benefit of an East London river crossing able to cope appropriately with the dangerous goods that cross the River Thames every day.

On Tuesday 4 October the City must notify the Silvertown Tunnel development consent order's examining authority as to whether or not the City wishes to speak at the preliminary meeting on the development consent order (which will take place on Tuesday 11 October). At this stage we feel that we will need to speak at the preliminary meeting and ask the examining authority to schedule a principal issue session on the tunnel's design and categorization as we are concerned that this opportunity to provide appropriately for the passage of dangerous goods must not be lost. However, as we discussed at our breakfast meeting, the City is a strong supporter of the Silvertown Tunnel scheme and therefore does not wish to publically object to this otherwise excellent scheme if this can be avoided. As a result, I wonder if you could come back to me on this at your earliest convenience and we could discuss the way forward on it? I am available on [redacted] or you have my mobile [redacted]

I attach my team member's note to me on this by way of background.

Very many thanks and kindest regards,

Steve

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