

I am unable to attend on jan 17th but I would like a (proper) answer to the question I raised last time :
why the "coupling" of charges & the proposed tunnel ?
i.e. why not simply introduce toll charges now ?
on the existing Blackwall Tunnel / other crossings clearly charging would have an impact on demand and be likely to reduce congestion

please ensure this point is actually answered regards Rik Andrew

Thankyou for bringing to my attention TFL's response to my question re their Use / Mis-Use of Models but I should have been made aware of TFL's 'explanation' earlier and in any case I believe my point still stands

A) Who exactly conducted the "independent" audit ?

TFL's models are NOT open to public scrutiny i.e. we cannot see what ASSUMPTIONS they are making yet they (mis-)use models to support their proposals and to counter any objections All we are told is : "the computer says No"

B) I specifically asked why TFL had "coupled" charging tolls with the proposed tunnel / why not try charging first i.e. now ?
and after much muttering I was told they "had looked at that option"
but "it wasn't viable" - IF that is so , they must have modelled it...
so can I please see the models for that option ?

Sadiq Khan keeps "saying London is Open"
but TFL remain as secretive as ever
please insist on full transparency

New roads generate more traffic - always (this is not an assumption...) the idea that a new tunnel will be a "relief road" is out-dated and long since disproved by actual outcomes

regards
Rik Andrew