

## To Caroline Pidgeon MBE

Copies to the Deputy Mayor (Transport), Statutory Deputy Mayor, civic societies in Chiswick, Putney, Hammersmith, Kew and Fulham.

23<sup>rd</sup> September 2019

Dear Caroline,

Several of our member societies are experiencing daily the severe disruption that has been caused by the closure of Hammersmith Bridge. The severe road congestion, as drivers try to find other ways to cross the Thames, is causing increased air pollution in major roads and town centres, rat running of vehicles in residential streets and is considerably extending bus journey times. Local freight and other deliveries are being affected badly.

We understand that the cost of maintaining the bridge is not something which a local authority can afford, particularly after ten years of austerity. Irrespective of who "owns" it, it is a London wide resource.

While it is good to read of some rapprochement between TfL and the local authority last week, it is exasperating that it seems far easier for the Mayor to advance the cause of a new bridge or tunnel, for example Silvertown and elsewhere, the benefits of which are questioned by many; than to fund the repair of an existing bridge, because one is a new project attracting capital from central government and the other is maintenance of an existing facility.

Whilst the distinction between capital and revenue has its place, were Hammersmith Bridge not to exist there would be an overwhelming case to build a bridge between Hammersmith and Castelnau.

We wondered if the Transport Committee could explore how this paradox might be challenged. It may be necessary to promote legislation which would enable the Mayor/GLA/TfL to fund such a project.

Peter Eversden MBE

Chairman, London Forum of Amenity & Civic Societies

07757667232