

Jacob Gemma

From: [redacted] <[redacted]@london.gov.uk>
Sent: 17 September 2019 19:33
To: [redacted]; Rowe David (ST)
Cc: [redacted]
Subject: Re: MGLA070819-9567 [redacted] Silvertown Tunnel

Thanks [redacted]
David – are you okay to pick up the other two points?

From: [redacted]
Date: Tuesday, 17 September 2019 at 16:24
To: [redacted], Rowe David
Cc: [redacted]
Subject: RE: MGLA070819-9567 [redacted] Silvertown Tunnel

Hi [redacted] here a para to answer the climate point
London's 1.5C trajectory has been developed using detailed bottom up modelling of the carbon emissions from transport and buildings and other sectors, and takes into account the impact of planned developments such as the Silvertown tunnel and London wide policies such as ULEZ. The trajectory has been independently assessed by C40 to be in line with the advice of the Intergovernmental Panel on Climate Change on the level of carbon emission reduction required to put us on track to staying within 1.5C global warming. The new user charging scheme being introduced will ensure that the Silvertown tunnel does not result in increased carbon emissions and isn't therefore expected to undermine the overall carbon reduction required across the wider transport sector. I do not therefore agree that we need to reassess London's carbon trajectory and would rather continue to focus on the near term action required to achieve the current targets.
Hope this is ok

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From: [redacted]
Sent: 16 September 2019 13:04
To: Rowe David (ST); [redacted]
Cc: [redacted]
Subject: FW: MGLA070819-9567 [redacted] Silvertown Tunnel

Hi both,
See attached and below – I'm picking this up as [redacted] is on leave this week. Heidi has asked that the response be redrafted to address the key points in [redacted]'s letter. Can you help with some text to include in the response? [redacted], I'm hoping you can help with the first one, and David, I'm hoping you can help with the next two?

Let me know if I need to go elsewhere for this info.
Thanks very much

[redacted]

1. A new carbon impact assessment of the whole TfL transport policy (with/without Silvertown tunnel) based on not breaching London's share of the IPCC global carbon budget for limiting climate heating to 1.5 degrees centigrade above pre-industrial levels. This approach is supported by the Mayor's recent climate emergency declaration. [REDACTED]

2. A review of the business case and traffic forecasts for the Silvertown Tunnel, to take account of the climate emergency and the London-wide actions needed to achieve our carbon reduction goals. This should also include an assessment of the traffic and economic effects of using price mechanisms to fully de-congest the Blackwall Tunnel without building Silvertown Tunnel, and of a London-wide smart charging scheme.

DAVID

3. New air quality assessments that show clearly how air quality varies if future Mayors reduce or abolish the Silvertown and Blackwall tolls, as they have authority to do - and that include the effects of new land use i.e. the two new planned freight depots on each side of the tunnel. DAVID

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