

Jacob Gemma

From: [REDACTED] <[REDACTED]@london.gov.uk>
Sent: 16 September 2019 17:47
To: [REDACTED]; Rowe David (ST)
Cc: [REDACTED]
Subject: RE: MGLA070819-9567 [REDACTED] Silvertown Tunnel

Hi [REDACTED],
I've drafted a line just running it past [REDACTED]
[REDACTED]

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] 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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