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Date:

Thank you for your writing to me about the Silvertown Tunnel, most recently on 4 October. I know my Deputy Mayor for Transport, Heidi Alexander, has written to you on my behalf several times over the last few months and has also met with you to discuss your concerns in more detail. I'd like to take this opportunity to reiterate my views on the scheme, and also to respond to some key matters.

I am committed to reducing car dominance, improving air quality and addressing the climate emergency. The current situation at the Blackwall Tunnel cannot continue as it fundamentally undermines these goals. The regular congestion and tailbacks that occur when the tunnel needs to close means the approach roads are some of the most polluted in London. Meanwhile, the lack of resilience means Transport for London (TfL) is not able to run a reliable cross-river bus service and encourage people to travel by more sustainable means. Building the Silvertown Tunnel with an associated user charge, and introducing a new user charge at Blackwall, is the best solution.

I reject the assertion that the information presented by TfL through the public consultation and to the Planning Inspectorate was incorrect and misleading.

David to provide a couple of paragraphs on the Blackwall Charge Only option that was assessed. Specifically need to respond to the assertion that TfL should have modelled more than one toll level and that this would have removed queueing, increased resilience and allowed for reliable bus service. Also respond to claim on page 2 of letter that traffic would simply be displaced onto other roads such as A102.

As Heidi outlined in her letter to you of 20 September, London's 1.5C trajectory takes the Silvertown Tunnel into consideration as it is based on modelling of London's entire transport system. London's carbon reduction pathway is in line with the Committee on Climate Change's pathway and IPCC trajectories consistent with a limited probability of overshooting 1.5C warming. The letter from C40 confirming that London's 1.5C plan is consistent with the carbon reductions required by the Paris Agreement is available [here](#).
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Transport emissions in the 1.5C pathway fall firstly from modal shift as it assumes 80% of trips are made by foot, cycle or public transport by 2041. The modelling by Element Energy then looked at how the remaining road transport could then be moved to either electric or hydrogen energy supply. London's zero carbon pathway only assumes hydrogen is used for certain transport applications such as Heavy Goods Vehicles that may not be possible to electrify but we did not base our pathway on the scenario that is heavily reliant on hydrogen given our shared concern over the future widespread availability of low carbon hydrogen.

Instead, London's zero carbon pathway relies heavily on electric vehicles as they will result in significant carbon savings, not only due to their increased efficiency (compared to petrol and diesel vehicles) but as they run on increasingly low carbon electricity. Even with current GB electricity grid intensity and taking into account the embodied carbon associated with their production, electric vehicles already save significant amounts of carbon over their lifetime¹ and this benefit will grow in future as the grid decarbonises further.

to respond to general questioning of whether scheme fits within trajectory as well as questions around general commitment to action on carbon in light of recent CCC letter etc. Essentially, want to be able to say that both the embodied carbon and the operational carbon will not undermine our ambitious target. Also feel free to add in anything else about decarbonisation of transport network etc. Are we able to provide the e40 independent assessment letter?

In concluding your letter, you say that you believe public policy should be made on the basis of the best possible analysis of value for money, air quality and carbon emissions. I can assure you that this has been the case for the Silvertown scheme and I would not be endorsing it if I thought otherwise.

I know you hold very strong views on the scheme, and I share your passion for protecting our environment for future generations. However, unless there are substantively new and different points you wish to raise, I feel additional correspondence on this issue is unlikely to add anything further.

Thank you again for writing to me.

Yours sincerely,

Sadiq Khan
Mayor of London

¹ <https://www.carbonbrief.org/factcheck-how-electric-vehicles-help-to-tackle-climate-change>

MAYOR'S OFFICE ADVICE NOTES

(TO BE COMPLETED BY DRAFTING OFFICER AND UPLOADED WITH DRAFT FOR MAYOR TO SIGN)

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If correspondence is urgent:

Provide reason(s) for urgency and specify if correspondence needs to be sent out by a certain date (if different to Write On 20-day deadline).

