

**From:** Rowe David (ST)  
**Sent:** 18 September 2019 08:24  
**To:** [REDACTED]  
**Cc:** [REDACTED] Lunt Andrew  
**Subject:** RE: MGLA070819-9567 [REDACTED] Silvertown Tunnel

[REDACTED]

Draft responses to the two points below:

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.

The business case for the Silvertown Tunnel has been produced in line with Treasury and DfT guidance, as required for any scheme of this size. We discussed when we met the alternative options considered for reducing congestion and tackling the issues of poor reliability, together with improving cross river public transport links in this part of east London and the fact these options are set out in the accompanying Case for the Scheme that formed part of the suite of documents that TfL submitted for the Development Consent Order (DCO) application. We also discussed at the meeting the option of charging users at Blackwall and that the results show this is not nearly as effective in tackling the issue of congestion, does not address the day-to-day reliability issues that plague Blackwall and does not allow for a significant improvement in cross river bus connectivity. It is also important to understand that you cannot simply increase the user charges to a point that removes congestion at Blackwall, as this will result in an unacceptable displacement of traffic on to other unsuitable river crossings over longer distances, which would have significant negative effects on the economy and environment in east and south east London. In respect of London-wide charges, there are no firm proposals for such a scheme at present and therefore it is not a solution that can be considered to address the issues at the Blackwall Tunnel or elsewhere in the Capital at the current time.

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.

The introduction of user charging at Blackwall and Silvertown are an integral part of the scheme. There is a very clear process that has been established through the DCO that set out for how the charges must be initially set and how any variations must be considered by the TfL Board and the engagement process that must be followed. It is incorrect to suggest that a future Mayor can simply vary or abolish the user charges – they must have regard to the views of key stakeholders such as the London boroughs who are members of the Silvertown Tunnel Users Group, they must be able to demonstrate that any decision is rational and lawful and in line with wider legislation and policy (e.g. air quality legislation requirements) and must be in line with the evidence submitted as part of the DCO, particularly the Charging Policy and associated environmental assessments. Failure of a future Mayor to do so could be subject to a legal challenge as a breach of the DCO.

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**From:** [REDACTED] [mailto:[REDACTED]@london.gov.uk]  
**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]

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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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