

Jacob Gemma

From: Lunt Andrew
Sent: 18 September 2019 12:26
To: Pardoe John
Subject: RE: MGLA070819-9567 [REDACTED] Silvertown Tunnel

Thanks John that's great I can take from here. Andrew

From: Pardoe John
Sent: 17 September 2019 16:18
To: Lunt Andrew
Subject: RE: MGLA070819-9567 [REDACTED] Silvertown Tunnel

Hi Andrew

Initial draft attached.

I've not had a response back from Billy yet. Liz advised:

"In short, no we have not done an air quality model to look at no tolls with both crossings. We ran a small range of charges ahead of choosing the 'reference case' charge for the DCO application. Some were lower, some higher however I don't think we actually fully completed the air quality model on these variations as the consultants identified as early as possible whether the results would pass the test. Given the air quality model takes approx. 6 weeks to complete we would always abandon the run if it was becoming obvious the charge would not produce acceptable air quality results."

Please let me know if further research or expansion of any of the areas is required.

Regards

John

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From: Lunt Andrew
Sent: 16 September 2019 22:12
To: Pardoe John
Subject: Fwd: MGLA070819-9567 [REDACTED] Silvertown Tunnel

John,

Sorry another one of these. Can you have a first go for me? So answers to q 2 and 3 below which GLA can then use in the response. Difficult but suggest something along the lines of:

2 - you could price to fully remove congestion but delicate balance with diverting to rotherhithe etc. Still doesn't provide resilience or allow us to run double decker buses. We have assessed charging Blackwall only as repeatedly explained and evidenced. Wider road charging really difficult to assess as part of Silvertown but we have flexibility in charging policy. Explain concepts of how Silvertown might respond (see previous notes for [REDACTED] (PIC member)).

3 - do we have AQ assessments for no charge? If so show them however make clear this would not happen due to legal controls in the DCO to ensure regard is had for the objectives of the scheme. Then explain concept of lorry park (Dami has done some research on this) and how that would need to consider it's own effects and ultimately LB Newham will decide as planning authority - we can't future gaze and we certainly aren't influencing land use planning with Silvertown (rather Silvertown is part of the London Plan).

Happy to discuss a bit but appreciate if you can make a start. Billy and/or Liz from city planning might be helpful on this.

Thanks very much.

Andrew
[REDACTED]

From: Rowe David (ST) <[REDACTED]@tfl.gov.uk>
Sent: Monday, September 16, 2019 2:44 pm
To: Lunt Andrew
Subject: FW: MGLA070819-9567 [REDACTED] Silvertown Tunnel

Andrew

See below. Please can you draft responses to the two questions for my review.

Many thanks. David

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]'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]

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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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