

# GREATER LONDON AUTHORITY

[REDACTED]  
(By email)

Our Ref: MGLA200220-3238

21 April 2020

Dear [REDACTED]

Thank you for your request for information which the Greater London Authority (GLA) received on 19 February 2020. Your request has been dealt with under Environmental Information Regulations (EIR) 2004.

You asked for:

*Please make public all internal emails and internal correspondence, and correspondence with TfL, relating specifically to action on and answering of letters/emails from the Stop Silvertown Tunnel Coalition sent to the Mayor on 15th August, 4th October and 7th November 2019.*

Our response to your request is as follows:

Please find attached the information we have identified as within scope of your request.

The GLA holds further communications within scope of your request and they fall under the exception to disclose at Regulation 12 (5)(b) (The course of justice and inquiries exception – client lawyer email chains not included).

Regulation 12 (5)(b) is very wide in coverage, in this instance it is used to cover material covered by legal professional privilege (LPP). LPP exists in this instance to protect advice from lawyer to client.

For the exception to be engaged, disclosure of the requested information must have an adverse effect on the course of justice. Disclosure of the exchange between client and lawyer would undermine the public confidence in the efficacy of LPP.

Regulation 12(5)(b) constitute as qualified exemptions from our duty to disclose information under the EIR, and consideration must be given as to whether the public interest favouring disclosure of the information covered by this exemption outweighs the public interest considerations favouring maintaining the exemption and withholding the information.

The GLA acknowledges that there is a public interest in transparency in relation to planning and development matters, disclosure would enable the local community to understand more fully the decision-making process.

The client / lawyer communications also took place in circumstances where a relationship of confidence was implied, and it is in the public interest to protect the principle of Legal Professional Privilege by allowing clients to have discussions with their lawyers in confidence. The best interest of the public – i.e. the public interest – is best served by ensuring that public authorities continue to debate robustly and comprehensively, considering all options and their potential impacts, for the best possible decisions to be taken.

Please note that some names of members of staff are exempt from disclosure under Regulation 13 (Personal information) of the EIR. Information that identifies specific employees constitutes as personal data which is defined by Article 4(1) of the General Data Protection Regulation (GDPR) to mean any information relating to an identified or identifiable living individual. It is considered that disclosure of this information would contravene the first data protection principle under Article 5(1) of GDPR which states that Personal data must be processed lawfully, fairly and in a transparent manner in relation to the data subject.

If you have any further questions relating to this matter, please contact me, quoting the reference at the top of this letter.

Yours sincerely

  
**Information Governance Officer**

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 15 August 2019 09:27  
**To:** [REDACTED]@tfl.gov.uk  
**Cc:** [REDACTED]@tfl.gov.uk  
**Subject:** Silvertown letter  
**Attachments:** SSTCMayorLetter.pdf; SSTC briefing note final.pdf

[Letter from SSTC in the public domain]

Morning [REDACTED]

The attached has been sent to SK this morning – we are working on reactive lines.

Haven't received any calls about it yet.

Thanks

[REDACTED]

[REDACTED] [REDACTED]

**Press Officer, Mayor of London's Press Office**  
GREATERLONDONAUTHORITY  
City Hall, The Queen's Walk, London SE1 2AA  
020 7983 [REDACTED] | [REDACTED]

**london.gov.uk**

[REDACTED]@london.gov.uk

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 15 August 2019 10:11  
**To:** Rowe David (ST)  
**Cc:** Tim Steer; [REDACTED] Farrow Mark (ST)  
**Subject:** FW: Silvertown Tunnel  
**Attachments:** SSTCMayorLetter.pdf; SSTC briefing note final.pdf

Hi David – forwarding to you in case you'd not yet seen.

[REDACTED]

---

**From:** VICTORIA RANCE <[REDACTED]>  
**Sent:** 15 August 2019 08:52  
**To:** Mayor <[mayor@london.gov.uk](mailto:mayor@london.gov.uk)>; Nick Bowes <[REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)>; Heidi Alexander <[REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)>; Shirley Rodrigues <[REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)>; Jules Pipe <[REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)>; [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>; Florence Eshalomi <[Florence.Eshalomi@london.gov.uk](mailto:Florence.Eshalomi@london.gov.uk)>; [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>; Will Norman <[REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)>  
**Subject:** Silvertown Tunnel

Dear Mayor Khan,

On behalf of the Silvertown Tunnel Coalition I attach a letter and briefing document outlining the environmental and economic case for halting and re-thinking the Silvertown Tunnel.

The letter has been signed by top climate policy, environmental health, and transport experts.

Another letter from our colleagues at active travel charities and other NGOs will be following ours.

With best wishes,

[Please note some names redacted incorrectly. Letter and names are in the public domain]

Stop the Silvertown Tunnel Coalition (Victoria Rance, Coordinator)

and

Frank Kelly - Professor of Environmental Health, King's College London

Dr Peter Strachan - Professor in Energy Policy, Robert Gordon University, Aberdeen

Dr Ian Mudway - Air pollution toxicologist at King's College London, working on the health impacts of air quality in London.

Tim Jackson - Professor of Sustainable Development, Surrey University

Phil Goodwin - Emeritus Professor of Transport Policy, UCL & UWE.

Professor John Whitelegg - Editor, World Transport Policy and Practice

Dr Audrey de Nazelle, Centre for Environmental Policy, Imperial College



Dr Rupert Read – Extinction Rebellion national spokesperson, Reader in Philosophy at the University of East Anglia and former Green Party spokesperson on Transport.

Dr [REDACTED] Boswell - Natural scientist and computer scientist, consultant at Climate Emergency Planning and Policy

Stephen Joseph - Independent transport policy consultant & visiting professor at the University of Hertfordshire, former Chief Executive of Campaign for Better Transport

Chris Todd – Director, Transport Action Network

George Monbiot - Journalist and activist.

[REDACTED] Pirani - Senior Research Fellow, Oxford Institute for Energy Studies

Sian Berry - Green Party candidate for Mayor of London and Green Party London Assembly Member

Siobhan Benita, Liberal Democrat London Mayoral candidate

Benjamin Knowles - Director, PedalMe

Rob King, Co-Founder & Director, Zedify

[REDACTED] Birkett, Founder & Director, Clean Air in London

Jemima Hartshorn - Founder, 'Mums for Lungs'.

Rosamund Adoo-Kissi-Debrah - Founder, Ella Roberta Family Foundation, and children & young people's advocate

Karen Janody, Co-ordinator, Extinction Rebellion Greenwich

Clare Burke-McDonald - Greenwich Labour Youth & Students Officer

Richard Lufkin, Labour Councillor, Hackney

John Edwards, Labour Party member in Greenwich and Woolwich, and Chair, Speak Out Woolwich

Caroline Pidgeon - Liberal Democrat London Assembly Member

David Smith - Founder, Little Ninja UK

Mark Philpotts, Founder, City Infinity

Caroline Russell - Green Party London Assembly Member

Jonathan Bartley - Co-Leader of the Green Party

Scott Ainslie, MEP, Green Party, London.

Christian Wolmar - Shortlisted for Labour candidate for 2016 mayoral election

Pamela [REDACTED] - Women's Equality Party London Assembly candidate & Greenwich resident.

Adetokunbo Fatukasi - Liberal Democrat London Assembly Candidate for Greenwich and Lewisham.

Rhian O'Connor - Liberal Democrat PPC for Greenwich and Woolwich

Dr Rohit K Dasgupta - Labour and Cooperative Councillor, London Borough of Newham

Jenny Jones, Baroness Jones of Moulsecoomb - Green Party, former London Assembly Member

Richard Flowers - Liberal Democrat London Assembly candidate for City and East

Matt Browne - Greenwich Green Party.

Ramesh Perera-Delcourt - Chair, Greenwich Borough Liberal Democrats

Mary Waireri, Greenwich resident.

Dr Alan Parry Roberts, Greenwich resident and Labour Party Member (Greenwich West).

Charlie Rome - Greenwich Liberal Democrats

Fiona Moore - Greenwich Green Party

Matt Stratford - Greenwich Green Party

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Sent from my iPad

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 15 August 2019 12:15  
**To:** Shirley Rodrigues; Nick Bowes; David Bellamy  
**Cc:** Heidi Alexander; [REDACTED]; Patrick Hennessy; [REDACTED]; Samantha Hart; [REDACTED]  
[REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; Leah Kreitzman; [REDACTED]; Jack Stenner; Tim Steer  
**Subject:** RE: Silvertown Tunnel

[REDACTED] has asked about this letter, so I'm going to send him the line below.

---

**From:** Shirley Rodrigues <[REDACTED]@london.gov.uk>  
**Sent:** 15 August 2019 11:07  
**To:** Nick Bowes <[REDACTED]@london.gov.uk>; David Bellamy <[REDACTED]@london.gov.uk>  
**Cc:** Heidi Alexander <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>; Patrick Hennessy <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>; Samantha Hart <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Leah Kreitzman  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Jack Stenner  
<[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>  
**Subject:** Re: Silvertown Tunnel

And me.

Thanks

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---

**From:** Nick Bowes <[REDACTED]@london.gov.uk>  
**Sent:** Thursday, August 15, 2019 11:04:02 AM  
**To:** David Bellamy <[REDACTED]@london.gov.uk>  
**Cc:** Heidi Alexander <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>; Shirley Rodrigues <[REDACTED]@london.gov.uk>; Patrick Hennessy  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Samantha Hart  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>; Leah Kreitzman <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>; Jack Stenner <[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>  
**Subject:** Re: Silvertown Tunnel

Good for me

Sent from my iPhone

On 15 Aug 2019, at 11:01, David Bellamy <[REDACTED]@london.gov.uk> wrote:

Me too.

---

**From:** Heidi Alexander <[REDACTED]@london.gov.uk>  
**Sent:** 15 August 2019 10:57  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Shirley

Rodrigues <[REDACTED]@london.gov.uk>; Patrick Hennessy  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Samantha Hart  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Nick  
Bowes <[REDACTED]@london.gov.uk>; Leah Kreitzman <[REDACTED]@london.gov.uk>; David  
Bellamy <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Jack Stenner  
<[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>  
**Subject:** Re: Silvertown Tunnel

I am fine with this with [REDACTED] change

Ta

H

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** Thursday, August 15, 2019 10:53:59 AM  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; Heidi Alexander <[REDACTED]@london.gov.uk>;  
Shirley Rodrigues <[REDACTED]@london.gov.uk>; Patrick Hennessy  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Samantha Hart  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Nick  
Bowes <[REDACTED]@london.gov.uk>; Leah Kreitzman <[REDACTED]@london.gov.uk>; David  
Bellamy <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Jack Stenner  
<[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown Tunnel

Hi [REDACTED] – I've slightly adjusted the text in red below to align with lines from our recent briefings –  
it's better to say that there is that there is *no overall increase in traffic* rather than that *the scheme  
will not generate additional traffic*. This is because the scheme may generate additional traffic  
locally BUT overall, there is no increase.

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 15 August 2019 10:10  
**To:** Heidi Alexander <[REDACTED]@london.gov.uk>; Shirley Rodrigues  
<[REDACTED]@london.gov.uk>; Patrick Hennessy <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>; Samantha Hart <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Nick  
Bowes <[REDACTED]@london.gov.uk>; Leah Kreitzman <[REDACTED]@london.gov.uk>; David  
Bellamy <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Jack Stenner  
<[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown Tunnel

I've added a para to the notes, in red below –

---

**From:** Heidi Alexander <[REDACTED]@london.gov.uk>  
**Sent:** 15 August 2019 10:07

**To:** Shirley Rodrigues <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>; Patrick Hennessy <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>; Samantha Hart <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Nick  
Bowes <[REDACTED]@london.gov.uk>; Leah Kreitzman <[REDACTED]@london.gov.uk>; David  
Bellamy <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Jack Stenner  
<[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>  
**Subject:** Re: Silvertown Tunnel

Happy for [REDACTED] proposed line to be augmented in the way Shirley suggests

H

---

**From:** Shirley Rodrigues <[REDACTED]@london.gov.uk>  
**Sent:** 15 August 2019 09:45:40  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; Patrick Hennessy  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Samantha Hart  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>; Heidi Alexander <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Nick  
Bowes <[REDACTED]@london.gov.uk>; Leah Kreitzman <[REDACTED]@london.gov.uk>; David  
Bellamy <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Jack Stenner  
<[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown Tunnel

Think we need to add something on AQ and carbon from our standard line too as that's what their asks are majoring on whilst the teams and TfL dig into this and prepa a more detailed answer. Certainly on one of their asks that the LES and the MTS need to be reviewed against delivering a Paris-aligned carbon budget that is consistent with your Climate Emergency declaration. We have done this – our 1.5C plan included policies from LES and MTS and LP and independently assessed by C40 as consistent with 1.5C objective

S

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 15 August 2019 09:25  
**To:** Shirley Rodrigues <[REDACTED]@london.gov.uk>; Patrick Hennessy  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Samantha Hart  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>; Heidi Alexander <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Nick  
Bowes <[REDACTED]@london.gov.uk>; Leah Kreitzman <[REDACTED]@london.gov.uk>; David  
Bellamy <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Jack Stenner  
<[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown Tunnel

Re-arranging our latest lines a bit, how about –

## Spokesperson -

“The Mayor has put tackling the climate emergency at the heart of his work as Mayor. That’s why when Sadiq became Mayor, he worked with TfL to make significant changes to the Silvertown Tunnel scheme to better protect the environment and ensure there is a greater focus on walking, cycling and public transport.

“The Silvertown Tunnel will tackle congestion, reduce idling cars standing in traffic, and importantly increase cross-river bus services. Bus crossings are currently severely restricted by the Blackwall Tunnel, built over a 100 years ago. Plans for the Silvertown Tunnel have a clear focus on cleaner transport, with buses using the tunnel expected to be zero emission from launch, and the crossing being located within the extended Ultra Low Emission Zone.”

## Notes

The proposed user charges at both the Blackwall and Silvertown crossings ensure ~~the scheme will not~~ that there is no overall increase in traffic ~~generate additional traffic~~, will not lead to an overall change in CO2 emissions, and will deliver an overall improvement in air quality. There will also be extensive monitoring of noise and air quality during and after construction.

Silvertown is being paid for by a toll, not TfL cash. Or to put it another way, if Silvertown hypothetically weren’t to proceed, there would not be a penny available to reinvest in anything else – whether that’s a cycle route or anything else. Because with procurement approach we have followed on Silvertown, it is additional investment that sits separate from all other TfL budgets.

Sadiq is leading from the front on climate change and environmental issues – he has declared a climate emergency in London, is opposing the Government’s plans to expand Heathrow and is delivering world-leading initiatives like the Ultra Low Emission Zone. His transport strategy sets ambitious targets to reduce car dependency in London and he is investing £2.3bn over the next 5 years in his healthy streets programme, with record levels of funding committed to new cycling infrastructure.

---

**From:** Shirley Rodrigues <[REDACTED]@london.gov.uk>  
**Sent:** 15 August 2019 09:18  
**To:** Patrick Hennessy <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Samantha Hart <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Heidi Alexander <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: Silvertown Tunnel

We do - and we can follow up with some of these signatories.

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**From:** Patrick Hennessy <[REDACTED]@london.gov.uk>

**Sent:** Thursday, August 15, 2019 9:12 am

**To:** [REDACTED] Samantha Hart; [REDACTED] [REDACTED] Heidi Alexander; Shirley Rodrigues

**Cc:** [REDACTED] [REDACTED] [REDACTED] [REDACTED]

**Subject:** FW: Silvertown Tunnel

As Nick says...amazed if this hasn't been given to the media .

We will need lines (which we have, to be fair)

---

**From:** Nick Bowes <[REDACTED]@london.gov.uk>

**Sent:** 15 August 2019 09:10

**To:** Patrick Hennessy <[REDACTED]@london.gov.uk>; Jack Stenner

<[REDACTED]@london.gov.uk>; Leah Kreitzman <[REDACTED]@london.gov.uk>

**Cc:** [REDACTED]@london.gov.uk>

**Subject:** FW: Silvertown Tunnel

See below. I'd be surprised if this hasn't been given to the media

---

**From:** VICTORIA RANCE <[REDACTED]>

**Sent:** 15 August 2019 08:52

**To:** Mayor <mayor@london.gov.uk>; Nick Bowes <[REDACTED]@london.gov.uk>; Heidi Alexander

<[REDACTED]@london.gov.uk>; Shirley Rodrigues <[REDACTED]@london.gov.uk>; Jules

Pipe <[REDACTED]@london.gov.uk>; [REDACTED]@tfl.gov.uk; Florence Eshalomi

<Florence.Eshalomi@london.gov.uk>; [REDACTED]@tfl.gov.uk; Will Norman

<[REDACTED]@london.gov.uk>

**Subject:** Silvertown Tunnel

Dear Mayor Khan,

On behalf of the Silvertown Tunnel Coalition I attach a letter and briefing document outlining the environmental and economic case for halting and re-thinking the Silvertown Tunnel.

The letter has been signed by top climate policy, environmental health, and transport experts.

Another letter from our colleagues at active travel charities and other NGOs will be following ours.

With best wishes,

Stop the Silvertown Tunnel Coalition (Victoria Rance, Coordinator)

and

Frank Kelly - Professor of Environmental Health, King's College London

Dr Peter Strachan - Professor in Energy Policy, Robert Gordon University, Aberdeen

Dr Ian Mudway - Air pollution toxicologist at King's College London, working on the health impacts of air quality in London.

Tim Jackson - Professor of Sustainable Development, Surrey University

Phil Goodwin - Emeritus Professor of Transport Policy, UCL & UWE.

Professor John Whitelegg - Editor, World Transport Policy and Practice

Dr Audrey de Nazelle, Centre for Environmental Policy, Imperial College

Dr Rupert Read – Extinction Rebellion national spokesperson, Reader in Philosophy at the University of East Anglia and former Green Party spokesperson on Transport.

Dr [REDACTED] Boswell - Natural scientist and computer scientist, consultant at Climate Emergency Planning and Policy

Stephen Joseph - Independent transport policy consultant & visiting professor at the University of Hertfordshire, former Chief Executive of Campaign for Better Transport

Chris Todd – Director, Transport Action Network

George Monbiot - Journalist and activist.

[REDACTED] Pirani - Senior Research Fellow, Oxford Institute for Energy Studies

Sian Berry - Green Party candidate for Mayor of London and Green Party London Assembly Member

Siobhan Benita, Liberal Democrat London Mayoral candidate

Benjamin Knowles - Director, PedalMe

Rob King, Co-Founder & Director, Zedify

[REDACTED] Birkett, Founder & Director, Clean Air in London

Jemima Hartshorn - Founder, 'Mums for Lungs'.

Rosamund Adoo-Kissi-Debrah - Founder, Ella Roberta Family Foundation, and children & young people's advocate

Karen Janody, Co-ordinator, Extinction Rebellion Greenwich

Clare Burke-McDonald - Greenwich Labour Youth & Students Officer

Richard Lufkin, Labour Councillor, Hackney

John Edwards, Labour Party member in Greenwich and Woolwich, and Chair, Speak Out Woolwich

Caroline Pidgeon - Liberal Democrat London Assembly Member

David Smith - Founder, Little Ninja UK

Mark Philpotts, Founder, City Infinity

Caroline Russell - Green Party London Assembly Member

Jonathan Bartley - Co-Leader of the Green Party

Scott Ainslie, MEP, Green Party, London.



Christian Wolmar - Shortlisted for Labour candidate for 2016 mayoral election

Pamela [REDACTED] - Women's Equality Party London Assembly candidate & Greenwich resident.

Adetokunbo Fatukasi - Liberal Democrat London Assembly Candidate for Greenwich and Lewisham.

Rhian O'Connor - Liberal Democrat PPC for Greenwich and Woolwich

Dr Rohit K Dasgupta - Labour and Cooperative Councillor, London Borough of Newham

Jenny Jones, Baroness Jones of Moulsecoomb - Green Party, former London Assembly Member

Richard Flowers - Liberal Democrat London Assembly candidate for City and East

Matt Browne - Greenwich Green Party.

Ramesh Perera-Delcourt - Chair, Greenwich Borough Liberal Democrats

Mary Waireri, Greenwich resident.

Dr Alan Parry Roberts, Greenwich resident and Labour Party Member (Greenwich West).

Charlie Rome - Greenwich Liberal Democrats

Fiona Moore - Greenwich Green Party

Matt Stratford - Greenwich Green Party

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 15 August 2019 12:52  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Silvertown Tunnel

Thanks both. [REDACTED] is the climate contact while [REDACTED] is off. [REDACTED] of course on AQ.

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 15 August 2019 12:29  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: Silvertown Tunnel

Hi [REDACTED]

Just so you are aware, Heidi's asked if we can work on a shared briefing / key lines document so we are all working from the same materials. [REDACTED] will coordinate and will be in touch with relevant people in TfL and the Environment team to sort.

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Date:** Thursday, 15 August 2019 at 10:12  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** FW: Silvertown Tunnel

Hi [REDACTED]

See email chain below and attachments. I assume the press team has the relevant lines on Silvertown. Please see Shirley's request about following up with signatories that we know. Can you work up a plan to do this for AQ and climate please? I think we will need to make contact in the next day or so.

Thanks

[REDACTED]

---

**From:** Shirley Rodrigues <[REDACTED]@london.gov.uk>  
**Sent:** 15 August 2019 09:20  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Fwd: Silvertown Tunnel

FYI. We have usual lines but think helpful for the team to follow up with some of the signatories we know - Kelly, Mudway in particular on AQ to explore why they've signed/ what their specific issues are. Ditto on climate side.

S

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---

**From:** Patrick Hennessey <[REDACTED]@london.gov.uk>  
**Sent:** Thursday, August 15, 2019 9:12:34 AM  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; Samantha Hart <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Heidi Alexander <[REDACTED]@london.gov.uk>; Shirley Rodrigues <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** FW: Silvertown Tunnel

As Nick says...amazed if this hasn't been given to the media .  
We will need lines (which we have, to be fair)

[Email chain duplicated above]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 16 August 2019 11:07  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Silvertown Tunnel

Good plan. I'll talk to [REDACTED] and we'll get back to you with something.

Thanks  
[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 16 August 2019 11:03  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown Tunnel

Thanks.

Yes, I think we need to agree a line on embodied carbon in construction. IT isn't something raised in that letter you're right, but it is something that will eventually be raised.

I'm working on a broader consolidated set of lines that we can use across teams and will circulate for comment shortly. I'll put a placeholder in there on embodied carbon in construction, so if you could begin to have a think about a line that would be useful.

Thanks  
[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 16 August 2019 10:59  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown Tunnel

Hi [REDACTED]

[REDACTED] email yesterday showed that the traffic movements associated with an operational Silvertown tunnel was included in MTS modelling but I don't know if the MTS also models any increase in traffic movements (e.g. trucks etc) associated with the construction of such strategic projects. You'd need to check with the people that did the MTS modelling I think.

As far as I understand it, we've simply taken the projections of transport movements from the MTS and incorporated those into the modelling we did for the London Environment Strategy.

In terms of other emissions from construction, e.g. the embodied emissions in the building materials, this is not something that we consider in our zero carbon pathway. However, the embodied emissions associated with construction are considerable and are an area that my team is working on. I don't know if we want to get into this, as I didn't notice that this was something the letter particularly focused on but we can provide some lines on this if needed.

@ [REDACTED] – Is the GLA asking any major infrastructure projects to voluntarily report on their embodied carbon emissions and is this theoretically something we could suggest be done for the construction of the Silvertown tunnel? (if we did need to get into this issue in more detail!)

But back to your initial question, I've made a clarification in my text below in red, which may be sufficient at this stage?

Thanks  
[REDACTED]

---

From: [REDACTED] <[REDACTED]@london.gov.uk>  
Sent: 16 August 2019 10:26  
To: [REDACTED] <[REDACTED]@london.gov.uk>  
Subject: RE: Silvertown Tunnel

Thanks [REDACTED]

Just to clarify on the line highlighted below – does that refer to the carbon associated with construction as well as ongoing operation?

Thanks  
[REDACTED]

---

From: [REDACTED] <[REDACTED]@london.gov.uk>  
Sent: 15 August 2019 17:35  
To: [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
Cc: [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
Subject: RE: Silvertown Tunnel

Hi all,

I've put together a couple of paragraphs for you to add to your briefing on Silvertown, as this latest letter has quite a detailed critique of London's carbon budgets.

Also, as discussed with [REDACTED] I don't personally know any of the signatories so haven't made plans to contact anyone, but I understand the AQ team is sounding out one of their contacts from the list of signatories.

Let me know if you need any more on this.

Thanks,  
[REDACTED]

#### Impact on London's Carbon budgets

The SSTC briefing note says: "[London's] budgets are based on national Committee for Climate Change (CCC) budgets, as legislated by the UK Government under the Climate Change Act (2008). The budgets in the IP precede the recent net-zero report from CCC and the Government adopting a net-zero target. Further, the level of these budgets is not aligned to the Paris Agreement: they are based on a global carbon budget of 1341 GtCO<sub>2</sub>e original used by CCC in 2008 to derive 2oC temperature targets."

However, the authors have misunderstood how London's carbon budgets are calculated. They have not been calculated from the CCC's national carbon budget. Instead we took the following approach:

- The IPCC 1.5C report says that to have 50% chance of limiting temperature rise to 1.5C above pre-industrial levels, the world needs to bring its carbon emissions to zero by the middle of the century. The CCC's 2019 net zero report reiterates this and goes into detail explaining why reaching net zero by 2050 is what the UK should currently aim for
- We have developed a trajectory for London's emissions that brings them to "net zero" by 2050. (They are modelled to reach 90% below 1990 levels, with the remaining 10% being offset through negative emissions technologies)
- London's first three carbon budgets align with this zero carbon trajectory.
- Our London Environment Strategy and the underlying plans have been independently assessed by C40 to be compatible with the highest ambition of the Paris Agreement, i.e. the ambition to limit temperature rise to 1.5C above pre-industrial levels.

We recognise that there are other approaches to developing carbon budgets, such as those taken by the Tyndall Centre for Manchester, which do not, unlike the CCC, consider any contribution of carbon removal technologies by 2050. The Tyndall centre approach also takes a top down approach by allocating a global carbon emission budget to different countries and cities. This is not the approach taken by the UN at Paris, which instead deliberately took a bottom up approach and asked countries to put forward their nationally determined contributions. It is therefore not correct to say that the approach taken by London, because it does not match the Tyndall Centre approach, is not compatible with the Paris Agreement.

That said, we know that the issue is urgent and that we need to take action now. This is why we are focusing our efforts and resources on working with Londoners and businesses to drive down our emissions, rather than remodelling our budgets one year after they were set.

Finally, the emissions associated with the operation of the Silvertown tunnel were included in the Mayor's Transport Strategy, and also the London Environment Strategy and are therefore already factored in to our plans for targeting net zero carbon in London by 2050.

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 15 August 2019 10:40  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown Tunnel

Hi all - if you need any of the latest lines or correspondence, we can help out.

Please see recent correspondence and Heidi's briefing attached.

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 15 August 2019 10:12  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** FW: Silvertown Tunnel

Hi [REDACTED]

See email chain below and attachments. I assume the press team has the relevant lines on Silvertown. Please see Shirley's request about following up with signatories that we know. Can you work up a plan to do this for AQ and climate please? I think we will need to make contact in the next day or so.

Thanks

[REDACTED]

---

**From:** Shirley Rodrigues <[REDACTED] [london.gov.uk](mailto:[REDACTED]@london.gov.uk)>  
**Sent:** 15 August 2019 09:20  
**To:** [REDACTED] <[REDACTED] [london.gov.uk](mailto:[REDACTED]@london.gov.uk)>; [REDACTED] <[REDACTED] [london.gov.uk](mailto:[REDACTED]@london.gov.uk)>  
**Cc:** [REDACTED] <[REDACTED] [london.gov.uk](mailto:[REDACTED]@london.gov.uk)>  
**Subject:** Fwd: Silvertown Tunnel

FYI. We have usual lines but think helpful for the team to follow up with some of the signatories we know - Kelly, Mudway in particular on AQ to explore why they've signed/ what their specific issues are. Ditto on climate side.

S

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[Email chain duplicated above]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 15 August 2019 12:38  
**To:** [REDACTED]  
**Subject:** RE: Silvertown PLU Response

Wonderful, will sort this out asap.

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 15 August 2019 12:36  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown PLU Response

Hi,

Haven't looked at this yet, so happy to look at a version after [REDACTED] etc have fed in.

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 15 August 2019 12:33  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown PLU Response

Hi [REDACTED]

Heidi has asked for us to draft a set of approved lines that us, TfL, GLA Environment and GLA Press are all happy with.

I'll use this document that I've shared with you as a basis for that and then work with [REDACTED] in GLA Environment side to coordinate input.

[REDACTED] – have you already had a look at this? Could you let me know either way so I can integrate into the version to share with [REDACTED] Obviously can loop you in once we've developed the lines further/to sign off.

Thanks

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 14 August 2019 10:14  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: Silvertown PLU Response

Attached.

Note Heidi hasn't cleared these yet. They are all based on information provided by TfL and reflect lines used in press releases and the recent MQs on the issue.

Thanks

[REDACTED]



---

From: [REDACTED] <[REDACTED]@london.gov.uk>  
Date: Wednesday, 14 August 2019 at 10:08  
To: [REDACTED] <[REDACTED]@london.gov.uk>  
Cc: [REDACTED] <[REDACTED]@london.gov.uk>  
Subject: RE: Silvertown PLU Response

The generic lines please.

[REDACTED]

[REDACTED]

**Senior Personal Assistant to Shirley Rodrigues, Deputy Mayor for Environment & Energy  
MAYOR OF LONDON**

City Hall, The Queen's Walk, London SE1 2AA  
020 7983 [REDACTED]

[london.gov.uk](mailto:[REDACTED]@london.gov.uk)

[REDACTED]@london.gov.uk

---

From: [REDACTED] <[REDACTED]@london.gov.uk>  
Sent: 14 August 2019 10:02  
To: [REDACTED] <[REDACTED]@london.gov.uk>  
Cc: [REDACTED] <[REDACTED]@london.gov.uk>  
Subject: Re: Silvertown PLU Response

The generic lines or the letter that have been sent previously?

---

From: [REDACTED] <[REDACTED]@london.gov.uk>  
Date: Wednesday, 14 August 2019 at 09:54  
To: [REDACTED] <[REDACTED]@london.gov.uk>  
Cc: [REDACTED] <[REDACTED]@london.gov.uk>  
Subject: RE: Silvertown PLU Response

Thanks [REDACTED] is it possible for Shirley and [REDACTED] to see these also?

[REDACTED]

[REDACTED]

**Senior Personal Assistant to Shirley Rodrigues, Deputy Mayor for Environment & Energy  
MAYOR OF LONDON**

City Hall, The Queen's Walk, London SE1 2AA  
020 7983 [REDACTED]

[london.gov.uk](mailto:[REDACTED]@london.gov.uk)

[REDACTED]@london.gov.uk

---

From: [REDACTED] <[REDACTED]@london.gov.uk>  
Sent: 13 August 2019 16:50  
To: [REDACTED] <[REDACTED]@london.gov.uk>  
Subject: Re: Silvertown PLU Response

Heidi agreed the general approach, but none of the correspondence has gone out yet, it's all just holding. She is in the process of clearing a series of general lines which can then be used to draft responses to the outstanding cases. The model response I sent you is an example of that.

The odd letter has been sent, to higher profile/vocal groups such as the Stop the Silvertown Tunnel Coalition (who Heidi and Shirley met with a week or so ago) as well as to Caroline Pigeon AM a couple of months ago. But the bulk of local resident emails which have been received over the past 4 weeks or so remain unanswered at this stage.

Thanks

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Date:** Tuesday, 13 August 2019 at 16:43  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown PLU Response

Thanks [REDACTED]. Do you know who cleared? Was it Heidi?

[REDACTED]

[REDACTED]

**Senior Personal Assistant to Shirley Rodrigues, Deputy Mayor for Environment & Energy**  
**MAYOR OF LONDON**

City Hall, The Queen's Walk, London SE1 2AA  
020 7983 [REDACTED]

**london.gov.uk**

[REDACTED]@london.gov.uk

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 13 August 2019 16:07  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: Silvertown PLU Response

Hi [REDACTED]

There's been a fair few cases coming through about Silvertown and Heidi decided it was best that these be handled by the Transport Team and sent out as officer responses rather than by PLU.

Attached is typical incoming correspondence and a model response.

Happy to discuss of course.

Thanks

[REDACTED]

**Principal Policy Officer, Transport Team**  
**GREATERLONDONAUTHORITY**  
City Hall, The Queen's Walk, London SE1 2AA  
T: [REDACTED]

**london.gov.uk**

[REDACTED]@london.gov.uk

---

From: [REDACTED] <[REDACTED]@london.gov.uk>  
Sent: 12 August 2019 14:54  
To: [REDACTED] <[REDACTED]@london.gov.uk>  
Cc: TT Correspondence <[REDACTED]@london.gov.uk>  
Subject: RE: Silvertown PLU Response

Hi [REDACTED]

Cases for Silvertown are currently being allocated to Transport Team [REDACTED]@london.gov.uk who respond so probably best to ask them.

Best regards  
[REDACTED]

---

From: [REDACTED] <[REDACTED]@london.gov.uk>  
Sent: 12 August 2019 14:45  
To: Mayor <mayor@london.gov.uk>  
Subject: Silvertown PLU Response

Hi PLU,

Would it be possible to see the response being sent to the Silvertown messages that are currently receiving?

Kind regards  
[REDACTED]  
[REDACTED]

**Senior Personal Assistant to Shirley Rodrigues, Deputy Mayor for Environment & Energy  
MAYOR OF LONDON**

City Hall, The Queen's Walk, London SE1 2AA  
020 7983 [REDACTED]

**london.gov.uk**

[REDACTED]@london.gov.uk

[REDACTED]

---

**From:** [REDACTED]@tfl.gov.uk  
**Sent:** 16 August 2019 11:39  
**To:** [REDACTED]  
**Subject:** RE: Silvertown Tunnel

Thanks. We might send this (which we issued when there were the protests a week ago).

Shout if any concerns:

**A Transport for London (TfL) spokesperson said:** "The need for more river crossings in East London, to unlock growth and give residents and businesses better access to jobs and services, has been clear for decades. The Silvertown Tunnel, which is vital to support London's economy, has been designed to resolve the worsening congestion and pollution problem around Blackwall. It will improve overall air quality and enable new cross-river bus routes to be introduced.

"The traffic modelling demonstrates that overall traffic does not increase as a result of the Silvertown Tunnel scheme. This is because the user charge can be set to manage demand for the Silvertown and Blackwall tunnels. Currently around 100,000 vehicles use the Blackwall Tunnel without paying any charge. From October 2021, they will be required to meet the Ultra Low Emission Zone requirement or pay a daily charge. Once the Silvertown Tunnel opens they will also be required to pay a user charge for using the tunnel.

"We are absolutely committed to ensuring that the project is delivered with minimal impact to local residents. We will closely monitor noise and air quality during construction and traffic levels and emissions once the tunnel is complete to ensure the scheme delivers on these promises."

[REDACTED]

---

**From:** [REDACTED] [mailto:[REDACTED]@london.gov.uk]  
**Sent:** 16 August 2019 09:33  
**To:** [REDACTED]  
**Subject:** RE: Silvertown Tunnel

Yep

#### **Spokesperson for the Mayor -**

"The Mayor has put tackling the climate emergency at the heart of his work as Mayor. That's why when Sadiq became Mayor, he worked with TfL to make significant changes to the Silvertown Tunnel scheme to better protect the environment and ensure there is a greater focus on walking, cycling and public transport.

"The Silvertown Tunnel will tackle congestion, reduce idling cars standing in traffic, and importantly increase cross-river bus services. Bus crossings are currently severely restricted by the Blackwall Tunnel, built over a 100 years ago. Plans for the Silvertown Tunnel have a clear focus on cleaner transport, with buses using the tunnel expected to be zero emission from launch, and the crossing being located within the extended Ultra Low Emission Zone."

#### **Notes**

The proposed user charges at both the Blackwall and Silvertown crossings ensure that there is no overall increase in traffic, will not lead to an overall change in CO2 emissions, and will deliver an overall improvement in air quality. There will also be extensive monitoring of noise and air quality during and after construction.

Silvertown is being paid for by a toll, not TfL cash. Or to put it another way, if Silvertown hypothetically weren't to proceed, there would not be a penny available to reinvest in anything else – whether that's a cycle route or anything else. Because with procurement approach we have followed on Silvertown, it is additional investment that sits separate from all other TfL budgets. Sadiq is leading from the front on climate change and environmental issues – he has declared a climate emergency in London, is opposing the Government's plans to expand Heathrow and is delivering world-leading initiatives like the Ultra Low Emission Zone. His transport strategy sets

ambitious targets to reduce car dependency in London and he is investing £2.3bn over the next 5 years in his healthy streets programme, with record levels of funding committed to new cycling infrastructure.

---

**From:** [REDACTED] <[REDACTED]@tfl.gov.uk>

**Sent:** 16 August 2019 09:30

**To:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

**Subject:** RE: Silvertown Tunnel

Cool. Can I see your statement just so I can flag it to people and also just in case there is anything more we should add.

---

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

**Sent:** 16 August 2019 09:28

**To:** [REDACTED] [REDACTED] [REDACTED]

**Subject:** RE: Silvertown Tunnel

Yep, we have done..

---

**From:** [REDACTED] <[REDACTED]@tfl.gov.uk>

**Sent:** 16 August 2019 09:26

**To:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

**Subject:** FW: Silvertown Tunnel

Are you commenting on this?

---

**From:** [REDACTED] [mailto:[REDACTED]@archant.co.uk]

**Sent:** 16 August 2019 09:23

**To:** [REDACTED] [REDACTED]

**Subject:** RE: Silvertown Tunnel

Hi [REDACTED]

I'm working on a story about this today following the sending of the attached letter to the mayor.

The concerns about the Silvertown tunnel are addressed to Mayor Khan, but if TfL wants to address any of the points then please let me know.

I'm aiming to file this by 5pm today, if not sooner. I've got a response from the mayor's office already.

Best,

**Archant**

Barking, London, IG11 8HG

[REDACTED] [mailto:[REDACTED]@archant.co.uk]

[www.archant.co.uk](http://www.archant.co.uk)



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

**Sent:** 05 August 2019 16:16

**To:** [REDACTED]

**Subject:** RE: Silvertown Tunnel

Thanks [REDACTED]

I would say the following is the most important bit. I trust you will mention that as part of the planning process TfL submitted documents that further explained the appraisal of options including only tolling Blackwall Tunnel - From the report I shared with you earlier:

2.1.4 In summary, this option of only charging Blackwall would offer much lower benefits but at a much lower cost. However, as set out in the Case for the Scheme this option would not achieve



the core project objective of improving the resilience of the local network, would be less effective at reducing Blackwall Tunnel congestion and would offer significantly lower potential for public transport improvements. It would also offer only limited benefits for public transport provision (in the context of which it would be much harder to provide mitigation through improved buses for the low income users of the charged tunnel), and the likelihood of diversion to other crossings would be higher.

2.1.5 For these reasons this option was not taken forward for further economic analysis.

**A Transport for London spokesperson said:** “We are absolutely committed to ensuring that the project is delivered with minimal impact to local residents. The traffic modelling demonstrates that overall traffic does not increase as a result of the Silvertown Tunnel scheme. This is because the user charge can be set to manage demand for the Silvertown and Blackwall tunnels.

“As well as the user charge, all buses, coaches and HGVs using the crossing would be subject to the ULEZ, LEZ and stringent safety standards to encourage the greenest, safest vehicles. The user charge will be specifically designed to prevent increases in air pollution and congestion on the approaches to the Tunnel. It will also ensure the local road network can become a more pleasant place to walk and cycle in the future by reducing traffic and improving air quality.”

---

**From:** [redacted] [mailto:[redacted]@archant.co.uk]

**Sent:** 05 August 2019 15:56

**To:** [redacted]

**Subject:** RE: Silvertown Tunnel

Thanks [redacted]

I only have 375 for the whole story. Which parts of this are essential? For info, I'm angling on the campaigners' calls for a Blackwall Tunnel toll alone. The mayor of Newham has said as much as well.

[redacted]  
**Archant**

Barking, London, IG11 8HG

[redacted] [mailto:[redacted]@archant.co.uk]

[www.archant.co.uk](http://www.archant.co.uk)



---

**From:** [redacted] [mailto:[redacted]@tfl.gov.uk]

**Sent:** 05 August 2019 15:49

**To:** [redacted]

**Subject:** RE: Silvertown Tunnel

Hi [redacted] – sorry I didn't reply sooner I have been in meetings all day!

Below is a response from TfL. On the first point about lobbying to take traffic carbon emissions out of the assessment – this is completely untrue and unsubstantiated. Carbon was reported in the Environmental Statement (chapter 6 Air Quality) and the Energy and Carbon Statement (which covers construction i.e. materials and energy, operational and transport emissions), which were included within the DCO submission to the planning Inspectorate.

On your additional questions today about the Blackwall Tunnel - a specific document was submitted as part of the DCO process to further explain the appraisal of options -

[https://infrastructure.planninginspectorate.gov.uk/wp-](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010021/TR010021-001609-TfL%208.119%20Applicants%20Response%20on%20Option%20Appraisal%20(Five%20Case)%20from%20ISH%2028%20March%202017.pdf)

[content/ipc/uploads/projects/TR010021/TR010021-001609-](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010021/TR010021-001609-TfL%208.119%20Applicants%20Response%20on%20Option%20Appraisal%20(Five%20Case)%20from%20ISH%2028%20March%202017.pdf)

[TfL%208.119%20Applicants%20Response%20on%20Option%20Appraisal%20\(Five%20Case\)%20from%20ISH%2028%20March%202017.pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010021/TR010021-001609-TfL%208.119%20Applicants%20Response%20on%20Option%20Appraisal%20(Five%20Case)%20from%20ISH%2028%20March%202017.pdf)

If you need anything else from me – please let me know.

**A Transport for London spokesperson said:** “We are absolutely committed to ensuring that the project is delivered with minimal impact to local residents. The traffic modelling demonstrates that

overall traffic does not increase as a result of the Silvertown Tunnel scheme. This is because the user charge can be set to manage demand for the Silvertown and Blackwall tunnels. Furthermore, the modelling indicates that the user charge would deter some HGVs and there would be a small reduction of around five per cent in the number of HGVs on the crossing corridor. Currently, HGVs can travel through the Blackwall for free to avoid charges at the Dartford Crossing. The introduction of charges at Blackwall and Silvertown will remove any financial incentive to choose this route.





“A number of assumptions were made in the assessment work as part of our Development Consent Order (DCO) submission for the Silvertown Tunnel. The carbon assessment was provided to the planning inspectorate based on the outputs of our traffic model, as well as Defra’s Emission Factor Toolkit, which provides assumptions around the emissions of the current and predicted traffic fleet. In line with the commitments enshrined in the DCO, we will be undertaking further modelling, monitoring and, if required, appropriate mitigation of the effects of the Scheme to ensure the outcomes are not materially worse than we forecast in our Environmental Statement.

“As well as the user charge, all buses, coaches and HGVs using the crossing would be subject to the ULEZ, LEZ and stringent safety standards to encourage the greenest, safest vehicles. The user charge will be specifically designed to prevent increases in air pollution and congestion on the approaches to the Tunnel. It will also ensure the local road network can become a more pleasant place to walk and cycle in the future by reducing traffic and improving air quality.”

**Additional information:**

- . The claims that “TfL lobbied the Planning Inspectorate to take traffic carbon emissions out of the Environmental Statement” are completely untrue and unsubstantiated. Carbon was reported in the Environmental Statement (chapter 6 Air Quality) and the Energy and Carbon Statement (which covers construction i.e. materials and energy, operational and transport emissions), which were included within the DCO submission to the planning Inspectorate.
- . The need for more river crossings in East London, to unlock growth and give residents and businesses better access to jobs and services, has been clear for decades. The Silvertown Tunnel, which is vital to support London's economy, has been designed to resolve the worsening congestion and pollution problem around Blackwall caused by fast growth in East London. It will improve overall air quality and enable new cross-river bus routes to be introduced.
- . Currently around 100,000 vehicles use the Blackwall Tunnel without paying any charge. From October 2021, they will be required to meet the Ultra Low Emission Zone requirement or pay a daily charge. Once the Silvertown Tunnel opens they will also be required to pay a user charge for using the tunnel.
- . The user charges will help pay for the majority of the scheme costs, ensuring that the scheme is not competing for funding with other transport priorities. The process for setting and varying the user charge is enshrined within the DCO planning approvals and cannot be removed. It can, however, be amended to manage demand levels if required in the future. While user charges will be determined nearer the opening of the tunnel, previous illustrative charges showed that heavy goods vehicles would likely be charged more for using both the Blackwall and Silvertown Tunnel compared to regular traffic.
- . Once open, the Silvertown Tunnel will significantly improve cross-river public transport connections, with around 37 buses an hour in each direction using the tunnel, including the current six single-decker buses per hour which run through the Blackwall Tunnel. All of the new double-decker buses that use the Silvertown Tunnel are expected to be zero-emission from launch. These routes will link places such as Stratford and Canary Wharf to Eltham, Grove Park and Charlton for the first time, unlocking new journey options and supporting wider regeneration across the Greenwich Peninsula and Royal Docks.
- . Across London, more than 75 per cent of buses across are already Euro VI emission standard or higher, and from 2020 the whole fleet will be. All new single-deck buses will be zero-emission from 2020 and the entire fleet of around 9,000 buses will be zero-emission by 2037 at the latest.

Regards

 | Senior Press Officer - Corporate  
Transport for London | TfL Press Office, 11th Floor, Palestra, 11th Floor, Green Zone, 197 Blackfriars Road, London, SE1 8NJ  
Tel: 020 3054  | Mobile:  | E-mail:  [tfl.gov.uk](mailto:press@tfl.gov.uk)

[www.tfl.gov.uk](http://www.tfl.gov.uk)

The main press office number is 0343 222 4141

Follow @TfLTrafficNews for up to the minute traffic information

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**From:** [redacted] [[mailto:\[redacted\]@archant.co.uk](mailto:[redacted]@archant.co.uk)]

**Sent:** 05 August 2019 10:25

**To:** [redacted]

**Subject:** RE: Silvertown Tunnel

Thanks [redacted] – I'm hoping to start drafting soon. Is there any chance you can give me a heads up?

[redacted]

**Archant**

Barking, London, IG11 8HG

T: [redacted]

M: [redacted]

E: [redacted]@archant.co.uk

[www.archant.co.uk](http://www.archant.co.uk)



---

**From:** [redacted] [[mailto:\[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)]

**Sent:** 05 August 2019 10:19

**To:** [redacted]

**Subject:** RE: Silvertown Tunnel

Hi [redacted],

I am getting you answers to your questions. I will try and get you answers to these as well by 4pm.

For info – there are some claims in the press release you sent which are untrue. I will respond in full hopefully in the next hour or two but wanted to flag in advance.

[redacted] | Senior Press Officer - Corporate

Transport for London | TfL Press Office, 11th Floor, Palestra, 11th Floor, Green Zone, 197 Blackfriars Road, London, SE1 8NJ

Tel: 020 3054 [redacted] | Mobile: [redacted] | E-mail: [redacted]@tfl.gov.uk

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**From:** [redacted] [[mailto:\[redacted\]@archant.co.uk](mailto:[redacted]@archant.co.uk)]

**Sent:** 05 August 2019 10:08

**To:** TfL Press Office

**Subject:** Silvertown Tunnel

Hi there,

Further to my first email sent last week, please could I receive a response to the following questions?

1. Did TfL do an analysis of the level of toll that would be needed to completely remove congestion at the Blackwall tunnel? If so, please can I receive a copy?
2. Did TfL do a cost benefit comparison between tolling the Silvertown tunnel scheme and doing the same at the Blackwall tunnel? If so please can I receive the details?

If it's possible, please could I receive a response by 4pm today?

Best,

[redacted]

**Archant**

Barking, London, IG11 8HG

T: [redacted]

M: [redacted]

E: [redacted]@archant.co.uk

[www.archant.co.uk](http://www.archant.co.uk)





---

**From:** [REDACTED]  
**Sent:** 02 August 2019 15:42  
**To:** 'pressoffice@tfl.gov.uk'  
**Subject:** Silvertown Tunnel

Hi there,

The Stop the Silvertown Tunnel Coalition has sent us the press release below. Please could someone send a response by 4pm Monday, if not sooner?

Please can you send answers to the following questions?

Did TfL lobby the Planning Inspectorate to take carbon emissions out of the environmental statement?

The campaigners describe as illogical the claim that the new tunnel will lead to "a small reduction in HGV traffic" because the tunnel will be tolled. How would TfL respond to that claim?

If there's anything else TfL wants to highlight or take issue with in relation to the release then please send it across too.

Thanks in advance!

Best,

[REDACTED]  
**Archant**

Barking, London, IG11 8HG

T: [REDACTED]

M: [REDACTED]

E: [REDACTED] [archant.co.uk](mailto:pressoffice@tfl.gov.uk)

[www.archant.co.uk](http://www.archant.co.uk)



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## **Press release from: Stop the Silvertown Tunnel Coalition**

1 August 2019

**City Hall - London - August 2nd. Stop Silvertown Tunnel Coalition calls on London Mayor to halt and reassess the Tunnel project. In this time of climate emergency we can't build infrastructure that would lock us in for decades to carbon intensive heavy motor traffic. SSTC also cite local fears about impact of pollution on health, especially children's.**

**Tomorrow afternoon** members of the Stop the Silvertown Tunnel Coalition, a group including members of Extinction Rebellion, London Living Streets, Friends of the Earth, and air quality and climate campaigners have a meeting with Deputy Mayors Heidi Alexander and Shirley Rodrigues alongside David Rowe of TfL.

They will present their case for halting the Silvertown Tunnel project to reassess the case for the scheme.

The decision whether or not to move forward with the Tunnel is entirely in the Mayor's hands.

During the meeting the Stop Silvertown Tunnel Campaign will make three demands:

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.

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. Including an assessment of tolling the Blackwall Tunnel without building Silvertown Tunnel.

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

The Mayor is up for election in May 2020.

### **The Stop The Silvertown Tunnel Coalition campaign.**

Silvertown is a four lane road tunnel under the Thames between Greenwich and Newham with dedicated HGV lanes. Transport for London has announced Riverlinx International Consortium as the preferred bidder and intends to sign the contract for the PFI project to build, run and maintain the Silvertown Tunnel very shortly. The £1bn project, will be paid for with tolls on both Silvertown and Blackwall Tunnels, and will be completed in 2025.

On May 15th Greenwich residents handed the Mayor of London a letter signed by local 15 school heads and over 250 parents, children, local people and Extinction Rebellion groups opposing the planned new tunnel.

Construction of the tunnel alone will emit 153,000 tonnes of CO<sub>2</sub>, and it will lock in existing travel patterns based on carbon intensive heavy motor traffic for decades. The importance of carbon emissions in the climate crisis was not considered at the public enquiry for the scheme. TfL and claim that the new tunnel, with its dedicated HGV lane for bigger vehicles which can't use the smaller Blackwall Tunnel, will lead to "a small reduction in HGV traffic" because the tunnel will be tolled. Campaigners find this claim illogical.

Dr [REDACTED] Boswell, Climate Emergency Consultant, says: "It is outrageous that under Mayor Boris Johnson, TfL lobbied the Planning Inspectorate to take traffic carbon emissions out of the Environmental Statement. It is equally outrageous that the Planning Inspectorate agreed. By colluding with TfL's "see no evil, hear no evil" approach to carbon, the most important issue of our time was effectively censored from the Inquiry. Sadiq Khan has declared a Climate Emergency: he must now act on it and entirely rethink London's transport based on a proper carbon modelling. Once he does this, the Silvertown Tunnel will be seen to have no place in Climate Emergency policy."

Greenwich teacher and mother of three and a **spokesperson for Stop The Silvertown Tunnel Coalition Victoria Rance** says: "We applaud the Mayor for declaring a climate emergency, and as an asthmatic himself, he has been vocal about the need to clean up London's polluted air. However the Mayor and TfL must admit that this new tunnel is deliberately designed in response to pressure from Canary Wharf businesses and the freight industry to allow larger, heavier, more polluting HGVs to route through heavily populated areas of South East & East London, near where children live, play and go to school. If the Mayor truly cares about children's developing lungs and brains, he should be acting to reduce HGV traffic. This new tunnel encourages it."

Residents on both sides of the river alongside local Extinction Rebellion groups are asking the Mayor to halt the Silvertown scheme before contracts are signed, and to fully re-evaluate the plans in light of the climate emergency.

Karen Janody, Greenwich mother of two says:

"Even if you think London needs new river crossings, this scheme doesn't make sense." She added: "TfL's own figures show that if the new road capacity is actually used, traffic goes up, and pollution and congestion rises across South-East & East London. Tolling both tunnels takes money from residents to pay back the constructors and financiers building this pointless white elephant. Any income from road charging should be invested in public transport, and safer cycling and walking. With eleven years left to avoid complete climate breakdown we need climate action from a London Mayor, not an HGV tunnel."

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***Please Note:***

**From:**

**Sent:**

**To:**

**Subject:**

16 August 2019 14:37

Media Summaries

NEWS: News Shopper - Silvertown Tunnel: Mayor defends project as experts demand tunnel scrapped

## Silvertown Tunnel: Mayor defends project as experts demand tunnel scrapped

By **Tom Bull** @TomBulllll Local Democracy Reporter - Bexley, Bromley & Greenwich



Environmental campaigners have stepped up their pressure on the Mayor of London over the controversial Silvertown Tunnel.

An open letter penned by councillors, activists, environmental experts and campaigners on both sides of the Thames has this week been published.

The coalition of academics, politicians and campaigners from Stop the Silvertown Tunnel Coalition have written to Sadiq Khan asking him to cancel the proposed £1bn tunnel connecting Greenwich to Silvertown.

The letter reads: “We are concerned that allowing **TfL** to build the Silvertown Tunnel would threaten much of your good work on improving air quality, and position London’s carbon emissions on a pathway that is not consistent with the Paris agreement and contributes directly to climate breakdown.

“We are a cross-party coalition, and we are not opposing the Tunnel to make a political point, but because we believe both the environmental case and the economic case for the project are deeply flawed.”

It comes following TfL being suspended from signing off on the tunnel after one bidder, Silver Thames Connect, legally challenging the contracts awarded to Riverlinx earlier this year.

STSTC and Greenwich mother of three, Victoria Rance, says: “We are very glad the procurement process has been paused.

“It will give Mayor Khan and his advisors a chance to take another look at the evidence that shows that this scheme is a massive economic and environmental mistake that would end up defining his term as Mayor.

“According to TfL’s own figures, the Silvertown project will increase traffic, increase carbon emissions, and worsen already serious local air pollution. There’s no way for him to justify spending £1bn of SE London residents’ money on a major new road in a climate emergency.”

Pressure has mounted for a rethink on the tunnel with local councils, such as Hackney, appearing to side with campaigners.

Greenwich has historically supported new river crossings and is backing the new road despite local Labour branches passing motions for leadership to change stance.

Supporters of the tunnel say it will cut congestion at the **Blackwall Tunnel**, which is closed hundreds of times a year.

The tunnel will have a lane for public transport, which backers say will play a key role in driving pollution down.

A spokesman for the Mayor told the Local Democracy Reporting Service today: “The Mayor has put tackling the climate emergency at the heart of his work as Mayor. That’s why when Sadiq became Mayor, he worked with TfL to make significant changes to the Silvertown Tunnel scheme to better protect the environment and ensure there is a greater focus on walking, cycling and public transport.

“The Silvertown Tunnel will tackle congestion, reduce idling cars standing in traffic, and importantly increase cross-river bus services. Bus crossings are currently severely restricted by the Blackwall Tunnel, built over a 100 years ago.

“Plans for the Silvertown Tunnel have a clear focus on cleaner transport, with buses using the tunnel expected to be zero emission from launch, and the crossing being located within the extended Ultra Low Emission Zone.”

Delays in seeking consent to build the tunnel have seen its opening pushed back from 2023 to 2025.

██████████ ██████████

**Press Officer, Mayor of London's Press Office**

**GREATERLONDONAUTHORITY**

City Hall, The Queen's Walk, London SE1 2AA

020 7983 ██████████

| ██████████

**[london.gov.uk](https://www.london.gov.uk)**

██████████

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[REDACTED]

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**From:** [REDACTED]  
**Sent:** 19 August 2019 12:19  
**To:** [REDACTED]  
**Subject:** Re: Silvertown Tunnel

Will deal  
Get [Outlook for iOS](#)

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**From** [REDACTED]  
**Sent:** Monday, August 19, 2019 12:02:24 PM  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Silvertown Tunnel

Good afternoon, does the Mayor have any statement in response to the 'Stop Silvertown Tunnel Coalition' and its open letter calling for a halt to the scheme last week please?

<https://twitter.com/SilvertownTn/status/1161923289436102656>

Many thanks,  
kind regards,

[REDACTED]

[REDACTED]  
Transportation Professional  
Barrett, Byrd Associates  
7 Linden Close, Tunbridge Wells, Kent TN4 8HH

[REDACTED]  
Switchboard: +44 (0)1892 524455

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[REDACTED]

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**From:** [REDACTED]  
**Sent:** 20 August 2019 11:06  
**To:** [REDACTED]@newsquest.co.uk  
**Subject:** RE: FOR TODAY: Silvertown Tunnel Open Letter

Hi [REDACTED] - please see below for a response to the letter.

### **Spokesperson for the Mayor -**

“The Mayor has put tackling the climate emergency at the heart of his work as Mayor. That’s why when Sadiq became Mayor, he worked with TfL to make significant changes to the Silvertown Tunnel scheme to better protect the environment and ensure there is a greater focus on walking, cycling and public transport.

“The Silvertown Tunnel will tackle congestion, reduce idling cars standing in traffic, and importantly increase cross-river bus services. Bus crossings are currently severely restricted by the Blackwall Tunnel, built over a 100 years ago. Plans for the Silvertown Tunnel have a clear focus on cleaner transport, with buses using the tunnel expected to be zero emission from launch, and the crossing being located within the extended Ultra Low Emission Zone.”

### **Notes**

The proposed user charges at both the Blackwall and Silvertown crossings ensure that there is no overall increase in traffic, will not lead to an overall change in CO2 emissions, and will deliver an overall improvement in air quality. There will also be extensive monitoring of noise and air quality during and after construction.

Silvertown is being paid for by a toll, not TfL cash. Or to put it another way, if Silvertown hypothetically weren’t to proceed, there would not be a penny available to reinvest in anything else – whether that’s a cycle route or anything else. Because with procurement approach we have followed on Silvertown, it is additional investment that sits separate from all other TfL budgets.

Sadiq is leading from the front on climate change and environmental issues – he has declared a climate emergency in London, is opposing the Government’s plans to expand Heathrow and is delivering world-leading initiatives like the Ultra Low Emission Zone. His transport strategy sets ambitious targets to reduce car dependency in London and he is investing £2.3bn over the next 5 years in his healthy streets programme, with record levels of funding committed to new cycling infrastructure.

---

**From:** [REDACTED] [REDACTED]@newsquest.co.uk>  
**Sent:** 20 August 2019 11:02  
**To:** Mayors Press Office <MayorsPressOffice@london.gov.uk>  
**Subject:** FOR TODAY: Silvertown Tunnel Open Letter

Good morning,

I am today reporting on a letter from the Stop Silvertown Tunnel Coalition to the Mayor, urging him to change track on the planned road tunnel.



The letter is signed by scientists from Kings College London, whose research played a key role in developing the ULEZ policy.

I would appreciate your comment on whether the Mayor will be revisiting the plans for the tunnel – and if not, why he is unconvinced by these expert opinions in this instance?

I am working to deadline, so I would appreciate your response by **5pm today**. If this will not be possible, please do let me know.

Many thanks,

[REDACTED]

[REDACTED]

**BBC Local Democracy Reporter – City Hall**

Tel: [REDACTED]

Email: [REDACTED]@[newsquest.co.uk](mailto:[REDACTED]@newsquest.co.uk)

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**From:** [REDACTED]  
**Sent:** 05 September 2019 10:48  
**To:** TT Correspondence  
**Subject:** RE: MGLA150819-0218 Silvertown Tunnel - Victoria Rance  
**Attachments:** MGLA070819-9544 - Victoria Rance - Silvertown Tunnel.doc

Hi

[Attachment 20190905\_1048]

Response attached from Heidi to Victoria Rance. We discussed approach on this one with her and she asked to review.

Note that this responds to \*0218 and \*9544.

Thanks

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 20 August 2019 08:44  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Subject:** MGLA150819-0218 Silvertown Tunnel - Victoria Rance

Hi [REDACTED]

FYI - Another email from Victoria Rance.

I have linked both cases on the Silvertown spreadsheet.

Regards,

# MAYOR OF LONDON

[Attachment 20190905\_1048]

**Victoria Rance**  
[REDACTED]

**Ref:** MGLA070819-9544

**Date:**

Dear Victoria,

It was nice to meet you on 2 August and thank you for your further correspondence dated 7 August and your letter and briefing note to the Mayor dated 15 August.

As the Mayor and I have made very clear previously, we are in full support of the Silvertown Tunnel. Building a new tunnel with an associated user charge, as well as introducing a user charge at the Blackwall Tunnel, will effectively eliminate existing congestion, lead to an overall improvement in air quality and allow TfL to operate frequent and reliable cross-river bus services. The scheme will improve our environment, encourage more sustainable transport choices and support growth in east and south east London.

Again, as I have previously outlined, TfL assessed a wide range of alternative options and its work was subject to public scrutiny through a detailed sixth month public examination and four public consultations. This work clearly demonstrates that the Silvertown Tunnel is the right approach and I fully support them progressing this vital project.

I know you hold very strong views about the scheme, however, I have made my own views and those of TfL very clear now on a number of occasions. As such, I don't intend to enter into any further correspondence with you personally in relation to this scheme.

Thank you again for writing to me.

Yours sincerely,

**Heidi Alexander**  
Deputy Mayor for Transport

## DEPUTY MAYOR'S OFFICE ADVICE NOTES

(TO BE COMPLETED BY DRAFTING OFFICER)

<b>Letter Being Sent to:</b>	<i>Victoria Rance</i>
<b>Topic:</b>	<i>Silvertown Tunnel</i>
<b>Drafted by:</b>  <u>Or</u> (delete either option as appropriate)  Drafted by: XXXX obo XXXX (enter name of team or officer)	<div>Principal Policy Officer</div>
<b>Unit/Team:</b>	<i>Transport Team</i>
<b>Cleared by (Line Manager):</b>	<i>Enter name of line manager</i>

### Timeline

<b>Date - Correspondence passed over to TfL to draft reply:</b>	
<b>Date - Draft received from TfL:</b>	
<b>Date - Draft reviewed by Transport Team:</b>	XXXX

### Background/Comments:

Add additional information here: XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

### Reason for overdue case

Case received close to deadline  
Lead officer absence  
Officer delay  
Waiting for line clearance  
Sent back within TfL's 5 day deadline

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 13 September 2019 20:35  
**To:** [REDACTED]  
**Cc:** Tim Steer  
**Subject:** Re: MGLA070819-9567 Victoria Rance Silvertown Tunnel

Hello! Yes, no problem. I can pick this up. Very helpful steer below. I'll get in touch with David and [REDACTED] next week.

[REDACTED]

[REDACTED]  
[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** Friday, September 13, 2019 4:45 pm  
**To:** [REDACTED]  
**Cc:** Tim Steer  
**Subject:** Re: MGLA070819-9567 Victoria Rance Silvertown Tunnel

Hi [REDACTED]

Can I leave this with you while I'm away next week sorry!

For ease, the three things Victoria requests in her letter are:

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.
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.
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.

I think we can use the letter I've drafted so far as a base and then expand to respond to the three points. David Rowe can respond to points 2 and 3 I guess, but point 1 will need help from [REDACTED] team I guess.

And I'm guessing that Heidi's comment about her trying to finding a way to draw a line under this while not being rude means my original draft was too blunt!!

**From:** Heidi Alexander <[REDACTED]@london.gov.uk>

**Date:** Friday, 13 September 2019 at 16:24

To: [REDACTED] <[REDACTED]@london.gov.uk>

**Cc:** [REDACTED] [REDACTED] <[REDACTED]@london.gov.uk>, Tim Steer <[REDACTED]@london.gov.uk>, <[REDACTED]@tfl.gov.uk>

**Subject:** Fwd: MGLA070819-9567 Victoria Rance Silvertown Tunnel

I think my response to her needs to respond to the 3 things she has asked for. Could you redraft and then I will find a way to try to make it clear, without being rude, that we can't continue in this constant exchange of letters.

Ta

H

From: [REDACTED] <[REDACTED]@tfl.gov.uk>

Sent: Wednesday, September 11, 2019 1:53:17 PM

**To:** Heidi Alexander <[REDACTED]@london.gov.uk>

**Subject: FW: MGLA070819-9567 Victoria Rance Silvertown Tunnel**

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

**Sent:** 09 September 2019 11:12

**To:** [REDACTED]

**Cc:** TT Correspondence

**Subject:** Fw: MGLA070819-9567 Victoria Rance Silvertown Tunnel

Hi [REDACTED]

please find attached draft response which Heidi has discussed with

Attached incoming letter for reference

Many thanks

#LondonIsOpen

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 17 September 2019 19:33  
**To:** [REDACTED] Rowe David (ST)  
**Cc:** [REDACTED]  
**Subject:** Re: MGLA070819-9567 Victoria Rance Silvertown Tunnel

Thanks [REDACTED]

David – are you okay to pick up the other two points?

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Date:** Tuesday, 17 September 2019 at 16:24  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>, Rowe David <[REDACTED]@TfL.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: MGLA070819-9567 Victoria Rance 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

[REDACTED]

[REDACTED]

**Zero Carbon Policy and Programmes Manager, Environment team**  
GREATERLONDONAUTHORITY  
City Hall, The Queen's Walk, London SE1 2AA  
020 7983 [REDACTED] | [REDACTED]

**london.gov.uk**  
[REDACTED]@london.gov.uk



---

From: [REDACTED] <[REDACTED]@london.gov.uk>  
Sent: 16 September 2019 13:04  
To: Rowe David (ST) <[REDACTED]@TfL.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
Cc: [REDACTED] <[REDACTED]@london.gov.uk>  
Subject: FW: MGLA070819-9567 Victoria Rance Silvertown Tunnel

[Attachment 20190916\_1304]

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 Victoria'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

# MAYOR OF LONDON

[Attachment 20190916\_1304]

**Victoria Rance**

**Ref:** MGLA070819-9567

**Date:**

Dear Victoria,

It was nice to meet you on 2 August and thank you for your further correspondence dated 7 August and your letter and briefing note to the Mayor dated 15 August.

As the Mayor and I have made very clear previously, we are in full support of the Silvertown Tunnel. Building a new tunnel with an associated user charge, as well as introducing a user charge at the Blackwall Tunnel, will effectively eliminate existing congestion, lead to an overall improvement in air quality and allow TfL to operate frequent and reliable cross-river bus services. The scheme will improve our environment, encourage more sustainable transport choices and support growth in east and south east London.

Again, as I have previously outlined, TfL assessed a wide range of alternative options and its work was subject to public scrutiny through a detailed sixth month public examination and four public consultations. This work clearly demonstrates that the Silvertown Tunnel is the right approach and I fully support them progressing this vital project.

I know you hold very strong views about the scheme, however, I have made my own views and those of TfL very clear now on a number of occasions. As such, I don't intend to enter into any further correspondence with you personally in relation to this scheme.

Thank you again for writing to me.

Yours sincerely,

**Heidi Alexander**

Deputy Mayor for Transport

## DEPUTY MAYOR'S OFFICE ADVICE NOTES

(TO BE COMPLETED BY DRAFTING OFFICER)

<b>Letter Being Sent to:</b>	<i>Victoria Rance</i>
<b>Topic:</b>	<i>Silvertown Tunnel</i>
<b>Drafted by:</b>  <u>Or</u> (delete either option as appropriate)  Drafted by: XXXX obo XXXX (enter name of team or officer)	<div>██████████</div> <i>Principal Policy Officer</i>
<b>Unit/Team:</b>	<i>Transport Team</i>
<b>Cleared by (Line Manager):</b>	<div>██████████</div> <div>██████████</div>

### **Timeline**

<b>Date - Correspondence passed over to TfL to draft reply:</b>	
<b>Date - Draft received from TfL:</b>	
<b>Date - Draft reviewed by Transport Team:</b>	<i>09/09/19</i>

### **Background/Comments:**

Add additional information here: this draft closes off \*0128 and \*9544

### **Reason for overdue case**

Case received close to deadline  
Lead officer absence  
Officer delay  
Waiting for line clearance  
Sent back within TfL's 5 day deadline

[REDACTED]

---

**From:** Rowe David (ST) <[REDACTED]@TfL.gov.uk>  
**Sent:** 18 September 2019 08:24  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: MGLA070819-9567 Victoria Rance 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.

---

**From:** [REDACTED] [mailto:[REDACTED]@london.gov.uk]  
**Sent:** 16 September 2019 13:04  
**To:** Rowe David (ST); [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** FW: MGLA070819-9567 Victoria Rance 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 Victoria'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

#LondonIsOpen

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[REDACTED]

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**From:** [REDACTED]  
**Sent:** 18 September 2019 10:13  
**To:** [REDACTED] Rowe David (ST)  
**Cc:** [REDACTED]  
**Subject:** RE: MGLA070819-9567 Victoria Rance Silvertown Tunnel  
**Attachments:** MGLA070819-9567 - Victoria Rance - Silvertown Tunnel [REDACTED].docx

Attached – it will need to be cleared by Shirley today as I will be sending to Heidi tomorrow morning, so it goes out before [REDACTED]

Thanks both very much for your help

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 18 September 2019 09:32  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; Rowe David (ST) <[REDACTED]@TfL.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: MGLA070819-9567 Victoria Rance Silvertown Tunnel

Great thanks – can someone send me full draft to send her for context?

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 17 September 2019 19:34  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; Rowe David (ST) <[REDACTED]@TfL.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: MGLA070819-9567 Victoria Rance Silvertown Tunnel

And yes if you could clear with Shirley that would be helpful. We ideally need the letter sent by Thursday as Heidi is on leave after that

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Date:** Tuesday, 17 September 2019 at 16:25  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; Rowe David <[REDACTED]@TfL.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: MGLA070819-9567 Victoria Rance Silvertown Tunnel

Hi also meant to add with Shirley get to review this or do you want me to clear it with her as sensitive?

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 17 September 2019 16:25  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; Rowe David (ST) <[REDACTED]@TfL.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: MGLA070819-9567 Victoria Rance 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

[REDACTED]

[REDACTED] [REDACTED]

**Zero Carbon Policy and Programmes Manager, Environment team**

**GREATERLONDONAUTHORITY**

City Hall, The Queen's Walk, London SE1 2AA

020 7983 [REDACTED] | [REDACTED]

**london.gov.uk**

[REDACTED] [london.gov.uk](https://www.london.gov.uk)

[REDACTED]

---

From: [REDACTED] <[REDACTED]@[london.gov.uk](https://www.london.gov.uk)>

Sent: 16 September 2019 13:04

To: Rowe David (ST) <[REDACTED]@[TfL.gov.uk](https://www.tfl.gov.uk)>; [REDACTED] <[REDACTED]@[london.gov.uk](https://www.london.gov.uk)>

Cc: [REDACTED] <[REDACTED]@[london.gov.uk](https://www.london.gov.uk)>

Subject: FW: MGLA070819-9567 Victoria Rance 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 Victoria'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
-

# MAYOR OF LONDON

**Victoria Rance**  
[REDACTED]

**Ref:** MGLA070819-9567

**Date:**

Dear Victoria,

It was nice to meet you on 2 August and thank you for your further correspondence dated 7 August and your letter and briefing note to the Mayor dated 15 August.

As the Mayor and I have made very clear previously, we are in full support of the Silvertown Tunnel. Building a new tunnel with an associated user charge, as well as introducing a user charge at the Blackwall Tunnel, will effectively eliminate existing congestion, lead to an overall improvement in air quality and allow TfL to operate frequent and reliable cross-river bus services. The scheme will improve our environment, encourage more sustainable transport choices and support growth in east and south east London.

Again, as I have previously outlined, TfL assessed a wide range of alternative options and its work was subject to public scrutiny through a detailed sixth month public examination and four public consultations. This work clearly demonstrates that the Silvertown Tunnel is the right approach and I fully support them progressing this vital project.

Turning to the points you have raised in your letter, you believe that a new carbon impact assessment TfL's transport policy should be carried out. 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.

In your letter, you say that the business case and traffic forecasts for the Silvertown Tunnel should be reviewed. To be clear, the business case 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.

You also said in your letter that new air quality assessments should be undertaken to show how air quality would change if the tolls were ever removed. As you are already aware, 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.

I know you hold very strong views about the scheme, however, I have made my own views and those of TfL very clear now on a number of occasions. As such, I don't intend to enter into any further correspondence with you personally in relation to this scheme.

Thank you again for writing to me.

Yours sincerely,

**Heidi Alexander**  
Deputy Mayor for Transport

## DEPUTY MAYOR'S OFFICE ADVICE NOTES

(TO BE COMPLETED BY DRAFTING OFFICER)

<b>Letter Being Sent to:</b>	<i>Victoria Rance</i>
<b>Topic:</b>	<i>Silvertown Tunnel</i>
<b>Drafted by:</b>  <u>Or</u> (delete either option as appropriate)  Drafted by: XXXX obo XXXX (enter name of team or officer)	<div>██████████</div> <i>Principal Policy Officer</i>
<b>Unit/Team:</b>	<i>Transport Team</i>
<b>Cleared by (Line Manager):</b>	<div>██████████</div> <div>██████████</div>

### **Timeline**

<b>Date - Correspondence passed over to TfL to draft reply:</b>	
<b>Date - Draft received from TfL:</b>	
<b>Date - Draft reviewed by Transport Team:</b>	<i>09/09/19</i>

### **Background/Comments:**

Add additional information here: this draft closes off \*0128 and \*9544

### **Reason for overdue case**

Case received close to deadline  
Lead officer absence  
Officer delay  
Waiting for line clearance  
Sent back within TfL's 5 day deadline

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 19 September 2019 21:49  
**To:** Heidi Alexander; [REDACTED]  
**Cc:** Tim Steer; [REDACTED]  
**Subject:** Re: MGLA070819-9567 Victoria Rance Silvertown Tunnel

Hi Heidi,

That's now in your inbox as a draft, ready for you to review.

I checked in with [REDACTED] and he sent me two responses from you (see attached). I cannot find any others on our system, so think it's just these two which I've added into the letter and referenced in the email. The only other piece that might be worth referencing is the recently issued [Change.org response](#), which I've also added in.

---

**From:** Heidi Alexander <[REDACTED]@london.gov.uk>  
**Date:** Thursday, 19 September 2019 at 17:03  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** Tim Steer <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@tfl.gov.uk>, [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: MGLA070819-9567 Victoria Rance Silvertown Tunnel

Thanks [REDACTED]

[Attachment 20190919\_1703]

I have amended slightly see attached.

Can you go into my inbox tomorrow morning and attach this letter and the incoming letter to a draft email to David B and MDs. As I am being quite definitive in the last para, I do want to let them know in advance before I send this as I could see this may get some press pick up if the STC the release this. Plse set out the occasions on which I have previously responded. I will then go into my drafts, review and send.

Ta

H

**Heidi Alexander | Deputy Mayor for Transport**  
City Hall | The Queen's Walk | London | SE1 2AA

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 19 September 2019 16:09  
**To:** Heidi Alexander <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** Tim Steer <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: MGLA070819-9567 Victoria Rance Silvertown Tunnel

[Attachment 20190919\_1609]

Heidi – see attached an amended response for you to look at. The carbon text has been cleared through the environment team and David R helped with the rest.

Let me know if you need anything else on this one.

[REDACTED]

---

**From:** Heidi Alexander <[REDACTED]@london.gov.uk>  
**Sent:** 13 September 2019 16:25  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>  
**Subject:** Fwd: MGLA070819-9567 Victoria Rance Silvertown Tunnel

[REDACTED]

I think my response to her needs to respond to the 3 things she has asked for. Could you redraft and then I will find a way to try to make it clear, without being rude, that we can't continue in this constant exchange of letters.

Ta

H

---

**From:** [REDACTED] <[REDACTED]@tfl.gov.uk>  
**Sent:** Wednesday, September 11, 2019 1:53:17 PM  
**To:** Heidi Alexander <[REDACTED]@london.gov.uk>  
**Subject:** FW: MGLA070819-9567 Victoria Rance Silvertown Tunnel

---

**From:** TT Correspondence [mailto:[REDACTED]@london.gov.uk]  
**Sent:** 09 September 2019 11:12  
**To:** [REDACTED]  
**Cc:** TT Correspondence  
**Subject:** Fw: MGLA070819-9567 Victoria Rance Silvertown Tunnel

Hi [REDACTED]

please find attached draft response which Heidi has discussed with [REDACTED]

Attached incoming letter for reference

Many thanks

[REDACTED]

#LondonIsOpen

# MAYOR OF LONDON

[Attachment 20190919\_1703]

**Victoria Rance**  
[REDACTED]

**Ref:** MGLA070819-9567

**Date:**

Dear Victoria,

I am writing further to our meeting last month and your subsequent correspondence dated 7 August and your letter and briefing note to the Mayor dated 15 August.

As the Mayor and I have made very clear previously, we are in full support of the Silvertown Tunnel. Building a new tunnel with an associated user charge, as well as introducing a user charge at the Blackwall Tunnel, will effectively eliminate existing congestion, lead to an overall improvement in air quality and allow TfL to operate frequent and reliable cross-river bus services. The scheme will improve our environment, encourage more sustainable transport choices and support growth in east and south east London.

Again, as I have previously outlined, TfL assessed a wide range of alternative options and its work was subject to public scrutiny through a detailed sixth month public examination and four public consultations. This work clearly demonstrates that the Silvertown Tunnel is the right approach and I fully support them progressing this vital project.

Turning to the points you have raised in your letter, you believe that a new carbon impact assessment of TfL's transport policy should be carried out. 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 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 operational carbon emissions as the total number of vehicles crossing the Thames is not forecast to increase. Silvertown tunnel will not undermine the overall carbon reduction required across the wider transport sector from either direct emissions or when factoring in embodied carbon. I do not therefore agree that it is necessary to reassess London's carbon trajectory and will continue to focus on the near-term action required given the urgency needed to achieve the current targets.

In your letter, you say that the business case and traffic forecasts for the Silvertown Tunnel should be reviewed. To be clear, the business case 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.

You also said in your letter that new air quality assessments should be undertaken to show how air quality would change if the tolls were ever removed. As you are already aware, 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.

I know you hold very strong views about the scheme, however, I have made my own views and those of TfL very clear now on a number of occasions (letters dated XXX, XXXX, XXXX). I must therefore advise you that unless there are substantively new and different points that you wish to raise with me, I am not convinced of the merits of further written exchanges between us of this nature.

Thank you again for writing to me.

Yours sincerely,

**Heidi Alexander**  
Deputy Mayor for Transport

## DEPUTY MAYOR'S OFFICE ADVICE NOTES

(TO BE COMPLETED BY DRAFTING OFFICER)

<b>Letter Being Sent to:</b>	<i>Victoria Rance</i>
<b>Topic:</b>	<i>Silvertown Tunnel</i>
<b>Drafted by:</b>  <u>Or</u> (delete either option as appropriate)  Drafted by: XXXX obo XXXX (enter name of team or officer)	<div>██████████</div> <i>Principal Policy Officer</i>
<b>Unit/Team:</b>	<i>Transport Team</i>
<b>Cleared by (Line Manager):</b>	<div>██████████</div> <div>██████████</div>

### **Timeline**

<b>Date - Correspondence passed over to TfL to draft reply:</b>	
<b>Date - Draft received from TfL:</b>	
<b>Date - Draft reviewed by Transport Team:</b>	<i>09/09/19</i>

### **Background/Comments:**

Add additional information here: this draft closes off \*0128 and \*9544

### **Reason for overdue case**

Case received close to deadline  
Lead officer absence  
Officer delay  
Waiting for line clearance  
Sent back within TfL's 5 day deadline

# MAYOR OF LONDON

[Attachment 20190919\_1609]

**Victoria Rance**  
[REDACTED]

**Ref:** MGLA070819-9567

**Date:**

Dear Victoria,

It was nice to meet you on 2 August and thank you for your further correspondence dated 7 August and your letter and briefing note to the Mayor dated 15 August.

As the Mayor and I have made very clear previously, we are in full support of the Silvertown Tunnel. Building a new tunnel with an associated user charge, as well as introducing a user charge at the Blackwall Tunnel, will effectively eliminate existing congestion, lead to an overall improvement in air quality and allow TfL to operate frequent and reliable cross-river bus services. The scheme will improve our environment, encourage more sustainable transport choices and support growth in east and south east London.

Again, as I have previously outlined, TfL assessed a wide range of alternative options and its work was subject to public scrutiny through a detailed sixth month public examination and four public consultations. This work clearly demonstrates that the Silvertown Tunnel is the right approach and I fully support them progressing this vital project.

Turning to the points you have raised in your letter, you believe that a new carbon impact assessment TfL's transport policy should be carried out. 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 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 operational carbon emissions as the total number of vehicles crossing the Thames is not forecast to increase. Silvertown tunnel will not undermine the overall carbon reduction required across the wider transport sector from either direct emissions or when factoring in embodied carbon. I do not therefore agree that it is necessary to reassess London's carbon trajectory and will continue to focus on the near-term action required given the urgency needed to achieve the current targets.

In your letter, you say that the business case and traffic forecasts for the Silvertown Tunnel should be reviewed. To be clear, the business case 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.

You also said in your letter that new air quality assessments should be undertaken to show how air quality would change if the tolls were ever removed. As you are already aware, 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.

I know you hold very strong views about the scheme, however, I have made my own views and those of TfL very clear now on a number of occasions. As such, I don't intend to enter into any further correspondence with you personally in relation to this scheme.

Thank you again for writing to me.

Yours sincerely,

**Heidi Alexander**  
Deputy Mayor for Transport

## DEPUTY MAYOR'S OFFICE ADVICE NOTES

(TO BE COMPLETED BY DRAFTING OFFICER)

<b>Letter Being Sent to:</b>	<i>Victoria Rance</i>
<b>Topic:</b>	<i>Silvertown Tunnel</i>
<b>Drafted by:</b>  <u>Or</u> (delete either option as appropriate)  Drafted by: XXXX obo XXXX (enter name of team or officer)	<div>██████████</div> <i>Principal Policy Officer</i>
<b>Unit/Team:</b>	<i>Transport Team</i>
<b>Cleared by (Line Manager):</b>	<div>██████████</div> <div>██████████</div>

### **Timeline**

<b>Date - Correspondence passed over to TfL to draft reply:</b>	
<b>Date - Draft received from TfL:</b>	
<b>Date - Draft reviewed by Transport Team:</b>	<i>09/09/19</i>

### **Background/Comments:**

Add additional information here: this draft closes off \*0128 and \*9544

### **Reason for overdue case**

Case received close to deadline  
Lead officer absence  
Officer delay  
Waiting for line clearance  
Sent back within TfL's 5 day deadline

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 03 September 2019 19:31  
**To:** TT Correspondence  
**Cc:** [REDACTED] Tim Steer; TT Correspondence  
**Subject:** Re: Silvertown-letter/meeting?

Hi [REDACTED]

Discussed this earlier with [REDACTED] We're going to confirm approach with Heidi, but for now assume that I'll draft a response and I'll liaise with TfL for details as required.

Thanks  
[REDACTED]

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From: TT Correspondence  
Sent: Tuesday, 3 September, 19:28  
Subject: FW: Silvertown-letter/meeting?  
To: [REDACTED]  
Cc: [REDACTED] Tim Steer, TT Correspondence

Hi [REDACTED]

Shall we send this over to TfL for drafting, or would you like to work on a draft response?

Many thanks  
[REDACTED]

**From:** Heidi Alexander  
**Sent:** 03 September 2019 15:01  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** FW: Silvertown-letter/meeting?

I'm assuming you and TfL will be consulted in preparation of a line but sharing so you have copy of it and so that we can start on process of getting draft response together

Ta

H

**Heidi Alexander | Deputy Mayor for Transport**  
**City Hall | The Queen's Walk | London | SE1 2AA**

**From:** Nick Bowes <[REDACTED]@london.gov.uk>  
**Sent:** 03 September 2019 14:58  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** Shirley Rodrigues <[REDACTED]@london.gov.uk>; Heidi Alexander <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

**Subject:** FW: Silvertown-letter/meeting?

We might need a line ready on this

**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 September 2019 13:14  
**To:** Nick Bowes <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@livingstreets.org.uk>  
**Subject:** RE: Silvertown-letter/meeting?

Dear Nick,

So here finally is our letter attached.  
Please note that we are sending this as an open letter – ie will make it public.

Apologies that we did not even get this to you yesterday as I had promised (and really thought was fool-proof by then!) – it has been tricky with almost all signatories coming and going at some point, including [REDACTED] just getting back this week.

We look forward to hearing from yourselves.

Best regards,  
[REDACTED]

[REDACTED]  
Friends of the Earth Air Pollution Campaigner  
[REDACTED]@[REDACTED]  
The Printworks, 1<sup>st</sup> Floor, 137-143 Clapham Road, London SW9 0HP  
<https://friendsoftheearth.uk>, @friends\_earth  
[REDACTED]

**From:** [REDACTED]  
**Sent:** 30 August 2019 17:39  
**To:** Nick Bowes <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@livingstreets.org.uk>  
**Subject:** Re: Silvertown-letter/meeting?

Dear Nick,  
Apologies again-it will be Monday now (definitely!) [REDACTED]

Sent from my iPhone

On 23 Aug 2019, at 16:59, Jenny Bates <[REDACTED]> wrote:

Dear Nick,  
Thanks for your reply, and just to keep you updated – we have been preparing our letter but different people have been away/back/away etc.  
[REDACTED] is now off, and someone else is also off today it turns out, so we can't get it out today - but you should now get our letter Tuesday/early next week.  
[REDACTED]

[REDACTED]  
Friends of the Earth Air Pollution Campaigner  
[REDACTED]  
The Printworks, 1<sup>st</sup> Floor, 137-143 Clapham Road, London SW9 0HP  
<https://friendsoftheearth.uk>, @friends\_earth  
[REDACTED]

**From:** Nick Bowes <[REDACTED]@london.gov.uk>  
**Sent:** 16 August 2019 14:12



To: [REDACTED] <[REDACTED]>  
Cc: [REDACTED] <[REDACTED]@livingstreets.org.uk>  
Subject: RE: Silvertown-letter/meeting?

Hello [REDACTED]  
I hope you are well  
Thanks for the email. I know this is a subject on which you and others are passionate.  
I am not sure an additional meeting would add anything to meetings which have already taken place – I believe you were at recent meetings with DMs Heidi Alexander and Shirley Rodrigues. I am not sure that there is much else to add to what was discussed then  
I'll look out for the next letter  
Best wishes, Nick

From: [REDACTED] <[REDACTED]>  
Sent: 16 August 2019 13:08  
To: Nick Bowes <[REDACTED]@london.gov.uk>  
Cc: [REDACTED] <[REDACTED]@livingstreets.org.uk>  
Subject: Silvertown-letter/meeting?

Dear Nick,

I hope you are well, though no doubt busy.

Just to say that you may have seen that the Stop Silvertown Coalition referred to a **letter which will be coming from Active Travel charities/NGOs** (<https://twitter.com/SilvertownTn/status/1161923289436102656>) – that is a letter which will come very shortly (hopefully on Monday) from [REDACTED] of Living Streets (copied) who was not around yesterday PM, and isn't today (hence me wanting to just explain/let you know this is coming).

This will be a letter in response the letter he and the co-signatories received from the Mayor (of 4<sup>th</sup> June), which was a reply to our letter (of 26 March) – but we will **be asking if we could urgently meet to discuss the Silvertown scheme.**

This will be a request to meet the Mayor and yourself (although we recognise in reality that may mean yourself) – and we will **request that we meet you urgently, ahead of any signing of the contract for the tunnel, as we want to ask you to pause the scheme/reconsider.**

The letter will be from as many signatories as are around – [REDACTED] has been liaising with them and some are currently away.

Thanks, and hope that we will be able to meet soon,  
[REDACTED]

[REDACTED]  
Friends of the Earth Air Pollution Campaigner  
[REDACTED] @ [REDACTED]  
The Printworks, 1<sup>st</sup> Floor, 137-143 Clapham Road, London SW9 0HP  
<https://friendsoftheearth.uk>, @friends\_earth  
[REDACTED]

[REDACTED]

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**From:** Heidi Alexander  
**Sent:** 19 September 2019 16:49  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Silvertown-letter/meeting?

Great - ta

**Heidi Alexander | Deputy Mayor for Transport**  
City Hall | The Queen's Walk | London | SE1 2AA

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 19 September 2019 16:05  
**To:** Heidi Alexander <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown-letter/meeting?

Heidi – to update, the Mayor’s response to the Jenny Bates Silvertown letter went earlier this afternoon.

I’ve now contacted Sustrans, Living Streets, Cycling UK, LCC, M4L, C4BT individually to set up meetings (see attached an example).

[REDACTED]

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**From:** Heidi Alexander <[REDACTED]@london.gov.uk>  
**Sent:** 13 September 2019 14:59  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Fwd: Silvertown-letter/meeting?

I’d like to handle this differently.

The letter should go from the Mayor to [REDACTED] and needs to go through usual sign off process with Nick etc

I have amended the letter below.

[REDACTED] - can I leave you to sort the process with correspondence unit etc?

[REDACTED] - when this letter has actually gone, I’d like you to contact the named co-signatories with a copy v quickly and suggest that I would like to set up a meeting with Sustrans, Living Streets, Cycling UK, LCC, M4L, C4BT - these will be individual meetings and you should say there may be other areas of work that you would like to pick up during the meeting (plse clear the text of the email that you are going to send with me before it goes).

Having seem Jenny B previously, I don't need another meeting to be set up with her.

Ta

H

Ta

H

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**From:** [REDACTED] <[REDACTED][tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>

**Sent:** Friday, September 13, 2019 12:48

**To:** Heidi Alexander

**Subject:** FW: Silvertown-letter/meeting?

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**From:** TT Correspondence [[mailto:\[REDACTED\]@london.gov.uk](mailto:[REDACTED]@london.gov.uk)]

**Sent:** 12 September 2019 16:15

**To:** [REDACTED]

[Attachment 20190912\_1615]

**Cc:** TT Correspondence; [REDACTED]

**Subject:** FW: Silvertown-letter/meeting?

Hi [REDACTED]

Please find the draft response below.

Please could you Cc David Rowe when the response is sent out,

Could you also please liaise with [REDACTED] and David to set up the meeting?

Many thanks

[REDACTED]

Dear [REDACTED]

Thank you for your letter regarding the Silvertown tunnel dated 3 September and co-signed by Living Streets, Sustrans, Cycling UK, London Cycling Campaign, Mums for Lungs and Campaign for Better Transport.

I welcome your backing for our Healthy Streets approach as well as your support for the work we are doing to clean up London's air and address the climate emergency. I know you feel strongly about the Silvertown Tunnel, and I am aware that my Deputy Mayor for Transport, Heidi Alexander and my Deputy Mayor for the Environment Shirley Rodrigues met with you and other members of the Stop Silvertown Tunnel Coalition in August.

I am also aware that there was significant, detailed correspondence prior to the August meeting between the Stop Silvertown Tunnel Coalition and my team. I enclose Heidi Alexander's letters here as I believe they may be of interest to your co-signatories and indeed address many of the points you make in your letter to me.

I have also asked Heidi, along with David Rowe from Transport for London (TfL) to meet personally with your co-signatories as I know that whilst this is a subject she has already discussed with you, she hasn't yet had the opportunity to do so with all of you. I understand her assistant, [REDACTED] will be in contact to make the arrangements.

Thank you again for your letter.

Yours sincerely,

Sadiq Khan

---

From: [REDACTED] <[REDACTED]>  
Sent: 03 September 2019 13:14  
To: Nick Bowes <[REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)>  
Cc: [REDACTED] <[REDACTED][livingstreets.org.uk](mailto:[REDACTED]@livingstreets.org.uk)>  
Subject: RE: Silvertown-letter/meeting?

Dear Nick,

So here finally is our letter attached.

Please note that we are sending this as an open letter – ie will make it public.

Sadiq Khan  
Mayor of London  
City Hall  
The Queen's Walk  
London SE1 2AA

3<sup>rd</sup> September 2019

Dear Mayor,

**Open letter, re: pausing Silvertown Tunnel**

Thank you for your letter of 4th June in response to our letter 26th March on the Silvertown Tunnel.

We write to urge you, given the pause on the project currently enforced on you by the legal case on contractors, to use this time to further evaluate this project against alternative solutions, in light of recent developments. We also request a meeting to discuss these alternatives.

As leading active travel and environmental NGOs, we are your allies in improving conditions for walking and cycling through the Healthy Streets approach. We support your determination to address London's air quality and climate crises. We strongly back your Mayor's Transport Strategy's aims to reduce motor traffic levels and the proportion of trips made in London by private motor vehicles. Yet we consider the Silvertown Tunnel is incompatible with these laudable policies, indeed it is likely to work directly against them.

We do appreciate the previous review of east London river crossings you undertook, and revisions to the Silvertown scheme to the extent it is now asserted that tolls would control traffic such that the scheme would result in no overall increase (or even a slight decrease), in traffic, air pollution or carbon emissions. However even this scenario presents problems, and we do not consider this scenario an adequate contribution to London's sustainable development.

Given the scale of London's air pollution and climate crises, their impacts on residents and your own policies, we believe all new transport schemes should properly contribute to addressing these problems rather than ignoring them, or even risk exacerbating them. This is the only likely way that not only will we be able to clean up our air and avoid the worst of the climate crisis, but that you will achieve your stated policy aims.

The Silvertown Tunnel risks doing the opposite.

1. Even assuming TfL's assertion that the Silvertown Tunnel will result in no additional motor traffic journeys (due to tolling), the negative impacts to congestion and thus air quality where traffic is redistributed to new areas would be serious and unacceptable. Indeed TfL acknowledges that, while slightly improving air pollution in some areas, the scheme would worsen air pollution in other areas where it would already be over legal limits. The Silvertown Tunnel must not be a hugely expensive method of simply redistributing existing road traffic, congestion and air pollution.
2. The evidence on "induced demand" is however that increases in road capacity almost invariably generate new traffic, particularly in already-congested areas such as East London. TfL asserts that tolling will be used to restrain trips at approximately current levels overall. But TfL's traffic modelling does not, we understand, assume that any actual new trips or

demand will be generated by the tunnel, nor any from any subsequent land use change. Yet we have recently seen an application for a lorry park, in anticipation it seems of Silvertown being built, which would bring more HGV traffic to the area (as well as raising concerns about the potential negative impact for the safety of people who walk and cycle in the area).

If the tunnel does, as history would suggest, result in further additional trips over time, then it would also result in more overall traffic, pollution and emissions. Alternatively, tolling would have to be increased after the tunnel opens, which could prove hard to do at all (let alone rapidly) once the fee structure is established.

3. The Silvertown Tunnel is predicated on keeping motor vehicle flows from north-south London and vice versa in the area broadly static. That stands in stark contrast with your Mayor's Transport Strategy's stated aim to effectively halve the proportion of motor vehicle journeys made (removing millions of them from London, overall, daily) by 2041. It also ignores the elasticity in current mode share that is identified by TfL that shows millions of daily car journeys that could easily be done by other modes.  
Further, the current trajectory of your strategy documents is not bold enough to achieve emission cuts that would see London holding up its end of the Paris climate change Agreement.  
In other words, you must make even more rapid and deep cuts to private motor traffic volumes to achieve your policy ambitions and deal with the climate crisis, yet Silvertown Tunnel will not play its part.

While it is clear current problems at Blackwall need addressing, the above warrant a careful consideration of viable alternatives prior to commencing with Silvertown. A full package of whatever combination of measures is needed must be evaluated. So far, this has not happened:

- a. TfL has confirmed its "max" alternatives package did not include considering measures to "throttle back" private motor traffic at the Blackwall Tunnel approaches, which could be done in stages - even back to the M25. This could include reallocating road space to a bus priority scheme at the Blackwall Tunnel approaches, improving bus services through Blackwall Tunnel.  
This would likely trigger "modal shift" as well as reducing private motor traffic capacity there. Reduction in private motor traffic capacity there would lead to "traffic evaporation", reducing emissions and pollution levels – a "road diet", as this approach is known.
- b. We also understand that tolling the Blackwall Tunnel (without building the Silvertown Tunnel) wasn't modelled to a level to address the current problems.
- c. There has also been no assessment that we can ascertain which includes the impact of any likely future London-wide road-user charging schemes on the levels of motor traffic using Blackwall and other east London crossings.

We believe these are ample reasons for you and TfL to re-evaluate the Silvertown Tunnel. But more, allowing the tunnel to move forward while the proposed walking and cycling bridge from Rotherhithe to Canary Wharf is paused due to costs, despite both being set out as part of the same package, seems additionally problematic. The bridge has potential benefits for the city's health, economy and environment, the Silvertown tunnel could well have the opposite effects; yet currently one moves forward and the other doesn't.

In conclusion, growing travel demand in East London should be catered for sustainably, as must the resolution of existing congestion. This proposed major road scheme is completely inappropriate considering the transport and environmental challenges facing London - and, if allowed to move forward, risks seriously damaging your own stated policies and ambitions for our great city, and would be an unfortunate legacy.

We urge you to at least evaluate the scheme against a fuller package of alternatives, although we think the reasons to scrap Silvertown Tunnel entirely are clear.

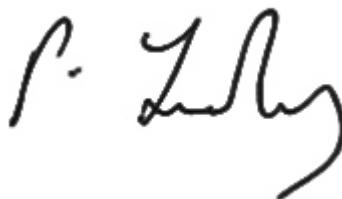
We therefore urge you to meet us to discuss these proposals and the alternatives available to you.

Yours,



Joe Irvin

Chief Executive, Living Streets



Paul Tuohy

Chief Executive, Cycling UK



Xavier Brice

Chief Executive, Sustrans



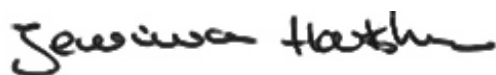
Dr Ashok Sinha

Chief Executive, London Cycling Campaign



Jenny Bates

Clean Air Campaigner, Friends of the Earth



Jemima Hartshorn

Founder, Mums for Lungs



Chris Barker

Secretary, Campaign for Better Transport

[REDACTED]

---

**From:** Nick Bowes  
**Sent:** 20 September 2019 11:53  
**To:** Heidi Alexander; David Bellamy; Patrick Hennessy; Jack Stenner; Leah Kreitzman  
**Cc:** [REDACTED]  
**Subject:** RE: Stop Silvertown Coalition  
**Attachments:** Re: MGLA050919-1689 FW: Silvertown-letter/meeting? [Attachment 20190920\_1153]

Also, worth noting the attached in response to the Mayor's letter

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**From:** Heidi Alexander <[REDACTED]@london.gov.uk>  
**Sent:** 20 September 2019 10:50  
**To:** David Bellamy <[REDACTED]@london.gov.uk>; Nick Bowes <[REDACTED]@london.gov.uk>; Patrick Hennessy <[REDACTED]@london.gov.uk>; Jack Stenner <[REDACTED]@london.gov.uk>; Leah Kreitzman <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Stop Silvertown Coalition

Hi all,

Just closing a few things out before I try to detach myself from my phone/iPad.

I wanted you to know that I'm planning on sending the attached response to Victoria Rance from the Stop Silvertown Coalition.

As you can see from the final paragraph, I'm intending to say that unless there are any substantively new and different points that they wish to raise, I am not convinced of the merits of further written exchanges.

In addition to meeting with the Stop Silvertown Coalition on 2 August, I've sent detailed responses to previous communications from the group, including a letter from me dated 30/05/2019 and another dated 18/06/2019. A Change.org response dated 13/09/2019 has also been issued.

I wanted to let you know in advance of me doing this as I could see this getting some local press pick up, if (as I assume they will) the Stop Silvertown Coalition choose to release my letter to the News Shopper or similar.

I do think there is a need to try to draw a line under the perpetual exchange of correspondence - as soon as I write, I get a reply within about 48 hours normally.



On wider matters relating to Silvertown, I am speaking at Greenwich Council's Labour Group on my return and am doing a series of individual meetings with the signatories to the letter to the Mayor from NGOs like Living Streets, Sustrans, LCC etc (as promised in the reply which went out yesterday).

Plse shout if you have any concerns with any of this as [REDACTED] will be getting the letter out in my and [REDACTED] absence.

Thanks

Heidi

**From:** [REDACTED] <[REDACTED]>  
**Sent:** 20 September 2019 11:26  
**To:** Mayor; Nick Bowes  
**Cc:** [REDACTED] livingstreets.org.uk  
**Subject:** Re: MGLA050919-1689 FW: Silvertown-letter/meeting?

Dear [REDACTED], & Nick,

We thank the Mayor very much for this response, and attachments which I have shared with the other co-signatories.

We also thank him for the offer of a meeting, as suggested, and we (as the group of Active Travel & environment campaign NGOs), would very much like to take him up on that.

We look forward to hearing from [REDACTED] on possible dates which would suit those involved.

I would just take this opportunity to point out that I attended the meeting the Stop Silvertown Tunnel Coalition had with your two Deputy Mayors, but (as I mentioned at that meeting) I/we at Friends of the Earth are not actually part of that coalition-they had asked me to join them due to my expertise on air quality & long experience of the project.

[REDACTED]  
[REDACTED]  
Friends of the Earth Air Pollution Campaigner

The Printworks, [1<sup>st</sup> Floor, 137-143 Clapham Road, London SW9 0HP](#)  
[@friends\\_earth](https://friendsoftheearth.uk)

Sent from my iPhone

On 19 Sep 2019, at 11:29, Mayor of London <[mayor@london.gov.uk](mailto:mayor@london.gov.uk)> wrote:

Dear [REDACTED]

Thank you to you and your co-signatories for your letter to the Mayor.

Please see his response attached.

Kind regards,

[REDACTED]  
Mayor's Office

#LondonIsOpen

**GREATER LONDON AUTHORITY NOTICE:**

The information in this email may contain confidential or privileged materials. For more information see <https://www.london.gov.uk/about-us/email-notice/>

<050919-1689.pdf>

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 20 September 2019 12:14  
**To:** Nick Bowes; Heidi Alexander; David Bellamy; Patrick Hennessy; Jack Stenner; Leah Kreitzman  
**Cc:** [REDACTED]  
**Subject:** RE: Stop Silvertown Coalition  
**Attachments:** MGLA070819-9567 - Victoria Rance - Silvertown Tunnel\_HA.docx

[Attachment 20190920\_1214]

Thanks Nick and Heidi

I've amended the attached and if there are no further comments, will send out in the next 30 minutes.

[REDACTED]

---

**From:** Nick Bowes <[REDACTED]@london.gov.uk>  
**Sent:** 20 September 2019 12:10  
**To:** Heidi Alexander <[REDACTED]@london.gov.uk>; David Bellamy <[REDACTED]@london.gov.uk>; Patrick Hennessy <[REDACTED]@london.gov.uk>; Jack Stenner <[REDACTED]@london.gov.uk>; Leah Kreitzman <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: Stop Silvertown Coalition

I am fine with that

---

**From:** Heidi Alexander <[REDACTED]@london.gov.uk>  
**Sent:** 20 September 2019 12:03  
**To:** Nick Bowes <[REDACTED]@london.gov.uk>; David Bellamy <[REDACTED]@london.gov.uk>; Patrick Hennessy <[REDACTED]@london.gov.uk>; Jack Stenner <[REDACTED]@london.gov.uk>; Leah Kreitzman <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: Stop Silvertown Coalition

Good idea Nick - [REDACTED] pls amend letter accordingly and unless others have objections, send out.

[REDACTED] was in touch yesterday with all the other signatories to the Mayor's letter offering individual meetings with me.

From the email Jenny sent to Nick, I think they are clearly keen to make this into a joint meeting. I personally think I should stick to doing individual meetings with each of the stakeholders as is consistent with the Mayor's letter.

Again, any objections to this course of action, pls shout.

Thanks

H

---

From: Nick Bowes <[REDACTED]@london.gov.uk>

Sent: Friday, September 20, 2019 13:51

To: Heidi Alexander; David Bellamy; Patrick Hennessy; Jack Stenner; Leah Kreitzman

Cc: [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]

Subject: RE: Stop Silvertown Coalition

I am fine with your aim, I wonder if the final sentence could be phrased a little differently. Perhaps:

“Unless there are substantively new and different points that you wish to raise, I feel additional correspondence on this issue is unlikely to add anything further to the topic”

---

From: Heidi Alexander <[REDACTED]@london.gov.uk>

Sent: 20 September 2019 10:50

To: David Bellamy <[REDACTED]@london.gov.uk>; Nick Bowes <[REDACTED]@london.gov.uk>; Patrick Hennessy

<[REDACTED]@london.gov.uk>; Jack Stenner <[REDACTED]@london.gov.uk>; Leah Kreitzman

<[REDACTED]@london.gov.uk>

Cc: [REDACTED] [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED]

<[REDACTED]@london.gov.uk>; [REDACTED] [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] [REDACTED]

<[REDACTED]@london.gov.uk>

Subject: Stop Silvertown Coalition

Hi all,

Just closing a few things out before I try to detach myself from my phone/iPad.

[Email chain duplicated above]

# MAYOR OF LONDON

[Attachment 20190920\_1214]

**Victoria Rance**  
[REDACTED]

**Ref:** MGLA070819-9567

**Date:**

Dear Victoria,

I am writing further to our meeting last month and your subsequent correspondence dated 7 August and your letter and briefing note to the Mayor dated 15 August.

As the Mayor and I have made very clear previously, we are in full support of the Silvertown Tunnel. Building a new tunnel with an associated user charge, as well as introducing a user charge at the Blackwall Tunnel, will effectively eliminate existing congestion, lead to an overall improvement in air quality and allow TfL to operate frequent and reliable cross-river bus services. The scheme will improve our environment, encourage more sustainable transport choices and support growth in east and south east London.

Again, as I have previously outlined, TfL assessed a wide range of alternative options and its work was subject to public scrutiny through a detailed sixth month public examination and four public consultations. This work clearly demonstrates that the Silvertown Tunnel is the right approach and I fully support them progressing this vital project.

Turning to the points you have raised in your letter, you believe that a new carbon impact assessment of TfL's transport policy should be carried out. 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 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 operational carbon emissions as the total number of vehicles crossing the Thames is not forecast to increase. Silvertown tunnel will not undermine the overall carbon reduction required across the wider transport sector from either direct emissions or when factoring in embodied carbon. I do not therefore agree that it is necessary to reassess London's carbon trajectory and will continue to focus on the near-term action required given the urgency needed to achieve the current targets.

In your letter, you say that the business case and traffic forecasts for the Silvertown Tunnel should be reviewed. To be clear, the business case 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 mayoral 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.

You also said in your letter that new air quality assessments should be undertaken to show how air quality would change if the tolls were ever removed. As you are already aware, 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, which could potentially be a criminal offence.

I know you hold very strong views about the scheme, however, I have made my own views and those of TfL very clear now on a number of occasions (my letters dated 30 May 2019, 18 June 2019, our meeting on 02 August 2019 and in our response to the Change.org petition on 13 September 2019). Unless there are substantively new and different points that you wish to raise, I feel additional correspondence on this issue is unlikely to add anything further to the topic.

Thank you again for writing to me.

Yours sincerely,

**Heidi Alexander**  
Deputy Mayor for Transport

## DEPUTY MAYOR'S OFFICE ADVICE NOTES

(TO BE COMPLETED BY DRAFTING OFFICER)

<b>Letter Being Sent to:</b>	<i>Victoria Rance</i>
<b>Topic:</b>	<i>Silvertown Tunnel</i>
<b>Drafted by:</b>  <u>Or</u> (delete either option as appropriate)  Drafted by: XXXX obo XXXX (enter name of team or officer)	<div>██████████</div> <i>Principal Policy Officer</i>
<b>Unit/Team:</b>	<i>Transport Team</i>
<b>Cleared by (Line Manager):</b>	<div>██████████</div> <div>██████████</div>

### Timeline

<b>Date - Correspondence passed over to TfL to draft reply:</b>	
<b>Date - Draft received from TfL:</b>	
<b>Date - Draft reviewed by Transport Team:</b>	<i>09/09/19</i>

### Background/Comments:

Add additional information here: this draft closes off \*0128 and \*9544

### Reason for overdue case

Case received close to deadline  
Lead officer absence  
Officer delay  
Waiting for line clearance  
Sent back within TfL's 5 day deadline

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 07 October 2019 18:17  
**To:** Tim Steer  
**Cc:** [REDACTED]  
**Subject:** RE: Silvertown Tunnel

Hi

Heidi's last letter to Victoria said that she wouldn't be entering into further corro unless new points were raised. This letter doesn't really raise anything new, and instead focuses on developing the two previous arguments that 'TfL hasn't properly assessed all alternative options' and 'the context on climate change has changed'. There is a couple of things we might seek to address if we reply:

- She argues the assessment of the Blackwall Only Toll option is flawed as only one level of toll was assessed rather than a range. She argues that a higher toll would lead to greater decongestion which would mean greater resilience and the ability to run a reliable bus service. I don't think the argument has legs necessarily, but we could probably close it off better than we did in our last letter.
- On the basis of the above, she argues that TfL misled the public through the consultation and the Planning Inspectors. We might look to rebut this accusation.
- She also argued that the climate context has changed since the tunnel was first proposed (fair point), and questions our claim that it fits within our 1.5c trajectory. She questions the They ask to see a copy of C40s independent assessment of our 1.5c trajectory. May be worth discussing this – I'm unsure if it's wise to provide this letter.
- She raises again the issue of a future Mayor abolishing the toll, and references advice they have received on the likelihood of a legal challenge being successful. I don't think this is really worth getting into a hypothetical discussion about.

Those are the key points. Any response would again need significant input from David Rowe's team particularly around the sensitivity of the traffic modelling and [REDACTED] on the wider carbon assumptions. Even the incoming correspondence is becoming increasingly difficult and time consuming to comprehend. There's definitely a discussion to be had about how much more time we invest in responding.

Happy to chat more about it prior to 1:1 tomorrow, I'll be in City Hall all morning.

[REDACTED]

---

**From:** Tim Steer <[REDACTED]@london.gov.uk>  
**Sent:** 07 October 2019 07:33  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: Silvertown Tunnel

[REDACTED] it would be really helpful if you could get your head around this please and find 5 minutes to summarise it to the rest of us before the 121 on Tuesday..

Thanks



Tim

---

**From:** Heidi Alexander <[REDACTED]@london.gov.uk>  
**Sent:** Friday, October 4, 2019 6:55:06 PM  
**To:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** FW: Silvertown Tunnel

Assume this will have made its way to you via another route – I think we should discuss at my next 121

Ta

H

**Heidi Alexander | Deputy Mayor for Transport**  
City Hall | The Queen's Walk | London | SE1 2AA

---

**From:** VICTORIA RANCE <[REDACTED]>  
**Sent:** 04 October 2019 14:42  
**To:** Mayor <mayor@london.gov.uk>; Nick Bowes <[REDACTED]@london.gov.uk>; Heidi Alexander <[REDACTED]@london.gov.uk>; Shirley Rodrigues <[REDACTED]@london.gov.uk>; Jules Pipe <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; Florence Eshalomi <Florence.Eshalomi@london.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; Will Norman <[REDACTED]@london.gov.uk>  
**Subject:** Silvertown Tunnel

Dear Mayor Khan,

Thank you for arranging for the Deputy Mayor to reply to our previous letter of 15th August.

We are concerned that the import of the errors we have identified in TfL's original examination of options for this scheme - errors that were perpetuated through consultations and through TfL's submissions to the public inquiry - has not yet been recognised.

When the effect of these errors is understood, it will very likely become clear that there are other, better solutions to the congestion and resilience problems at Blackwall Tunnel that TfL has not yet analysed. We think it is very likely that these solutions will offer far better value for money, and, unlike the Silvertown scheme, contribute to attaining the Mayor's air quality and climate goals.

With best wishes

Victoria Rance

On behalf of Stop the Silvertown Tunnel Coalition

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 09 October 2019 11:07  
**To:** [REDACTED] Rowe David (ST)  
**Subject:** MoL Letter to Victoria Rance - Request for lines  
**Attachments:** MGLA071019-4151 - MoL to Victoria Rance - Silvertown Tunnel.docx; STTC letter to Mayor Khan 4 October 2019.pdf

Hi David, [REDACTED]

Victoria Rance has responded to Heidi's letter of 20 September. See attached.

Heidi wants us to draft one more letter to come from the Mayor attempting to draw a line under it. She wants to keep it reasonably brief but respond to a couple of key points and for it to be sent prior to the contract being signed at the end of the month.

I've drafted the attached skeleton and highlighted a couple of areas which I need a bit of help responding to. Could you both have a look and feed in some lines? As this will need to go through the Mayoral correspondence sign off process, it would be good if I could have your lines back by the end of this week if possible.

Thanks,

[REDACTED]  
**Principal Policy Officer, Transport Team**  
GREATERLONDONAUTHORITY  
City Hall, The Queen's Walk, London SE1 2AA  
T: [REDACTED]

[london.gov.uk](https://www.london.gov.uk)

[REDACTED] [london.gov.uk](https://www.london.gov.uk)

**Victoria Rance**

**Our ref:** MGLA071019-4151

**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.

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 c40 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

## MAYOR'S OFFICE ADVICE NOTES

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

<b>Drafted By:</b>  <u>Or</u> (delete either option as appropriate)  Drafted by: XXXX obo XXXX (enter name of team or officer)	<div>██████████ GLA Transport Team</div> <div>██████████ GLA Environment</div> <div>David Rowe, TfL</div>
<b>Unit/Team:</b>	Transport Team
<b>Cleared by (Line Manager):</b>  This <b>includes</b> approval of text used in ' <b>as appropriate</b> ' section - <i>commending their work e.g. relevance/importance/value to community/City/society xxxxx</i>	
<b>*Cleared by (Sarah Gibson - Government Relations Manager):</b>  <b>*NB: If correspondence to a Government/Shadow Minister, Council Leader, Council Chief Executive or Borough Mayor it must be cleared by Sarah Gibson (Government Relations Manager) before</b>	

going up to the Mayor's Office. Email draft to her at [redacted] <a href="mailto:[redacted]@london.gov.uk">london.gov.uk</a> and confirm clearance in box opposite	
Telephone Extension:	Enter extension number
<b>Draft to be cleared by (<i>Deputy Mayor/Mayoral Advisor/Director/Special Appointment</i>)</b>  <b><i>This part of the clearance process will be completed by the Mayor's Office correspondence team [redacted] and [redacted] once draft uploaded</i></b>	Enter name of relevant Deputy Mayor/Mayoral Advisor/Director/Special Appointment

**Background/Comments:**

Add additional information here: XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

**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).

[REDACTED]

---

**From:** Rowe David (ST) <[REDACTED]@TfL.gov.uk>  
**Sent:** 10 October 2019 14:38  
**To:** [REDACTED]  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines  
**Attachments:** MGLA071019-4151 - MoL to Victoria Rance - STT.docx

[REDACTED]  
[Proposed lines included in the attached.](#)  
David

---

**From:** [REDACTED] [mailto:[REDACTED]@london.gov.uk]  
**Sent:** 09 October 2019 11:07  
**To:** [REDACTED] Rowe David (ST)  
**Subject:** MoL Letter to Victoria Rance - Request for lines

Hi David, [REDACTED]

Victoria Rance has responded to Heidi's letter of 20 September. See attached.

Heidi wants us to draft one more letter to come from the Mayor attempting to draw a line under it. She wants to keep it reasonably brief but respond to a couple of key points and for it to be sent prior to the contract being signed at the end of the month.

I've drafted the attached skeleton and highlighted a couple of areas which I need a bit of help responding to. Could you both have a look and feed in some lines? As this will need to go through the Mayoral correspondence sign off process, it would be good if I could have your lines back by the end of this week if possible.

Thanks,

[REDACTED]  
**Principal Policy Officer, Transport Team**  
GREATERLONDONAUTHORITY  
City Hall, The Queen's Walk, London SE1 2AA  
T: [REDACTED]  
**[london.gov.uk](http://london.gov.uk)**

[REDACTED]@london.gov.uk

#LondonIsOpen

**Victoria Rance**

**Our ref:** MGLA071019-4151

**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.

The option of tolling the Blackwall Tunnel and not constructing the Silvertown Tunnel shows that, based on the same user charges assumed for the Silvertown Tunnel 'assessed case', demand would increase at adjacent, less suitable river crossings such as the Woolwich Ferry and Rotherhithe Tunnel, thereby exacerbating congestion and air quality issues across the network.

Further increasing the charge to reduce congestion at the Blackwall Tunnel corridor to a level akin to that expected for the Silvertown Tunnel scheme means that – coupled with the fact that no new crossing capacity would be provided – a significant proportion of traffic would re-route from Blackwall bringing unacceptable levels of congestion and worsened air quality to other river crossings and elsewhere on the network.

Furthermore, a Blackwall only charge scenario wouldn't address the inherent constraints associated with the design of the crossing which means that the tunnel experiences a disproportionately higher number of incidents and closures compared to other major UK highway tunnels. It also would not allow us to run double deck buses and make a step change in public transport provision.

In response to your assertion that traffic would be displaced onto other roads such as the A102, the TfL modelling has detailed that overall, there is a significant reduction in travel time (i.e. congestion), particularly in the peaks, as a result of the scheme.

As Heidi outlined in her letter to you of 20 September, London's 1.5c trajectory takes the Silvertown Tunnel into consideration.

██████ 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 c40 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

## MAYOR'S OFFICE ADVICE NOTES

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

<b>Drafted By:</b>  <u>Or</u> (delete either option as appropriate)  Drafted by: XXXX obo XXXX (enter name of team or officer)	██████ GLA Transport Team ██████ GLA Environment David Rowe, TfL
<b>Unit/Team:</b>	Transport Team
<b>Cleared by (Line Manager):</b>  This <b>includes</b> approval of text used in 'as	

[Remainder of draft duplicated above]



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 10 October 2019 17:10  
**To:** [REDACTED] Rowe David (ST)  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines  
**Attachments:** MGLA071019-4151 - MoL to Victoria Rance - Silvertown Tunnel RC.docx

Hi [REDACTED] I've added two paras to address the points made on climate. Can this be sent to Shirley as part of review process? Thanks

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 09 October 2019 11:07  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; Rowe David (ST) <[REDACTED]@TfL.gov.uk>  
**Subject:** MoL Letter to Victoria Rance - Request for lines

Hi David, [REDACTED]

Victoria Rance has responded to Heidi's letter of 20 September. See attached.

Heidi wants us to draft one more letter to come from the Mayor attempting to draw a line under it. She wants to keep it reasonably brief but respond to a couple of key points and for it to be sent prior to the contract being signed at the end of the month.

I've drafted the attached skeleton and highlighted a couple of areas which I need a bit of help responding to. Could you both have a look and feed in some lines? As this will need to go through the Mayoral correspondence sign off process, it would be good if I could have your lines back by the end of this week if possible.

Thanks,

[REDACTED]  
**Principal Policy Officer, Transport Team**  
GREATERLONDONAUTHORITY  
City Hall, The Queen's Walk, London SE1 2AA  
T: [REDACTED]

**london.gov.uk**  
[REDACTED] [london.gov.uk](#)

Victoria Rance

Our ref: MGLA071019-4151

Field Code Changed

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](#).  
XXXX

Formatted: Highlight

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 lifetime<sup>1</sup> and this benefit will grow in future as the grid decarbonises further.

[REDACTED] 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 c40 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

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

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 11 October 2019 13:34  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines  
**Attachments:** CAP Compliance Confirmation Letter London.pdf

I don't think the letter was published. I can't seem to find it online anyway, but I've attached it for info.

There's an article here that talks about London's compliance with 1.5C if you need a link:

[https://www.c40.org/blog\\_posts/ipcc-one-point-five](https://www.c40.org/blog_posts/ipcc-one-point-five)

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 11 October 2019 13:15  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** FW: MoL Letter to Victoria Rance - Request for lines

Hi again on another thread!

Wondering if you have a link to the C40 letter that [REDACTED] has referred to in the attached (highlighted)?

Thanks  
[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 11 October 2019 12:01  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; Rowe David (ST) <[REDACTED]@TfL.gov.uk>  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines

Thanks both.

[REDACTED] – Do you have the link to the C40 letter? And yes, I will flag that this should go through Shirley for sign off also.

Thanks  
[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 10 October 2019 17:10  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; Rowe David (ST) <[REDACTED]@TfL.gov.uk>  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines

Hi [REDACTED] I've added two paras to address the points made on climate. Can this be sent to Shirley as part of review process? Thanks  
[REDACTED]

[Email chain duplicated above]



**CONTACT**  
contact@c40.org

**SEE**  
C40.org  
@c40cities  
#Cities4Climate

Dear Mayor Khan,

**Re: Confirmation of Paris Agreement Compatible Climate Action Plan**

I would like to congratulate London on its commitments to help deliver the goals of the Paris Climate Agreement. Cities can make a significant contribution to limiting temperature rise to no more than 1.5 degrees Celsius above the preindustrial average, to do so global city emissions have to peak by 2020, then decline to an average of three metric tonnes CO<sub>2</sub>e per capita by 2030, and hit zero by 2050.

The London Environment Strategy and associated documents detail how the GLA will deliver, partner and collaborate to achieve net zero emissions on 1990 levels by 2050. With collaboration with national government and implementation by the private sector, by 2030, London will be on pathway to bring per capita emissions down to well below 2 metric tonnes CO<sub>2</sub>e per capita, and even under 3 tonnes CO<sub>2</sub>e per capita as early as 2020.

Achieving this will bring tangible benefits such as: jobs, economic savings and better health and well-being to Londoners. C40 and stakeholders look forward to seeing the results from implementing actions and will track London's contribution the global carbon budget.

We welcome London's leadership on C40's Deadline 2020 pilot programme. We look forward to London sharing its great work with the network of C40 cities.

Your sincerely,

A handwritten signature in black ink, appearing to read "M. Watts", with a long horizontal flourish extending to the right.

**Mark Watts**  
Executive Director  
C40 Cities Climate Leadership Group

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 11 October 2019 14:15  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines

Hi [REDACTED]

I can't find the letter on our website so no link as far as I can find but it is in our files, I will ask [REDACTED] if there are plans to upload it on Monday. The link below illustrates our participation in the programme during 2017-18 but doesn't categorically say that our Climate Action Plan is consistent with the carbon reductions required by the Paris Agreement.

<https://resourcecentre.c40.org/climate-action-planning-framework-home>

Are you able to wait until Monday?

Thanks  
[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 11 October 2019 13:15  
**To:** [REDACTED] <Anne-[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** FW: MoL Letter to Victoria Rance - Request for lines

Hi again on another thread!

Wondering if you have a link to the C40 letter that [REDACTED] has referred to in the attached (highlighted)?

Thanks  
[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 11 October 2019 12:01  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; Rowe David (ST) <[REDACTED]@TfL.gov.uk>  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines

Thanks both.

[REDACTED] – Do you have the link to the C40 letter? And yes, I will flag that this should go through Shirley for sign off also.

Thanks  
[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 10 October 2019 17:10  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; Rowe David (ST) <[REDACTED]@TfL.gov.uk>  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines

Hi [REDACTED] I've added two paras to address the points made on climate. Can this be sent to Shirley as part of review process? Thanks

[REDACTED]

---

**From:** [REDACTED] <[REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)>

**Sent:** 09 October 2019 11:07

**To:** [REDACTED] [REDACTED] <[REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)>; Rowe David (ST) <[REDACTED][TfL.gov.uk](mailto:[REDACTED]@TfL.gov.uk)>

**Subject:** MoL Letter to Victoria Rance - Request for lines

Hi David, [REDACTED]

Victoria Rance has responded to Heidi's letter of 20 September. See attached.

Heidi wants us to draft one more letter to come from the Mayor attempting to draw a line under it. She wants to keep it reasonably brief but respond to a couple of key points and for it to be sent prior to the contract being signed at the end of the month.

I've drafted the attached skeleton and highlighted a couple of areas which I need a bit of help responding to. Could you both have a look and feed in some lines? As this will need to go through the Mayoral correspondence sign off process, it would be good if I could have your lines back by the end of this week if possible.

Thanks,

[REDACTED]

**Principal Policy Officer, Transport Team**

**GREATERLONDONAUTHORITY**

City Hall, The Queen's Walk, London SE1 2AA

T: [REDACTED]

**[london.gov.uk](http://london.gov.uk)**

[REDACTED] [london.gov.uk](mailto:[REDACTED]@london.gov.uk)

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 11 October 2019 14:27  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines

Thanks for your help with this all.

Cheers  
[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 11 October 2019 14:26  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines

Hi [REDACTED]

Yes after our chat that sounds like a plan. Please change it to say a copy of the letter is attached and I will speak with [REDACTED] on Monday about the letter and what we may or may not do with it. As you say we will have time whilst it going through the process to delete that or re-write if needed.

Thanks  
[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 11 October 2019 14:18  
**To:** Anne [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines

As it looks like it isn't public already, would there be objection to us providing this to Victoria Rance?

---

**From:** Anne [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 11 October 2019 13:34  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines

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---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 11 October 2019 13:15  
**To:** Anne [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** FW: MoL Letter to Victoria Rance - Request for lines



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Thanks  
[REDACTED]

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**To:** [REDACTED] <[REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)>; Rowe David (ST) <[REDACTED][TfL.gov.uk](mailto:[REDACTED]@TfL.gov.uk)>  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines

Thanks both.

[REDACTED] – Do you have the link to the C40 letter? And yes, I will flag that this should go through Shirley for sign off also.

Thanks  
[REDACTED]

---

**From:** [REDACTED] <[REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)>  
**Sent:** 10 October 2019 17:10  
**To:** [REDACTED] <[REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)>; Rowe David (ST) <[REDACTED][TfL.gov.uk](mailto:[REDACTED]@TfL.gov.uk)>  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines

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**Subject:** MoL Letter to Victoria Rance - Request for lines

Hi David, [REDACTED]

Victoria Rance has responded to Heidi's letter of 20 September. See attached.

Heidi wants us to draft one more letter to come from the Mayor attempting to draw a line under it. She wants to keep it reasonably brief but respond to a couple of key points and for it to be sent prior to the contract being signed at the end of the month.

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Thanks,

[REDACTED]  
**Principal Policy Officer, Transport Team**  
GREATERLONDONAUTHORITY  
City Hall, The Queen's Walk, London SE1 2AA  
T: [REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 14 October 2019 10:20  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: MoL Letter to Victoria Rance - Request for lines

Hi

Yes that's fine

Thanks  
[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Date:** Monday, 14 October 2019 at 10:01  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines

Hi we were also asked in an MQ about this so looking at putting it up on our website this week but [REDACTED] double checking with Shirley. Shirley can then decide whether she wants it to be attached or link provided to it when she reviews this letter – is that ok?

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 11 October 2019 13:15  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** FW: MoL Letter to Victoria Rance - Request for lines

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Thanks  
[REDACTED]

---

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**Sent:** 11 October 2019 12:01  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; Rowe David (ST) <[REDACTED]@TfL.gov.uk>  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines

Thanks both.

[REDACTED] – Do you have the link to the C40 letter? And yes, I will flag that this should go through Shirley for sign off also.

Thanks  
Tim

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 10 October 2019 17:10  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; Rowe David (ST) <[REDACTED]@TfL.gov.uk>  
**Subject:** RE: MoL Letter to Victoria Rance - Request for lines

Hi Tim I've added two paras to address the points made on climate. Can this be sent to Shirley as part of review process? Thanks

[REDACTED]

---

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**Sent:** 09 October 2019 11:07  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; Rowe David (ST) <[REDACTED]@TfL.gov.uk>  
**Subject:** MoL Letter to Victoria Rance - Request for lines

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I've drafted the attached skeleton and highlighted a couple of areas which I need a bit of help responding to. Could you both have a look and feed in some lines? As this will need to go through the Mayoral correspondence sign off process, it would be good if I could have your lines back by the end of this week if possible.

Thanks,

[REDACTED]  
**Principal Policy Officer, Transport Team**  
GREATERLONDONAUTHORITY  
City Hall, The Queen's Walk, London SE1 2AA  
T: [REDACTED]

**london.gov.uk**  
[REDACTED]@london.gov.uk

[REDACTED]

---

**From:** TT Correspondence  
**Sent:** 10 October 2019 15:23  
**To:** [REDACTED]; [REDACTED]  
**Cc:** TT Correspondence; [REDACTED]  
**Subject:** TT to action case list as of 10 October 2019

Hi all,

This is the latest list of WriteOn cases with the team for drafting.

If there are any errors/updates needed please let us know.

Thanks

[REDACTED]

Case Ref	Sent by	Subject	Date Received	Date Due	Drafting By (select)	Date Sent
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
MGLA071019-4151	Victoria Rance	Silvertown Tunnel	07/10/2019	04/11/2019	TT officer	08/10/2019
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Thanks

[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 11 October 2019 14:39  
**To:** TT Correspondence  
**Subject:** RE: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance  
**Attachments:** MGLA071019-4151 - MoL to Victoria Rance - Silvertown Tunnel.docx

Hi

[Attachment 20191011\_1439]

Draft to this one for clearing.

Notes: We discussed this with Heidi at 1:1 this week. She wants it sent out about a week before the Silvertown contract is due to be signed, which is currently due to be on 29 October. Also note that the Environment team has asked that Shirley gets opportunity to review and clear this before it goes to out.

Thanks

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 08 October 2019 18:45  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Subject:** MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance

[Attachment 20191008\_1845]

Hi [REDACTED]

As requested, case reference as above for drafting a response.

TT - I will close down the linked case and keep this one open as it has Heidi's email re 121.

Regards

**Victoria Rance**  
[REDACTED]

**Our ref:** MGLA071019-4151

**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 on a number of occasions and has also met with you to discuss your concerns. I'd like to take this opportunity to reiterate my views on the scheme, and also to respond to some key matters you raise.

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 which would 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 to this problem.

I reject the assertion that the information presented by TfL through the public consultation and to the Planning Inspectorate was incorrect and misleading. Specifically, a Blackwall-only charge option (including not constructing a tunnel at Silvertown), has been explored in detail. In a scenario where the same user charges were introduced at Blackwall as are assumed for the Silvertown Tunnel 'assessed case', the result would be increased demand at adjacent less suitable crossings such as the Woolwich Ferry and Rotherhithe Tunnel, and increased congestion and air quality issues across the network. Further increasing the charge to reduce congestion at the Blackwall corridor to a level similar to that expected for the Silvertown Tunnel scheme means that, coupled with the fact that no new crossing would be provided, a significant proportion of traffic would re-route from Blackwall bringing even higher levels of congestion and worsened air quality to other river crossings and elsewhere on the network.

Furthermore, a Blackwall-only charge option wouldn't address the inherent constraints associated with the design of the current crossing which means that the tunnel experiences a disproportionately higher number of incidents and closures compared to

other major UK highway tunnels. It also would not allow TfL to run double deck buses and make a step change in public transport provision.

Finally, in response to your assertion that traffic would be displaced onto other roads such as the A102, TfL's modelling has detailed that overall, there is a significant reduction in travel time (i.e. congestion), particularly in the peaks, as a result of the scheme.

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 the Intergovernmental Panel on Climate Change's 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 and a copy is enclosed.

Transport emissions in the 1.5C pathway fall firstly from modal shift as it assumes 80 per cent of trips are made by foot, cycle or public transport by 2041. The modelling by Element Energy then assessed how the remaining road transport could 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. Importantly, the pathway is not based 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 electricity grid intensity and considering the embodied carbon associated with their production, electric vehicles already save significant amounts of carbon over their lifetime and this benefit will grow in future as the grid decarbonises further.

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 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 be productive.

Thank you again for writing to me.

Yours sincerely,

**Sadiq Khan**  
Mayor of London

# MAYOR'S OFFICE ADVICE NOTES

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

<b>Drafted By:</b>  Or (delete either option as appropriate)  Drafted by: XXXX obo XXXX (enter name of team or officer)	<div> <div></div> GLA Transport Team         </div> <div> <div></div> GLA Environment         </div> David Rowe, TfL
<b>Unit/Team:</b>	Transport Team
<b>Cleared by (Line Manager):</b>  This <b>includes</b> approval of text used in ' <b>as appropriate</b> ' section - commending their work e.g. relevance/importance/value to community/City/society xxxxx	
<b>*Cleared by (Sarah Gibson - Government Relations Manager):</b>  <b>*NB: If correspondence to a Government/Shadow Minister, Council Leader, Council Chief Executive or Borough Mayor it must be cleared by Sarah Gibson (Government Relations Manager) before going up to the Mayor's Office. Email draft to her at <a href="mailto:XXXX@london.gov.uk">XXXX@london.gov.uk</a> and confirm clearance in box opposite</b>	
<b>Telephone Extension:</b>	Enter extension number
<b>Draft to be cleared by (Deputy Mayor/Mayoral Advisor/Director/Special Appointment)</b>  <b><i>This part of the clearance process will be completed by the Mayor's Office correspondence team <div></div> and <div></div> once draft uploaded</i></b>	Enter name of relevant Deputy Mayor/Mayoral Advisor/Director/Special Appointment

## Background/Comments:

Add additional information here: XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

## 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).



**From:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Sent:** 07 October 2019 09:45  
**To:** Mayor  
**Cc:** TT Correspondence  
**Subject:** FW: Silvertown Tunnel  
**Attachments:** STTC letter to Mayor Khan 4 October 2019.pdf

TT VIP please

---

**From:** Heidi Alexander <[REDACTED]@london.gov.uk>  
**Sent:** 04 October 2019 6:55 PM  
**To:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** FW: Silvertown Tunnel

Assume this will have made its way to you via another route – I think we should discuss at my next 121

Ta

H

**Heidi Alexander | Deputy Mayor for Transport**  
City Hall | The Queen's Walk | London | SE1 2AA

---

**From:** VICTORIA RANCE <[REDACTED]>  
**Sent:** 04 October 2019 14:42  
**To:** Mayor <mayor@london.gov.uk>; Nick Bowes <[REDACTED]@london.gov.uk>; Heidi Alexander <[REDACTED]@london.gov.uk>; Shirley Rodrigues <[REDACTED]@london.gov.uk>; Jules Pipe <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; Florence Eshalomi <Florence.Eshalomi@london.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; Will Norman <[REDACTED]@london.gov.uk>  
**Subject:** Silvertown Tunnel

Dear Mayor Khan,

Thank you for arranging for the Deputy Mayor to reply to our previous letter of 15th August.

We are concerned that the import of the errors we have identified in TfL's original examination of options for this scheme - errors that were perpetuated through consultations and through TfL's submissions to the public inquiry - has not yet been recognised.

When the effect of these errors is understood, it will very likely become clear that there are other, better solutions to the congestion and resilience problems at Blackwall Tunnel that TfL has not yet analysed. We think it is very likely that these solutions will offer far better value for money, and, unlike the Silvertown scheme, contribute to attaining the Mayor's air quality and climate goals.

With best wishes

Victoria Rance

On behalf of Stop the Silvertown Tunnel Coalition

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 16 October 2019 20:18  
**To:** Shirley Rodrigues; Heidi Alexander  
**Cc:** [REDACTED]  
**Subject:** Re: C40 assessment on carbon emissions

Okay great – thanks both.

I'll link up with Leah to ensure we're joined up on this (I've flagged with [REDACTED] [REDACTED] who drafted the original text below).

---

**From:** Shirley Rodrigues <[REDACTED]@london.gov.uk>  
**Date:** Wednesday, 16 October 2019 at 20:16  
**To:** Heidi Alexander <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: C40 assessment on carbon emissions

Thanks- there's an FOI and an MQ on it we're dealing with too. Have copied Leah in as can't recall who's drafting!!

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---

**From:** Heidi Alexander <[REDACTED]@london.gov.uk>  
**Sent:** Wednesday, October 16, 2019 8:11:43 PM  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; Shirley Rodrigues <[REDACTED]@london.gov.uk>  
**Subject:** Re: C40 assessment on carbon emissions

Good plan - copying shirley so she is aware of this request

H

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** Wednesday, October 16, 2019 20:09  
**To:** Heidi Alexander  
**Cc:** [REDACTED]  
**Subject:** Re: C40 assessment on carbon emissions

I'll pick up with the Environment team. If we have a report we can share, suggest that maybe I send it out or it goes out from the Transport Team?

On 16/10/2019, 19:41, "VICTORIA RANCE" <[REDACTED]> wrote:

Dear Heidi,  
In your last letter to me you said

"Turning to the points you have raised in your letter, you believe that a new carbon impact assessment of TfL's

transport policy should be carried out. 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 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."

We would like to see the independent assessment you refer to.  
Please could you send us a copy?

Thank you,  
With best wishes  
Victoria Rance  
On behalf of Stop the Silvertown Tunnel Coalition

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 17 October 2019 09:11  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: C40 assessment on carbon emissions

We've only just had this in, so no need to rush back with a response.

Will the letter be published with the MQ? If so, we can just send a link to the MQ once it's live.

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** Thursday, October 17, 2019 9:08 am  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: C40 assessment on carbon emissions

Hi [REDACTED] we've been asked for the same letter in an MQ - [REDACTED] is waiting for approval for it to be put up on website. When is letter due to go out?

[REDACTED]

-----Original Message-----

**From:** [REDACTED]  
**Sent:** 16 October 2019 20:12  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: C40 assessment on carbon emissions

Sorry [REDACTED] - that was from me (sending from the wrong inbox!!!)

[REDACTED]

On 16/10/2019, 20:10, "Heidi Alexander" <[REDACTED]@london.gov.uk> wrote:

Hi [REDACTED] - see below. Is the independent assessment in a format that can be shared?

Thanks very much

[REDACTED]

On 16/10/2019, 19:41, "VICTORIA RANCE" <[REDACTED]> wrote:

Dear Heidi,  
In your last letter to me you said

"Turning to the points you have raised in your letter, you believe that a new carbon impact assessment of TfL's transport policy should be carried out. 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 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.”

We would like to see the independent assessment you refer to.  
Please could you send us a copy?

Thank you,  
With best wishes  
Victoria Rance  
On behalf of Stop the Silvertown Tunnel Coalition

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 17 October 2019 09:22  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: C40 assessment on carbon emissions

Hi yes we agreed to add link if its published if not we can attach report and letter

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 17 October 2019 09:12  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: C40 assessment on carbon emissions

We've also got a mayoral correspondence case working through which suggests this will be attached, though I've not actually seen the attachment.

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---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** Thursday, October 17, 2019 9:08:21 AM  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: C40 assessment on carbon emissions

Hi [REDACTED] we've been asked for the same letter in an MQ - [REDACTED] is waiting for approval for it to be put up on website. When is letter due to go out?

[REDACTED]

-----Original Message-----  
**From:** [REDACTED]  
**Sent:** 16 October 2019 20:12  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: C40 assessment on carbon emissions

Sorry [REDACTED] - that was from me (sending from the wrong inbox!!!)

[REDACTED]

[Email chain duplicated above]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 17 October 2019 17:21  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: C40 assessment on carbon emissions

Thanks for confirming [REDACTED] As it's live already I don't think it matters too much what order we do it in, but our Mayoral letter is going through clearance so we'll amend to include this link once it's back with us (think it's with Shirley ATM)

[REDACTED] (H!)

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 17 October 2019 17:04  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: C40 assessment on carbon emissions

Hi all,

The independent assessment and letter from C40 have been put on our website and have now been referenced in our MQ which has gone now for final clearance. I'm not sure when the MQs get published and if there is a desire for the MQ response to be published before this letter goes out – I can't really see that it matters – but someone may have an opinion!

You might want to use text along the following lines when referring to the documents:

The independent assessment of our climate action plan is available on our website, along with the letter from C40 confirming that London has developed a Paris Agreement compatible climate action plan. These documents can be accessed on the following webpage, under the heading "Related documents", and listed as Appendix 6 (Final Climate Action Plan Assessment) and Appendix 7 (C40 Climate Action Plan Letter):  
<https://www.london.gov.uk/what-we-do/environment/london-environment-strategy>

Thanks  
[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 17 October 2019 12:50  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: C40 assessment on carbon emissions

This is in reference to the email to Heidi at the bottom of the chain, so that's why we're adding it to the letter. Sounds like many requests floating around!

Thanks

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 17 October 2019 12:48

To: [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>  
Cc: [REDACTED] <[REDACTED]@london.gov.uk>  
Subject: RE: C40 assessment on carbon emissions

Hi all,

Just to be clear, it wasn't Victoria Rance who requested it from Shirley. It was an MQ from Caroline Russell. Our related FOIs on this which we also need to respond to weren't from Victoria Rance but someone who is working with her on this campaign.

So probably not worth adding the line you suggest below but instead (if it's coming from the Mayor) something along the lines of "I have also been asked to make public this assessment in a recent Mayor's Question...".

Does that work?

Thanks

[REDACTED]

---

From: [REDACTED] <[REDACTED]@london.gov.uk>

Sent: 17 October 2019 12:22

To: [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>

Cc: [REDACTED] <[REDACTED]@london.gov.uk>

Subject: RE: C40 assessment on carbon emissions

Sure – I'll add that

[REDACTED]

---

From: [REDACTED] <[REDACTED]@tfl.gov.uk>

Sent: 17 October 2019 12:12

To: [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>

Cc: [REDACTED] <[REDACTED]@london.gov.uk>

Subject: RE: C40 assessment on carbon emissions

Okay great.

Then perhaps could we add a line to the Mayor's letter saying "I understand that you also requested the assessment from my DM on x date", and cover it off that way?

[REDACTED]

[REDACTED] | [REDACTED]

---

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

Sent: 17 October 2019 12:08

To: [REDACTED] [REDACTED] [REDACTED]

Cc: [REDACTED]

Subject: RE: C40 assessment on carbon emissions

Yes, I've sent for loading.

Please note the Mayor's letter to VR says this letter is included – it's going to Shirley to approve but we might want to ensure we're consistent on this.



---

From: [REDACTED] <[REDACTED]@tfl.gov.uk>  
Sent: 17 October 2019 10:05  
To: [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
Cc: [REDACTED] <[REDACTED]@london.gov.uk>  
Subject: RE: C40 assessment on carbon emissions

Okay great – thank you for the update.

[REDACTED] – could you possibly arrange for this case to be loaded so we can track it?

[REDACTED]

[REDACTED]  
[REDACTED] | [REDACTED]

---

From: [REDACTED] [mailto:[REDACTED]@london.gov.uk]  
Sent: 17 October 2019 09:31  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: C40 assessment on carbon emissions

Hi all,

I'm waiting for sign off from Shirley to put the independent assessment report of our climate action plan (by Arup, commissioned by C40) on our website, alongside the letter from C40 to the Mayor congratulating us on having a Paris Agreement compatible climate action plan.

This will feed into an MQ we have on this subject as well as two FOI requests.

I'll keep you posted on what we put online/say in the MQ.

[REDACTED]

---

From: [REDACTED] <[REDACTED]@london.gov.uk>  
Sent: 17 October 2019 09:12  
To: [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
Cc: [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
Subject: Re: C40 assessment on carbon emissions

We've also got a mayoral correspondence case working through which suggests this will be attached, though I've not actually seen the attachment.

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---

From: [REDACTED] <[REDACTED]@london.gov.uk>  
Sent: Thursday, October 17, 2019 9:08:21 AM  
To: [REDACTED] <[REDACTED]@london.gov.uk>  
Cc: [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
Subject: RE: C40 assessment on carbon emissions

Hi [REDACTED] we've been asked for the same letter in an MQ - [REDACTED] is waiting for approval for it to be put up on website. When is letter due to go out?

[Email chain duplicated above]

[REDACTED]

[REDACTED]

---

**From:** Shirley Rodrigues  
**Sent:** 17 October 2019 18:04  
**To:** Heidi Alexander; [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: C40 assessment on carbon emissions

Good for me

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---

**From:** Heidi Alexander <[REDACTED]@london.gov.uk>  
**Sent:** Thursday, October 17, 2019 5:46:47 PM  
**To:** [REDACTED] <[REDACTED]@tfl.gov.uk>; Shirley Rodrigues <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: C40 assessment on carbon emissions

I am happy with that

H

---

**From:** [REDACTED] <[REDACTED]@tfl.gov.uk>  
**Sent:** Thursday, October 17, 2019 5:37:03 PM  
**To:** Shirley Rodrigues <[REDACTED]@london.gov.uk>; Heidi Alexander <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: C40 assessment on carbon emissions

Hi all – to update on this, the independent assessment and letter from C40 have now been put on our website: <https://www.london.gov.uk/what-we-do/environment/london-environment-strategy> (Appendix 6 and Appendix 7)  
The MQ and the 2 FOIs (which link to this) are working their way through the system.  
Note we also have the Mayor's response to the latest letter from Victoria Rance (attached) which is in sign off too. In this, she also requests a copy of the assessment. To deal with the request below, we are proposing to add a line to that saying "I understand that you also contacted my Deputy Mayor for Transport on 16 October to request a copy of independent assessment. This can be accessed here: <INSERT HYPERLINK>"  
If you are happy with that approach, we will add to the Mayor's response.

[REDACTED]  
[REDACTED] | [REDACTED]

---

**From:** Shirley Rodrigues [mailto:[REDACTED]@london.gov.uk]  
**Sent:** 16 October 2019 20:17  
**To:** Alexander Heidi; [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: C40 assessment on carbon emissions

Thanks- there's an FOI and an MQ on it we're dealing with too. Have copied [REDACTED] in as can't recall who's drafting!!

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**From:** Heidi Alexander <[REDACTED]@london.gov.uk>

**Sent:** Wednesday, October 16, 2019 8:11:43 PM

**To:** [REDACTED] <[REDACTED]@london.gov.uk>

**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; Shirley Rodrigues <[REDACTED]@london.gov.uk>

**Subject:** Re: C40 assessment on carbon emissions

Good plan - copying shirley so she is aware of this request

H

[Email chain duplicated above]

**From:** TT Correspondence  
**Sent:** 21 October 2019 14:30  
**To:** [REDACTED] TT Correspondence  
**Subject:** Re: MGLA280819-1098 [REDACTED]

Hi [REDACTED]

please find below current live list as of today

hope this helps

Thanks

[REDACTED]

Case Ref	Sent by	Subject	Date Received	Date Due	Drafting By (select)	Date Sent
MGLA071019-4151	Victoria Rance	Silvertown Tunnel	07/10/2019	04/11/2019	TT officer	08/10/2019
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 21 October 2019 11:55 AM  
**To:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Subject:** Re: MGLA280819-1098 [REDACTED]

Hi

I'll review all the outstanding replies to Silvertown over the next day or so and let you know whether to NFA or if it needs a response.

For ease, could you send through a list of all the MGLA ref numbers for all outstanding on Silvertown?

Thanks

---

**From:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Date:** Wednesday, 16 October 2019 at 09:24  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Subject:** Re: MGLA280819-1098 [REDACTED]

Hi [REDACTED]

This one is also with us on WriteOn.

Did you and [REDACTED] decide whether we ought to respond?

Many thanks

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>

**Sent:** 03 September 2019 4:23 PM

**To:** TT Correspondence <[REDACTED]@london.gov.uk>

**Subject:** RE: MGLA280819-1098 [REDACTED]

Thanks [REDACTED]

With these, [REDACTED] and I agreed we would leave it a short while and then review all the responses on Silvertown and decide whether to respond or NFA. Where a response comes back, could you note it in the Silvertown Case List in the share drive? I've added a new column for 'further corro received'. I've added this one.

Thanks

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>

**Sent:** 30 August 2019 15:43

**To:** [REDACTED] <[REDACTED]@london.gov.uk>

**Cc:** TT Correspondence <[REDACTED]@london.gov.uk>

**Subject:** MGLA280819-1098 [REDACTED]

Hi [REDACTED]

Would you like to respond to this or NFA?

Thanks

[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 21 October 2019 17:46  
**To:** [REDACTED]  
**Subject:** Re: Silvertown

Here's our latest line if it's useful [REDACTED]

Spokesperson for the Mayor -

"The Mayor has put tackling the climate emergency at the heart of his work as Mayor. That's why when Sadiq became Mayor, he worked with TfL to make significant changes to the Silvertown Tunnel scheme to protect the environment better and to ensure there is a greater focus on walking, cycling and public transport.

"The Silvertown Tunnel will tackle congestion, reduce idling cars standing in traffic, and importantly increase cross-river bus services. Bus crossings are currently severely restricted by the Blackwall Tunnel, built more than 100 years ago. Plans for the Silvertown Tunnel have a clear focus on cleaner transport, with at least 20 zero-emission buses running in either direction from the day the tunnel opens, and the crossing being located within the extended Ultra Low Emission Zone."

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---

**From:** [REDACTED]@hackneycitizen.co.uk>  
**Sent:** Monday, October 21, 2019 5:41 pm  
**To:** [REDACTED]  
**Subject:** Silvertown

Hi, [REDACTED]

Thanks for putting me on to [REDACTED] at TfL! Much appreciated.

I know you said your statement remained unchanged, but wanted to offer you right of reply based on what we're using from Stop Silvertown Tunnel Coalition (included below). Article will have Mayor Khan's June position on the tunnel included for balance, but if there's anything else you want to add based on the below, don't hesitate to drop me a line and I'll update the online copy.

All the best,

[REDACTED]

#### **Relevant Passage**

A Stop Silvertown Tunnel Coalition spokesperson accused Mayor Khan of "astonishing hypocrisy and doublethink" for highlighting the health costs of dirty air while supporting the £1bn project.

The spokesperson said: "We now know that TfL made very significant errors in their initial examination of options for this project, and that it has not been reevaluated in light of new findings on air quality, or of the climate emergency.

"Council leaders across south-east London have asked the Mayor to halt and review the project - as have local residents, climate, traffic and environmental health experts, and active travel NGOs.

"The Mayor needs to listen to all these very well-informed people, understand that he has made a wrong call based on bad information, and think again."

--

[REDACTED]  
[REDACTED]  
Hackney Citizen  
[REDACTED]

---

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[REDACTED]

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**From:** [REDACTED]  
**Sent:** 22 October 2019 15:49  
**To:** [REDACTED]  
**Cc:** TT Correspondence  
**Subject:** RE: MGLA171019-5087 FW: C40 assessment on carbon emissions - Victoria Rance  
**Attachments:** FW: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT

[Attachment 20191022\_1549 x2]

The Mayor's letter is attached to case \*4151 which is with Environment for clearing.

Thanks

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 22 October 2019 13:48  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: MGLA171019-5087 FW: C40 assessment on carbon emissions - Victoria Rance

Assuming \*5087 was the email in to Heidi (sorry, I don't have that on the chain) then yes, we will add that into the Mayor's letter and reference it's a response for Heidi too.

Do you know where the Mayor's letter to VR is in sign off? Last I saw it was going to Shirley I think?

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 22 October 2019 13:44  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: MGLA171019-5087 FW: C40 assessment on carbon emissions - Victoria Rance

Hi

That note is from [REDACTED] H – there was a flurry of emails on this while I was on leave last week and she picked it up.

I think the decision was to include the link to the C40 paper in the Mayor's response to Victoria Rance under separate reference, and then cross-reference this request in that letter. Which would mean this email could be linked to that and then NFA.

[REDACTED] – could you confirm?

Thanks

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 22 October 2019 13:38  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Subject:** MGLA171019-5087 FW: C40 assessment on carbon emissions - Victoria Rance

Hi [REDACTED]



I assume the note on this one is from you?

Can I confirm you are drafting the response?

Thanks



**From:** [REDACTED]  
**Sent:** 17 October 2019 09:51  
**To:** [REDACTED]  
**Cc:** [REDACTED] TT Correspondence; [REDACTED]  
**Subject:** FW: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT  
**Attachments:** Case Summary.pdf; FW: Silvertown Tunnel.eml; STTC letter to Mayor Khan 4 October 2019.pdf; MGLA071019-4151 - MoL to Victoria Rance - Silvertown Tunnel.docx

Hi [REDACTED]

Please see email below from the Transport Team. Heidi is looking for Shirley's clearance on this by 22<sup>nd</sup> October.

I am on leave after 21<sup>st</sup>, so please could you liaise with [REDACTED] / TT (copied in) if needed.

Thank you  
[REDACTED]

---

**From:** TT Correspondence  
**Sent:** 17 October 2019 09:42  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Subject:** MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance

Hi [REDACTED]

I'm relatively new to the team, covering [REDACTED] role.

Please find attached draft response for Shirley to review/clear before it goes to Heidi, I have attached the incoming and case details.

Heidi would like the response to go out around 22nd October 2019 ideally.

Thank you

[REDACTED] (on behalf of TT correspondence)

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 08 October 2019 6:45 PM  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Subject:** MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance

Hi [REDACTED],

As requested, case reference as above for drafting a response.

TT - I will close down the linked case and keep this one open as it has Heidi's email re 121.

Regards



**Victoria Rance**  
[REDACTED]

**Our ref:** MGLA071019-4151

**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 on a number of occasions and has also met with you to discuss your concerns. I'd like to take this opportunity to reiterate my views on the scheme, and also to respond to some key matters you raise.

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 closes 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, which would 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 to this problem.

I reject the assertion that the information presented by TfL through the public consultation and to the Planning Inspectorate was incorrect and misleading. Specifically, a Blackwall-only charge option (including not constructing a tunnel at Silvertown), has been explored in detail. In a scenario where the same user charges were introduced at Blackwall as are assumed for the Silvertown Tunnel 'assessed case', there would be increased demand at adjacent, less suitable crossings such as the Woolwich Ferry and Rotherhithe Tunnel, and increased congestion and air quality issues across the network. Further increasing the charge to reduce congestion at the Blackwall corridor to a level similar to that expected for the Silvertown Tunnel scheme, coupled with the fact that no new crossing would be provided, would mean a significant proportion of traffic would re-route from Blackwall. This would bring even higher levels of congestion and worsened air quality to other river crossings and elsewhere on the network.

Furthermore, a Blackwall-only charge option wouldn't address the inherent constraints associated with the design of the current crossing. This design means that the tunnel experiences a disproportionately higher number of incidents and closures compared to other major UK highway tunnels. It would not allow TfL to run double deck buses that will help make a step change in public transport provision.

In response to your assertion that traffic would be displaced onto other roads such as the A102, TfL's modelling has detailed that overall there is a significant reduction in travel time (i.e. congestion), particularly in the peaks, as a result of the scheme.

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 the

Intergovernmental Panel on Climate Change's 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 and a copy is enclosed.

Transport emissions in the 1.5C pathway fall firstly from modal shift as it assumes 80 per cent of trips are made by foot, cycle or public transport by 2041. The modelling by Element Energy then assessed how the remaining road transport could 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 it may not be possible to electrify. The pathway is not based 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. 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 electricity grid intensity and considering the embodied carbon associated with their production, electric vehicles already save significant amounts of carbon over their lifetime. This benefit will grow in future as the grid decarbonises further.

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 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 be productive.

Thank you again for writing to me.

Yours sincerely,

**Sadiq Khan**  
Mayor of London

## MAYOR'S OFFICE ADVICE NOTES

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

<b>Drafted By:</b>  Or (delete either option as appropriate)  Drafted by: XXXX obo XXXX (enter name of team or officer)	[REDACTED] GLA Transport Team [REDACTED] [REDACTED] GLA Environment David Rowe, TfL
<b>Unit/Team:</b>	Transport Team
<b>Cleared by (Line Manager):</b>  This <b>includes</b> approval of text used in ' <b>as appropriate</b> ' section - commending their work e.g. relevance/importance/value to community/City/society xxxxx	[REDACTED] GLA
<b>*Cleared by (Sarah Gibson - Government Relations Manager):</b>  <b>*NB: If correspondence to a Government/Shadow Minister, Council Leader, Council Chief Executive or Borough Mayor it must be cleared by Sarah Gibson (Government Relations Manager) before going up to the Mayor's Office. Email draft to her at [REDACTED] <a href="mailto:[REDACTED]@london.gov.uk">london.gov.uk</a> and confirm clearance in box opposite</b>	
<b>Telephone Extension:</b>	2771
<b>Draft to be cleared by (Deputy Mayor/Mayoral Advisor/Director/Special Appointment)</b>  <b><i>This part of the clearance process will be completed by the Mayor's Office correspondence team [REDACTED] and [REDACTED] once draft uploaded</i></b>	Shirley Rodrigues  Heidi Alexander Cleared by Heidi via email **/10/2019

### **Background/Comments:**

Add additional information here: XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

### **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).

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 29 October 2019 13:45  
**To:** [REDACTED] TT Correspondence  
**Cc:** Tim Steer  
**Subject:** RE: MGLA241019-5558 Caroline Russell AM

Heidi has seen, I think BCs chased this last week with Shirley but not sure we've heard back – could we chase again please noting there are now numerous cases awaiting that clearance!

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 29 October 2019 13:30  
**To:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Cc:** Tim Steer <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: MGLA241019-5558 Caroline Russell AM

Thanks [REDACTED]

Where is the most recent Victoria Rance one at? Last I knew it was with Shirley for review? Had Heidi already approved it at that stage? It would be good to see the latest text on that one to make sure the one's I'm drafting for Caroline, Hackney and others reflect the latest tweaks.

Thanks  
[REDACTED]

---

**From:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Date:** Tuesday, 29 October 2019 at 13:26  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** Tim Steer <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@london.gov.uk>, TT Correspondence <[REDACTED]@london.gov.uk>  
**Subject:** RE: MGLA241019-5558 Caroline Russell AM

Thanks [REDACTED] – these should all now be assigned to you.

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 29 October 2019 11:44  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>  
**Cc:** Tim Steer <[REDACTED]@london.gov.uk>  
**Subject:** Re: MGLA241019-5558 Caroline Russell AM

Hi

Yes I think it's easiest for me to draft as well as the one from Hackney and the one that Heidi sent through this morning. If you assign them all to me I'll get on them this week.

Thanks  
[REDACTED]

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**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** Tuesday, October 29, 2019 11:15:38 AM  
**To:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>  
**Subject:** RE: MGLA241019-5558 Caroline Russell AM

Ah, didn't know we had had this back

[REDACTED] can we draft the Caroline response in house using this draft?

[REDACTED]

---

**From:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Sent:** 29 October 2019 11:14  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>  
**Subject:** RE: MGLA241019-5558 Caroline Russell AM

Hi [REDACTED]

I can forward to TfL. It would be good to have our final edited version so they don't use their draft as the one to align with.

TimS – did you have anything to add to [REDACTED] draft (attached)?

Thanks

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 28 October 2019 16:07  
**To:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>  
**Subject:** RE: MGLA241019-5558 Caroline Russell AM

Hi team, this now OK to go to TfL for commissioning response please. Could you ask them to progress alongside the response to Cllr Danny Thorpe (ref MGLA171019-5133) – the responses should align and be sent back to the same timelines please

Thanks

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 24 October 2019 09:58  
**To:** TT Correspondence <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>  
**Subject:** FW: MGLA241019-5558 Caroline Russell AM

Hi

I think it might be worth discussing approach to this one with Heidi at 1:1 on Monday if there is time.



Thanks

■

---

**From:** ■■■■■@london.gov.uk>  
**Sent:** 24 October 2019 09:42  
**To:** ■■■■■ <■■■■■[london.gov.uk](mailto:■■■■■@london.gov.uk)>  
**Cc:** TT Correspondence <■■■■■[london.gov.uk](mailto:■■■■■@london.gov.uk)>  
**Subject:** MGLA241019-5558 Caroline Russell AM

Hi ■■■■■

Should we send this to TfL to draft, or would you like to?

Many thanks

■■■■■

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 30 October 2019 17:50  
**To:** TT Correspondence  
**Cc:** [REDACTED]  
**Subject:** Silvertown VIP cases

Just to follow up on the below, and as there's been a spike in Silvertown VIP corro the last few days, below is an update of where things are at on each of the cases.

I want to double check with Heidi whether she wants all of these to go from the Mayor and the timing (if the intention is to respond pre-contract signing, it will be quicker to go from her than the Mayor), as well as the impact of the pre-election period (TfL have flagged a potential issue) and a few other bits and pieces. [REDACTED] could you add Silvertown to the agenda for 1:1 on Monday so I can cover off all of this?

- [REDACTED]
- Victoria Rance \*4151 – With Shirley

[REDACTED]

Separately I've send back standard line responses to the three non VIP cases this afternoon for loading onto WO.

Thanks  
[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Date:** Wednesday, 30 October 2019 at 12:04  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** TT Correspondence <[REDACTED]@london.gov.uk>, [REDACTED]  
<[REDACTED]@london.gov.uk>  
**Subject:** Re: MGLA301019-5961 FW: Silvertown Tunnel Siobhan Benita

Thanks [REDACTED] A few emails on Silvertown corro this morning so just picking up on them all and ccing [REDACTED] for info.

I'm at Palestra and just discussed briefly with [REDACTED] We suggest it would be worth listing on the 1:1 for Monday to double check how Heidi wants to deal with the higher profile ones given there are now quite a few (Danny Thorp, Caroline Russell, Hackney, Sian Berry, Siobhan Benita). Want to double check she wants them all from the Mayor and timeframe for sending back. In the meantime I will try and have draft replies ready for Monday.

On the resident/community ones you've sent through, I'll get the standard officer response drafted and back to you in the next day or so.

Cheers  
[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Date:** Wednesday, 30 October 2019 at 10:35  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>

**Cc:** TT Correspondence <[REDACTED]@london.gov.uk>

**Subject:** MGLA301019-5961 FW: Silvertown Tunnel Siobhan Benita

Hi [REDACTED],

Another one on Silvertown, this is from the Lib Dems so please confirm if Mayoral or Heidi reply needed.

Thanks

[REDACTED]

[REDACTED]

---

**From:** [REDACTED]@tfl.gov.uk  
**Sent:** 02 November 2019 09:17  
**To:** [REDACTED]@tfl.gov.uk; [REDACTED] [REDACTED] [REDACTED] [REDACTED]  
**Subject:** Fw: Silvertown Tunnel campaigners gear up for last stand | UK news | The Guardian

FYI - guardian piece now online

<https://www.theguardian.com/uk-news/2019/nov/02/silvertown-tunnel-campaigners-gear-up-for-last-stand-sadiq-khan>

Silvertown Tunnel campaigners gear up for last stand Opponents fear east London scheme will increase traffic and pollution and heighten risk of flooding

[REDACTED] [REDACTED]

Sat 2 Nov 2019 08.00 GMTLast modified on Sat 2 Nov 2019 08.03 GMT

Campaigners and politicians are making a last-ditch attempt to halt the Silvertown Tunnel project over fears of increased traffic and air pollution, as the London mayor, Sadiq Khan, prepares to sign a contract for construction work to begin.

Plans for the tunnel in east London, which will connect the Greenwich peninsula to west Silvertown and is designed to ease congestion around the Blackwall Tunnel, had been stalled after a legal challenge from the losing bidder, Silver Thames Connect.

However, following a successful application to the court, the halt was lifted and Transport for London says it plans to move ahead with the project "as soon as possible".

The contract between TfL and winning bidder, the Riverlinx consortium, is expected to be signed imminently, meaning construction could begin next year with the tunnel forecast to be open from 2025. It was originally scheduled to open in 2023.

TfL has claimed the tunnel will ease congestion in the area, provide better access to jobs and services, and improve the resilience of the road network in response to new developments in Greenwich and the Royal Docks.

The Silvertown Tunnel will be tolled, along with Blackwall Tunnel. It will also fall within the extended Ultra Low Emission Zone, so drivers of the most polluting vehicles will be charged.

However, many local residents, councillors and politicians have criticised the project, arguing that it will increase traffic and therefore air pollution, and will attract more HGVs. They are also concerned about the fact the tunnel will be built on a floodplain and believe it could increase the risk of flooding in the area.

Matthew Pennycook, the Labour MP for Greenwich and Woolwich, said: "It will increase congestion, it will make the air quality in the area worse overall, and that's to the detriment of the health and quality of life of my constituents. That's why I've been opposed to it and I'd still like them to reconsider at this late stage."

While he agreed with TfL on the need for better cross-river connections, he said the lack of improved public transport alongside the tunnel was disappointing. "Is this really going to be a tunnel for local businesses and local residents, or is it just going to be a huge strategic road through London?"

A spokesperson for the mayor said the scheme would “effectively eliminate congestion” by reducing the number of idling cars and improving overall air quality. “As the number of cars is not expected to increase there is no forecast increase in carbon emissions. There will also be extensive monitoring of noise and air quality during and after construction.” The consortium also said it would work with local flood authorities and build a new river wall to maximise flood defences.

Caroline Russell, a Green party member of the London assembly, said the tunnel was a “dinosaur” project. “The mayor is locking in high levels of traffic pumping through south-east London, which is completely inappropriate if you are trying to fix the air pollution crisis and tackle a climate emergency.”

The project is being privately funded by Riverlinx, with TfL repaying the costs using revenue from tolling its future users, a funding model that Russell says will tie the area into further emissions. “Future mayors will need that traffic to pay off the construction debt.”

She warned that, if rushed through, the tunnel could end up like the Garden Bridge saga, in which £43m of public money was spent on an abandoned project.

Three candidates for the 2020 London mayoral election, Siân Berry from the Green party, Siobhan Benita from the Liberal Democrats and independent candidate Rosalind Readhead, have written to Khan asking him to pause the development and allow time for alternatives to be discussed during the election.

Lewisham, Newham, Southwark and Hackney councils oppose the plans, and Greenwich council’s ruling Labour group called for the project to be paused after discussions last month.

Victoria Rance, the coordinator of the Stop the Silvertown Tunnel Coalition, branded the project “hypocritical”. She said: “To be putting a tunnel between two boroughs who don’t want it is unbelievable really – who’s it for?” The coalition, set up in May, has the backing of local residents groups, Extinction Rebellion and Rosamund Kissi-Debrah, whose daughter died of an asthma attack possibly linked to air pollution.

They are calling on councils to back a judicial review into the project if the contract signing goes ahead, claiming TfL did not fully explore the option of tolling Blackwall Tunnel to reduce congestion without building the Silvertown Tunnel.

TfL disputed these claims, saying “only charging Blackwall would offer much lower benefits but at a much lower cost ... this option would not achieve the core project objective of improving the resilience of the local network, would be less effective at reducing Blackwall Tunnel congestion and would offer significantly lower potential for public transport improvements”.

The Blackwall Tunnel, built more than 120 years ago, was closed more than 700 times in 2017-18, and a six-minute closure in peak time causes a tailback of three miles, affecting commuters, deliveries and bus routes.

Danny Thorpe, a Labour councillor and leader of Greenwich council, has asked Khan to explore better public transport options for the project, such as extending the DLR to Thamesmead and Eltham, and improving walking and cycling routes, as well as experimenting with tolling on the Blackwall and Rotherhithe tunnels to try to ease traffic.

Plans for a pedestrian and cycle bridge from Rotherhithe to Canary Wharf were dropped earlier this year due to the cost, and there are no plans for walking or cycling facilities in the Silvertown Tunnel.

Before the tunnel opens, TfL is required to set up the Silvertown Tunnel Implementation Group, which will hold TfL to account for the impact of the tunnel and will include representatives from all the affected local boroughs.

A TfL spokesperson said: “We are absolutely committed to ensuring that the project is delivered with minimal impact to local residents. We will be undertaking further modelling, monitoring and, if required, appropriate

mitigation, of the effects of the scheme to ensure the outcomes are not materially worse than we forecast in our environmental statement.”

\*\*\*\*\*

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**From:** [REDACTED]  
**Sent:** 02 November 2019 09:31  
**To:** Media Summaries  
**Subject:** NEWS: Guardian: Silvertown Tunnel campaigners gear up for last stand

## Silvertown Tunnel campaigners gear up for last stand

<https://www.theguardian.com/uk-news/2019/nov/02/silvertown-tunnel-campaigners-gear-up-for-last-stand-sadiq-khan>

Opponents fear east London scheme will increase traffic and pollution and heighten risk of flooding

[REDACTED] [REDACTED]  
Sat 2 Nov 2019 08.00 GMT Last modified on Sat 2 Nov 2019 08.03 GMT

Campaigners and politicians are making a last-ditch attempt to halt the Silvertown Tunnel project over fears of increased traffic and air pollution, as the London mayor, Sadiq Khan, prepares to sign a contract for construction work to begin.

Plans for the tunnel in east London, which will connect the Greenwich peninsula to west Silvertown and is designed to ease congestion around the Blackwall Tunnel, had been stalled after a legal challenge from the losing bidder, Silver Thames Connect.

However, following a successful application to the court, the halt was lifted and Transport for London says it plans to move ahead with the project "as soon as possible".

The contract between TfL and winning bidder, the Riverlinx consortium, is expected to be signed imminently, meaning construction could begin next year with the tunnel forecast to be open from 2025. It was originally scheduled to open in 2023.

TfL has claimed the tunnel will ease congestion in the area, provide better access to jobs and services, and improve the resilience of the road network in response to new developments in Greenwich and the Royal Docks.

The Silvertown Tunnel will be tolled, along with Blackwall Tunnel. It will also fall within the extended Ultra Low Emission Zone, so drivers of the most polluting vehicles will be charged.

However, many local residents, councillors and politicians have criticised the project, arguing that it will increase traffic and therefore air pollution, and will attract more HGVs. They are also concerned about the fact the tunnel will be built on a floodplain and believe it could increase the risk of flooding in the area.

Matthew Pennycook, the Labour MP for Greenwich and Woolwich, said: "It will increase congestion, it will make the air quality in the area worse overall, and that's to the detriment of the health and quality of life of my constituents. That's why I've been opposed to it and I'd still like them to reconsider at this late stage."

While he agreed with TfL on the need for better cross-river connections, he said the lack of improved public transport alongside the tunnel was disappointing. "Is this really going to be a tunnel for local businesses and local residents, or is it just going to be a huge strategic road through London?"

A spokesperson for the mayor said the scheme would "effectively eliminate congestion" by reducing the number of idling cars and improving overall air quality. "As the number of cars is not expected to increase there is no forecast increase in carbon emissions. There will also be extensive monitoring of noise and air quality during and after construction." The consortium also said it would work with local flood authorities and build a new river wall to maximise flood defences.

Caroline Russell, a Green party member of the London assembly, said the tunnel was a "dinosaur" project. "The mayor is locking in high levels of traffic pumping through south-east London, which is completely inappropriate if you are trying to fix the air pollution crisis and tackle a climate emergency."

The project is being privately funded by Riverlinx, with TfL repaying the costs using revenue from tolling its future users, a

funding model that Russell says will tie the area into further emissions. “Future mayors will need that traffic to pay off the construction debt.”

She warned that, if rushed through, the tunnel could end up like the Garden Bridge saga, in which £43m of public money was spent on an abandoned project.

Three candidates for the 2020 London mayoral election, Siân Berry from the Green party, Siobhan Benita from the Liberal Democrats and independent candidate Rosalind Readhead, have written to Khan asking him to pause the development and allow time for alternatives to be discussed during the election.

Lewisham, Newham, Southwark and Hackney councils oppose the plans, and Greenwich council’s ruling Labour group called for the project to be paused after discussions last month.

Victoria Rance, the coordinator of the Stop the Silvertown Tunnel Coalition, branded the project “hypocritical”. She said: “To be putting a tunnel between two boroughs who don’t want it is unbelievable really – who’s it for?” The coalition, set up in May, has the backing of local residents groups, Extinction Rebellion and Rosamund Kissi-Debrah, whose daughter died of an asthma attack possibly linked to air pollution.

They are calling on councils to back a judicial review into the project if the contract signing goes ahead, claiming TfL did not fully explore the option of tolling Blackwall Tunnel to reduce congestion without building the Silvertown Tunnel.

TfL disputed these claims, saying “only charging Blackwall would offer much lower benefits but at a much lower cost ... this option would not achieve the core project objective of improving the resilience of the local network, would be less effective at reducing Blackwall Tunnel congestion and would offer significantly lower potential for public transport improvements”.

The Blackwall Tunnel, built more than 120 years ago, was closed more than 700 times in 2017-18, and a six-minute closure in peak time causes a tailback of three miles, affecting commuters, deliveries and bus routes.

Danny Thorpe, a Labour councillor and leader of Greenwich council, has asked Khan to explore better public transport options for the project, such as extending the DLR to Thamesmead and Eltham, and improving walking and cycling routes, as well as experimenting with tolling on the Blackwall and Rotherhithe tunnels to try to ease traffic.

Plans for a pedestrian and cycle bridge from Rotherhithe to Canary Wharf were dropped earlier this year due to the cost, and there are no plans for walking or cycling facilities in the Silvertown Tunnel.

Before the tunnel opens, TfL is required to set up the Silvertown Tunnel Implementation Group, which will hold TfL to account for the impact of the tunnel and will include representatives from all the affected local boroughs.

A TfL spokesperson said: “We are absolutely committed to ensuring that the project is delivered with minimal impact to local residents. We will be undertaking further modelling, monitoring and, if required, appropriate mitigation, of the effects of the scheme to ensure the outcomes are not materially worse than we forecast in our environmental statement.”



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 04 November 2019 07:56  
**To:** [REDACTED]  
**Subject:** Re: Items for Heidi 1:1

Hi

[REDACTED]

Ultimately the content of the letters is quite factual (TfL modelling shows x, this will lead to y), but the Mayor might wish to be circumspect with what he says depending on which Borough the letter is going to. I think we still need a view from the GLA governance team. As per the process set out in Mary's email I flagged this as a potential concern with Tim S last week and asked him for a view/or to raise with Tom Middleton. I haven't heard back from him yet - I'll chase this morning and copy you.

Thanks

[REDACTED]

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---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** Sunday, 3 November 2019, 21:20  
**To:** [REDACTED]  
**Subject:** RE: Items for Heidi 1:1

Thanks [REDACTED]

Could you ask TfL to get some legal advice on the correspondence question? I'm sure Heidi will have her own views but think we ought to check if there are any issues from a legal perspective as well.

Thanks

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 01 November 2019 16:01  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Items for Heidi 1:1

[Redacted content out of scope of request]

Hi [REDACTED]

As discussed, could you please discuss the below with Heidi on Monday and get a steer on a couple of issues? I'll be around on Monday until about 2pm to discuss.

Silvertown

- General update: Latest from David Rowe is that contract with Riverlinx expected to be signed on 14 November. Pushing Riverlinx hard to ensure it is signed on that date and no later than 20 November.
  - Steer needed: Pre-Election period will impact planned comms like the leaflet to promote the benefits of the scheme. TfL getting advice on whether there would be less restriction on messaging if the leaflet went out in Riverlinx's name. Would Heidi be OK with this?
  - Steer needed: Correspondence – drafts complete for Danny Thorpe, Philip Glanville, Victoria Rance, Caroline Russell, Sian Berry, Siobhan Benita and Rosalind Redhead. Given pre-election, are we still OK to proceed with agreed lines, or should they need to be toned down? Still all to go from the Mayor? Once approach agreed, all are ready to be sent up for clearing.
- [REDACTED]

• [REDACTED]  
[REDACTED]

Thanks,

[REDACTED]

**Principal Policy Officer, Transport Team**

**GREATERLONDONAUTHORITY**

City Hall, The Queen's Walk, London SE1 2AA

T: [REDACTED]

**[london.gov.uk](https://www.london.gov.uk)**

[REDACTED] [london.gov.uk](https://www.london.gov.uk)

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 05 November 2019 10:50  
**To:** Shirley Rodrigues  
**Subject:** FW: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT  
**Attachments:** MGLA071019-4151 - MoL to Victoria Rance - Silvertown Tunnel.docx; STTC letter to Mayor Khan 4 October 2019.pdf; Case Summary.pdf; IMG\_5283.jpg; IMG\_5284.jpg

S,

[Attachment 20191105\_1050 x 2]

Documents attached,

[REDACTED]

[REDACTED]

**Senior Personal Assistant to Shirley Rodrigues, Deputy Mayor for Environment & Energy  
MAYOR OF LONDON**

City Hall, The Queen's Walk, London SE1 2AA  
020 7983 [REDACTED]

**london.gov.uk**

[REDACTED] [london.gov.uk](https://www.london.gov.uk)

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 04 November 2019 10:33  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT

I'm happy with it as currently worded. Thanks

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 04 November 2019 10:27  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** FW: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT

This one.

[REDACTED]

[REDACTED]

**Senior Personal Assistant to Shirley Rodrigues, Deputy Mayor for Environment & Energy  
MAYOR OF LONDON**

City Hall, The Queen's Walk, London SE1 2AA  
020 7983 [REDACTED]

**london.gov.uk**

[REDACTED] [london.gov.uk](mailto:[REDACTED]@london.gov.uk)

---

From: TT Correspondence <[REDACTED]@london.gov.uk>

Sent: 29 October 2019 13:53

To: [REDACTED] <[REDACTED]@london.gov.uk>

Cc: TT Correspondence <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

Subject: FW: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT

Hi [REDACTED]

Sorry to chase but do you know if Shirley has had time to review this?

We have several other cases that have come in which need to be aligned with this response.

If you can follow up that would be great.

Thanks

[REDACTED]

---

From: TT Correspondence <[REDACTED]@london.gov.uk>

Sent: 24 October 2019 3:14 PM

To: [REDACTED] <[REDACTED]@london.gov.uk>

Cc: [REDACTED] <[REDACTED]@london.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>;

[REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

Subject: FW: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT

Hi [REDACTED]

Thanks for your email. please see attached documents for this case and the draft response

Thanks

[REDACTED] (TT correspondence)

---

From: [REDACTED] <[REDACTED]@london.gov.uk>

Sent: 17 October 2019 9:50 AM

To: [REDACTED]@london.gov.uk

Cc: [REDACTED] <[REDACTED]@london.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

Subject: FW: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT

Hi [REDACTED]

Please see email below from the Transport Team. Heidi is looking for Shirley's clearance on this by 22<sup>nd</sup> October.

I am on leave after 21<sup>st</sup>, so please could you liaise with [REDACTED] TT (copied in) if needed.

Thank you

████████

---

**From:** TT Correspondence

**Sent:** 17 October 2019 09:42

**To:** ██████████ <██████████@london.gov.uk>

**Cc:** TT Correspondence <██████████@london.gov.uk>

**Subject:** MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance

Hi

████████

I'm relatively new to the team, covering ██████████ role.

Please find attached draft response for Shirley to review/clear before it goes to Heidi, I have attached the incoming and case details.

Heidi would like the response to go out around 22nd October 2019 ideally.

Thank you

████████

(on behalf of TT correspondence)

**Victoria Rance**  
[REDACTED]

**Our ref:** MGLA071019-4151

**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 on a number of occasions and has also met with you to discuss your concerns. I'd like to take this opportunity to reiterate my views on the scheme, and also to respond to some key matters you raise.

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 closes 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, which would 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 to this problem.

I reject the assertion that the information presented by TfL through the public consultation and to the Planning Inspectorate was incorrect and misleading. Specifically, a Blackwall-only charge option (including not constructing a tunnel at Silvertown), has been explored in detail. In a scenario where the same user charges were introduced at Blackwall as are assumed for the Silvertown Tunnel 'assessed case', there would be increased demand at adjacent, less suitable crossings such as the Woolwich Ferry and Rotherhithe Tunnel, and increased congestion and air quality issues across the network. Further increasing the charge to reduce congestion at the Blackwall corridor to a level similar to that expected for the Silvertown Tunnel scheme, coupled with the fact that no new crossing would be provided, would mean a significant proportion of traffic would re-route from Blackwall. This would bring even higher levels of congestion and worsened air quality to other river crossings and elsewhere on the network.

Furthermore, a Blackwall-only charge option wouldn't address the inherent constraints associated with the design of the current crossing. This design means that the tunnel experiences a disproportionately higher number of incidents and closures compared to other major UK highway tunnels. It would not allow TfL to run double deck buses that will help make a step change in public transport provision.

In response to your assertion that traffic would be displaced onto other roads such as the A102, TfL's modelling has detailed that overall there is a significant reduction in travel time (i.e. congestion), particularly in the peaks, as a result of the scheme.

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 the

Intergovernmental Panel on Climate Change's 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 and a copy is enclosed.

Transport emissions in the 1.5C pathway fall firstly from modal shift as it assumes 80 per cent of trips are made by foot, cycle or public transport by 2041. The modelling by Element Energy then assessed how the remaining road transport could 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 it may not be possible to electrify. The pathway is not based 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. 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 electricity grid intensity and considering the embodied carbon associated with their production, electric vehicles already save significant amounts of carbon over their lifetime. This benefit will grow in future as the grid decarbonises further.

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 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 be productive.

Thank you again for writing to me.

Yours sincerely,

**Sadiq Khan**  
Mayor of London

## MAYOR'S OFFICE ADVICE NOTES

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

<b>Drafted By:</b>  Or (delete either option as appropriate)  Drafted by: XXXX obo XXXX (enter name of team or officer)	[REDACTED] GLA Transport Team [REDACTED] [REDACTED] GLA Environment David Rowe, TfL
<b>Unit/Team:</b>	Transport Team
<b>Cleared by (Line Manager):</b>  This <b>includes</b> approval of text used in ' <b>as appropriate</b> ' section - commending their work e.g. relevance/importance/value to community/City/society xxxxx	[REDACTED] GLA
<b>*Cleared by (Sarah Gibson - Government Relations Manager):</b>  <b>*NB: If correspondence to a Government/Shadow Minister, Council Leader, Council Chief Executive or Borough Mayor it must be cleared by Sarah Gibson (Government Relations Manager) before going up to the Mayor's Office. Email draft to her at [REDACTED] <a href="mailto:[REDACTED]@london.gov.uk">london.gov.uk</a> and confirm clearance in box opposite</b>	
<b>Telephone Extension:</b>	2771
<b>Draft to be cleared by (Deputy Mayor/Mayoral Advisor/Director/Special Appointment)</b>  <b><i>This part of the clearance process will be completed by the Mayor's Office correspondence team [REDACTED] and [REDACTED] once draft uploaded</i></b>	Shirley Rodrigues  Heidi Alexander Cleared by Heidi via email **/10/2019

### **Background/Comments:**

Add additional information here: XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

### **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).



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ngestion),

he Silvertown  
m. London's  
nd the

← SP - are you happy with  
this assertion? I don't think  
<sup>but</sup> (we should ask) that TfL  
modelled this + this is what  
Victoria Lance is challenging, so  
are you happy to just leave  
as an assertion?

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 06 November 2019 10:14  
**To:** TT Correspondence  
**Cc:** [REDACTED]  
**Subject:** RE: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT

To update, hoping to have TfL Legal clearance this morning. Will then get all outstanding cases across to clear.

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 05 November 2019 14:05  
**To:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** FW: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT

The version attached has been updated with the comment I needed to add. Can you save this version ready for Heidi.

[REDACTED] is checking an example with TfL legal. Once he has the OK there are various Silvertown cases that need to go to Heidi for approval, including this one

Thanks

[Attachment 20191105\_1405]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 05 November 2019 14:01  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT

Hi Everyone,

This has now been cleared by Shirley.

[REDACTED]

[REDACTED]

**Senior Personal Assistant to Shirley Rodrigues, Deputy Mayor for Environment & Energy**  
**MAYOR OF LONDON**  
City Hall, The Queen's Walk, London SE1 2AA  
020 7983 [REDACTED]

[london.gov.uk](mailto:[REDACTED]@london.gov.uk)  
[REDACTED]@london.gov.uk

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>

**Date:** Tuesday, 5 November 2019 at 11:23

**To:** [REDACTED] <[REDACTED]@london.gov.uk>, TT Correspondence

<[REDACTED]@london.gov.uk>

**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@london.gov.uk>, [REDACTED] <[REDACTED]@london.gov.uk>

**Subject:** RE: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT

[Reg 13 - Personal Information]

Not yes, [REDACTED]. I have made her aware of the situation and urgency.

[REDACTED]

**Senior Personal Assistant to Shirley Rodrigues, Deputy Mayor for Environment & Energy  
MAYOR OF LONDON**

City Hall, The Queen's Walk, London SE1 2AA  
020 7983 [REDACTED]

**london.gov.uk**

[REDACTED]@london.gov.uk

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>

**Sent:** 05 November 2019 10:30

**To:** [REDACTED] <[REDACTED]@london.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>

**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

<[REDACTED]@london.gov.uk>

**Subject:** RE: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT

**Importance:** High

Hi all

Did [REDACTED] and Shirley manage to speak on this yesterday? We really need to tie up these cases ready to go ASAP.

[REDACTED]

---

**From:** [REDACTED]

**Sent:** 04 November 2019 10:32

**To:** [REDACTED] <[REDACTED]@london.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>

**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

<[REDACTED]@london.gov.uk>

**Subject:** RE: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT

Thanks for the update. We may be trying to get these out before pre-election period (Weds) so it's really key this gets resolved ASAP please!

Thanks

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>

**Sent:** 04 November 2019 10:23

To: TT Correspondence <[REDACTED]@london.gov.uk>

Cc: [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

Subject: RE: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT

Hi All,

Apologies, I know a fair few people are waiting on this. Shirley would like to discuss a particular point with [REDACTED] before we sign this off. Will get this sorted as soon as I can.

[REDACTED]

[REDACTED]

**Senior Personal Assistant to Shirley Rodrigues, Deputy Mayor for Environment & Energy  
MAYOR OF LONDON**

City Hall, The Queen's Walk, London SE1 2AA  
020 7983 [REDACTED]

[london.gov.uk](http://london.gov.uk)

[REDACTED]@london.gov.uk

---

From: TT Correspondence <[REDACTED]@london.gov.uk>

Sent: 01 November 2019 12:06

To: [REDACTED] <[REDACTED]@london.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>

Cc: [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

Subject: Re: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT

Hi [REDACTED]

Has Shirley had a chance to look at this now?

Many thanks

[REDACTED]

---

From: TT Correspondence <[REDACTED]@london.gov.uk>

Sent: 24 October 2019 3:14 PM

To: [REDACTED] <[REDACTED]@london.gov.uk>

Cc: [REDACTED] <[REDACTED]@london.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

Subject: FW: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT

Hi [REDACTED]

Thanks for your email. please see attached documents for this case and the draft response

Thanks

[REDACTED] (TT correspondence)

---

From: [REDACTED] <[REDACTED]@london.gov.uk>

Sent: 17 October 2019 9:50 AM

To: [REDACTED]@london.gov.uk>

Cc: [REDACTED] <[REDACTED]@london.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

Subject: FW: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance - HEIDI WANTS SHIRLEY'S CLEARANCE BY 22ND OCT

Hi Sam,

Please see email below from the Transport Team. Heidi is looking for Shirley's clearance on this by 22<sup>nd</sup> October.

I am on leave after 21<sup>st</sup>, so please could you liaise with Liz / TT (copied in) if needed.

Thank you

---

From: TT Correspondence

Sent: 17 October 2019 09:42

To: [REDACTED] <[REDACTED]@london.gov.uk>

Cc: TT Correspondence <[REDACTED]@london.gov.uk>

Subject: MGLA071019-4151 FW: Silvertown Tunnel Victoria Rance

Hi [REDACTED]

I'm relatively new to the team, covering [REDACTED] role.

Please find attached draft response for Shirley to review/clear before it goes to Heidi, I have attached the incoming and case details.

Heidi would like the response to go out around 22nd October 2019 ideally.

Thank you

[REDACTED] (on behalf of TT correspondence)

**Victoria Rance**  
[REDACTED]

**Our ref:** MGLA071019-4151

**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 on a number of occasions and has also met with you to discuss your concerns. I'd like to take this opportunity to reiterate my views on the scheme, and also to respond to some key matters you raise.

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 closes 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, which would 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 to this problem.

I reject the assertion that the information presented by TfL through the public consultation and to the Planning Inspectorate was incorrect and misleading. Specifically, a Blackwall-only charge option (including not constructing a tunnel at Silvertown), has been explored in detail. In a scenario where the same user charges were introduced at Blackwall as are assumed for the Silvertown Tunnel 'assessed case', there would be increased demand at adjacent, less suitable crossings such as the Woolwich Ferry and Rotherhithe Tunnel, and increased congestion and air quality issues across the network. Further increasing the charge to reduce congestion at the Blackwall corridor to a level similar to that expected for the Silvertown Tunnel scheme, coupled with the fact that no new crossing would be provided, would mean a significant proportion of traffic would re-route from Blackwall. This would bring even higher levels of congestion and worsened air quality to other river crossings and elsewhere on the network.

Furthermore, a Blackwall-only charge option wouldn't address the inherent constraints associated with the design of the current crossing. This design means that the tunnel experiences a disproportionately higher number of incidents and closures compared to other major UK highway tunnels. It would not allow TfL to run double deck buses that will help make a step change in public transport provision.

In response to your assertion that traffic would be displaced onto other roads such as the A102, TfL's modelling has detailed that overall there is a significant reduction in travel time (i.e. congestion), particularly in the peaks, as a result of the scheme.

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 the



Intergovernmental Panel on Climate Change's trajectories consistent with a limited probability of overshooting 1.5C warming. The independent assessment of our climate action plan is available on our website, along with the letter from C40 confirming that London has developed a Paris Agreement compatible climate action plan. These documents can be accessed on the following webpage, under the heading "Related documents", and listed as Appendix 6 (Final Climate Action Plan Assessment) and Appendix 7 (C40 Climate Action Plan Letter): <https://www.london.gov.uk/what-we-do/environment/london-environment-strategy>

Transport emissions in the 1.5C pathway fall firstly from modal shift as it assumes 80 per cent of trips are made by foot, cycle or public transport by 2041. The modelling by Element Energy then assessed how the remaining road transport could 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 it may not be possible to electrify. The pathway is not based 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. 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 electricity grid intensity and considering the embodied carbon associated with their production, electric vehicles already save significant amounts of carbon over their lifetime. This benefit will grow in future as the grid decarbonises further.

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 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 be productive.

Thank you again for writing to me.

Yours sincerely,

**Sadiq Khan**  
Mayor of London

## MAYOR'S OFFICE ADVICE NOTES

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

<p><b>Drafted By:</b></p> <p><u>Or</u> (delete either option as appropriate)</p> <p>Drafted by: XXXX obo XXXX (enter name of team or officer)</p>	<p>██████████ GLA Transport Team</p> <p>██████████ GLA Environment</p> <p>David Rowe, TfL</p>
<p><b>Unit/Team:</b></p>	<p>Transport Team</p>
<p><b>Cleared by (Line Manager):</b></p> <p>This <b>includes</b> approval of text used in '<b>as appropriate</b>' section - commending their work e.g. relevance/importance/value to community/City/society xxxxx</p>	<p>██████████ GLA</p>
<p><b>*Cleared by (Sarah Gibson - Government Relations Manager):</b></p> <p><b>*NB: If correspondence to a Government/Shadow Minister, Council Leader, Council Chief Executive or Borough Mayor it must be cleared by Sarah Gibson (Government Relations Manager) <b>before</b> going up to the Mayor's Office. Email draft to her at ██████████ <a href="mailto:██████████@london.gov.uk">london.gov.uk</a> and confirm clearance in box opposite</b></p>	
<p><b>Telephone Extension:</b></p>	<p>2771</p>
<p><b>Draft to be cleared by (Deputy Mayor/Mayoral Advisor/Director/Special Appointment)</b></p> <p><b><i>This part of the clearance process will be completed by the Mayor's Office correspondence team ██████████ and ██████████ once draft uploaded</i></b></p>	<p>Shirley Rodrigues Cleared by email 5/11/2019</p> <p>Heidi Alexander Cleared by Heidi via email **/10/2019</p>

### Background/Comments:

Add additional information here: XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

### If correspondence is urgent:



\_\_\_\_\_

Hi all

Could you all let me know where we're at with any cases older than 10 days please? ( [REDACTED], don't worry if they're Silvertown, I know about those given legal debate, but any others please can you update me?)

## Thanks

From: TT Correspondence <[REDACTED]@london.gov.uk>  
Sent: 07 November 2019 15:10  
To: [REDACTED]@london.gov.uk; [REDACTED]@london.gov.uk; [REDACTED]  
<[REDACTED]@london.gov.uk>  
Cc: [REDACTED] <[REDACTED]@london.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>  
Subject: TT Correspondence Case List 7 November 2019

Hi Team

Please see cases for the team below. Please let us know if you have any queries or updates.

we understand with the Silvertown cases Heidi will decide on whether response comes Mayor or Heidi.

Many thanks

[illegible]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 08 November 2019 12:18  
**To:** [REDACTED] Tim Steer  
**Subject:** RE: Silvertown at Heidi Mike 1:1  
**Attachments:** MGLA171019-5133 - Cllr Danny Thorpe\_TA.doc

This is the version saved in our files

[REDACTED]

---

**From:** [REDACTED] [mailto:[REDACTED]@tfl.gov.uk]  
**Sent:** 08 November 2019 12:02  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown at Heidi Mike 1:1

Good idea – let me have a quick check with Heidi what she wants to do. [REDACTED] is going to see where he gets to with TfL Legal by the time that Heidi speaks to Howard.

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 08 November 2019 11:54  
**To:** [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Steer Tim <[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown at Heidi Mike 1:1

This sounds a good idea. Do you want us to send over the letters as they are so Heidi can see them?

---

**From:** [REDACTED] <[REDACTED]@tfl.gov.uk>  
**Sent:** 08 November 2019 11:42  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Tim Steer <[REDACTED]@london.gov.uk>  
**Subject:** Re: Silvertown at Heidi Mike 1:1

Heidi is speaking time Howard this afternoon about the TfL board. I wonder if it's worth her speaking to him quickly about it then, rather than waiting until Tuesday?

[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** Friday, November 8, 2019 11:40 am  
**To:** [REDACTED] Tim Steer; [REDACTED]  
**Subject:** RE: Silvertown at Heidi Mike 1:1

It sounds touch and go. Daily meetings, several issues being ironed out. TfL sent a formal letter to Riverlinx seeking assurances that it will not seek to renegotiate financing if the contract isn't signed by 20. TfL received a reply which they feel provides that assurance.

This will all be discussed on Tuesday and the letters will be provided. I've got more detail, but probably easier to explain over the phone.

█ – happy to explain more to Heidi prior to Tuesday if she wants.

█

---

From: █ <█@london.gov.uk>

Sent: 08 November 2019 11:26

To: Tim Steer <█@london.gov.uk>; █ <█@london.gov.uk>; █ <█@tfl.gov.uk>

Subject: RE: Silvertown at Heidi Mike 1:1

Agreed – does the first point imply Thursday isn't looking likely?

---

From: Tim Steer <█@london.gov.uk>

Sent: 08 November 2019 11:25

To: █ <█@london.gov.uk>; █ <█@tfl.gov.uk>; █ <█@london.gov.uk>

Subject: RE: Silvertown at Heidi Mike 1:1

Looks fine to me

---

From: █ <█@london.gov.uk>

Sent: 08 November 2019 11:20

To: Tim Steer <█@london.gov.uk>; █ <█@tfl.gov.uk>; █ <█@london.gov.uk>

Subject: Silvertown at Heidi Mike 1:1

Hi

I've just had a catch up with █ about Silvertown. He's run me through what will be going into the pack for the 1:1 update on Tuesday, see below. As I wasn't at the 1:1 with Heidi last week, could you let me know if there's anything additional she mentioned that you think should be included and I will feedback to █

- ☐ Contract signing – reasons for delay, ongoing discussions, risks, mitigation, timing
- ☐ Update from Howard on the damages claim by the reserve bidder
- ☐ Impact of pre-election period (note, I've fed back Heidi's steer about the leaflet)
- ☐ Potential for further legal action (latest Victoria Rance letter threatens a JR – legal is providing a view)

Thanks

█

**Principal Policy Officer, Transport Team**  
GREATERLONDONAUTHORITY  
City Hall, The Queen's Walk, London SE1 2AA  
T: █

[london.gov.uk](https://www.london.gov.uk)

█@london.gov.uk

#LondonIsOpen

[REDACTED]

---

**From:** Heidi Alexander  
**Sent:** 08 November 2019 06:40  
**To:** TT Correspondence  
**Cc:** [REDACTED] [REDACTED] Nick Bowes; Shirley Rodrigues; Jules Pipe  
**Subject:** Silvertown Tunnel Judicial Review  
**Attachments:** SSTTC letter to Mayor Khan 7 November 2019.pdf

Hi Team

Plse see below and attached. I have a feeling there may be an outstanding letter from SSTTC that we are due to respond to shortly - when we do, I think we should address the points in this correspondence too.

Thanks

Heidi

---

**From:** VICTORIA RANCE <[REDACTED]>  
**Sent:** Friday, November 8, 2019 00:03  
**To:** Mayor; [REDACTED] [REDACTED] london.gov.uk; Heidi Alexander; Jules Pipe;  
[REDACTED] london.gov.uk; Florence Eshalomi; Caroline Russell; Sian Berry; Shirley Rodrigues; Caroline Pidgeon;  
Nick Bowes  
**Subject:** Silvertown Tunnel Judicial Review  
Dear Mayor Khan,  
Please find attached a letter outlining our reasons for requesting a judicial review should the contracts for the Silvertown Tunnel be signed without a pause and review.  
Yours sincerely  
Victoria Rance  
on behalf of Stop the Silvertown Tunnel Coalition

---

This message has been scanned for viruses by the Greater London Authority.

Click [here](#) to report this email as spam.

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[REDACTED]

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**From:** [REDACTED]  
**Sent:** 08 November 2019 09:53  
**To:** [REDACTED] TT Correspondence  
**Subject:** RE: Silvertown Tunnel Judicial Review  
**Attachments:** MGLA071019-4151 - MoL to Victoria Rance - Silvertown Tunnel.docx

Attached

[Attachment 20191108\_1011]

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 08 November 2019 09:49  
**To:** TT Correspondence <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown Tunnel Judicial Review

Hi

Could you forward me the latest draft of the Victoria Rance Silvertown letter that you have so I can add in content from TfL later today? This was the one that Shirley recently cleared and I think is now back with you?

Thanks

[REDACTED]

---

**From:** Rowe David (ST) <[REDACTED]@TfL.gov.uk>  
**Sent:** 08 November 2019 09:41  
**To:** [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** TT Correspondence <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown Tunnel Judicial Review

[REDACTED] [REDACTED]  
We should also ensure that Legal review any draft response.  
Thanks. David

---

**From:** [REDACTED]  
**Sent:** 08 November 2019 08:53  
**To:** [REDACTED]  
**Cc:** Rowe David (ST); TT Correspondence; [REDACTED]  
**Subject:** Re: Silvertown Tunnel Judicial Review

Morning [REDACTED],

Yes will get back to you today. Have put in a question with legal too around exactly what they would seek a judicial review for.

Thanks,

On 8 Nov 2019, at 08:44, [REDACTED] <[REDACTED]@london.gov.uk> wrote:

Hi [REDACTED] David

Heidi received the attached yesterday. We have a letter drafted to Victoria already that hasn't been sent. Could you help out with providing some responses to the new points she raises in this letter that we can integrate into the existing letter today if possible? Sorry for all the urgent requests recently!

Thanks



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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 08 November 2019 10:11  
**To:** [REDACTED]  
**Subject:** RE: Silvertown Tunnel Judicial Review  
**Attachments:** MGLA071019-4151 - MoL to Victoria Rance - Silvertown Tunnel.docx

**Importance:** High [Attachment 20191108\_1011]

Hi [REDACTED]

Attached is the letter to Victoria as it stands. I've added in red where I think additional lines need to be added to respond to new points raised in her letter from 7 November. Hopefully this might help with your responses and to get a legal view on the wording.

Cheers

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@tfl.gov.uk>  
**Sent:** 08 November 2019 08:53  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** Rowe David (ST) <[REDACTED]@TfL.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>; [REDACTED]  
[REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: Silvertown Tunnel Judicial Review

Morning [REDACTED],

Yes will get back to you today. Have put in a question with legal too around exactly what they would seek a judicial review for.

[Email chain duplicated above]

**Victoria Rance**  
[REDACTED]

**Our ref:** MGLA071019-4151

**Date:**

Thank you for writing to me about the Silvertown Tunnel. I know my Deputy Mayor for Transport, Heidi Alexander, has written to you on my behalf on a number of occasions and has also met with you to discuss your concerns. I'd like to take this opportunity to reiterate my views on the scheme, and also to respond to some key matters you raise in your most recent letters of 4 October and 7 November.

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 closes 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, which would 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 to this problem.

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

Detailed comparison of assessed scheme v Blackwall Tolls, wider pricing to fully congest Blackwall, single bore option.

Spending of toll/pricing income on other infra or PT.

TfL failure to give economic value to carbon reductions or local air pollution improvements in comparison of schemes.

In your letter of 4 October, you ask detailed questions about the potential to introduce a user charge at the Blackwall Tunnel. This option, including not constructing a tunnel at Silvertown, has been explored in detail. In a scenario where the same user charges were introduced at Blackwall as are assumed for the Silvertown Tunnel 'assessed case', there would be increased demand at adjacent, less suitable crossings such as the Woolwich Ferry and Rotherhithe Tunnel, and increased congestion and air quality issues across the network. Further increasing the charge to reduce congestion at the Blackwall corridor to a level similar to that expected for the Silvertown Tunnel scheme, coupled with the fact that no new crossing would be provided, would mean a significant proportion of traffic would re-route from Blackwall. This would bring even higher levels of congestion and worsened air quality to other river crossings and elsewhere on the network.



Furthermore, a Blackwall-only charge option wouldn't address the inherent constraints associated with the design of the current crossing. This design means that the tunnel experiences a disproportionately higher number of incidents and closures compared to other major UK highway tunnels. It would not allow TfL to run double deck buses that will help make a step change in public transport provision.

In response to your assertion that traffic would be displaced onto other roads such as the A102, TfL's modelling has detailed that overall there is a significant reduction in travel time (i.e. congestion), particularly in the peaks, as a result of the scheme.

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 the Intergovernmental Panel on Climate Change's trajectories consistent with a limited probability of overshooting 1.5C warming. The independent assessment of our climate action plan is available on our website, along with the letter from C40 confirming that London has developed a Paris Agreement compatible climate action plan. These documents can be accessed on the following webpage, under the heading "Related documents", and listed as Appendix 6 (Final Climate Action Plan Assessment) and Appendix 7 (C40 Climate Action Plan Letter): <https://www.london.gov.uk/what-we-do/environment/london-environment-strategy>

Transport emissions in the 1.5C pathway fall firstly from modal shift as it assumes 80 per cent of trips are made by foot, cycle or public transport by 2041. The modelling by Element Energy then assessed how the remaining road transport could 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 it may not be possible to electrify. The pathway is not based 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. 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 electricity grid intensity and considering the embodied carbon associated with their production, electric vehicles already save significant amounts of carbon over their lifetime. This benefit will grow in future as the grid decarbonises further.

**Carbon emission targets in future – would these undermine business case for tunnel and mechanism for repayment?**

**Ability of future Mayor to remove or reduce the toll and how this would impact AQ.**

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 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 be productive.

Thank you again for writing to me.

Yours sincerely,

**Sadiq Khan**  
Mayor of London

## MAYOR'S OFFICE ADVICE NOTES

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

<b>Drafted By:</b>  <u>Or</u> (delete either option as appropriate)  Drafted by: XXXX obo XXXX (enter name of team or officer)	<div>██████████ GLA Transport Team</div> <div>██████████ GLA Environment</div> <div>David Rowe, TfL</div>
<b>Unit/Team:</b>	Transport Team
<b>Cleared by (Line Manager):</b>  This <b>includes</b> approval of text used in ' <b>as appropriate</b> ' section - commending their work e.g. relevance/importance/value to community/City/society xxxxx	<div>██████████ GLA</div>
<b>*Cleared by (Sarah Gibson - Government Relations Manager):</b>  <b>*NB: If correspondence to a Government/Shadow Minister, Council Leader, Council Chief Executive or Borough Mayor it must be cleared by Sarah Gibson (Government Relations Manager) <b>before</b> going up to the Mayor's Office. Email draft to her at ██████████ <a href="mailto:██████████@london.gov.uk">london.gov.uk</a> and confirm clearance in box opposite</b>	

<b>Telephone Extension:</b>	2771
<b>Draft to be cleared by (<i>Deputy Mayor/Mayoral Advisor/Director/Special Appointment</i>)</b>  <b><i>This part of the clearance process will be completed by the Mayor's Office correspondence team [REDACTED] and [REDACTED] once draft uploaded</i></b>	<i>Shirley Rodrigues</i> <i>Cleared by email 5/11/2019</i>  <i>Heidi Alexander</i> <i>Cleared by Heidi via email **/10/2019</i>

**Background/Comments:**

Add additional information here: XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

**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).

**From:** [REDACTED] <[REDACTED]@tfl.gov.uk>  
**Sent:** 08 November 2019 15:43  
**To:** [REDACTED] Rowe David (ST)  
**Cc:** TT Correspondence; [REDACTED]  
**Subject:** RE: Silvertown Tunnel Judicial Review  
**Attachments:** MGLA071019-4151 - MoL to Victoria Rance - Silvertown Tunnel AL.docx

[Attachment 20191108\_1543] [Email and attachment Exempt - Regulation 12(5)(b)]

[REDACTED]

[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 08 November 2019 16:20  
**To:** [REDACTED]  
**Cc:** TT Correspondence  
**Subject:** RE: Silvertown drafts

If you're happy to get them up to Heidi then I'm happy with that.

I think [REDACTED] amends to VR look fine in the main but will wait for [REDACTED] to come back from Legal perspective before finalising.

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 08 November 2019 16:16  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown drafts

Thanks [REDACTED]

For speed, I've looked over two and think they look fine. Do you want me to get these to [REDACTED] for Heidi so you can work on the other VR letter?

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 08 November 2019 16:11  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Subject:** Silvertown drafts

Hi [REDACTED]

Sending direct for speed and copying TT. Attached are drafts, now cleared by Legal, to 8 of the 9 outstanding letters on Silvertown. I've attached the incomings also for ease. Victoria Rance letter still outstanding subject to Legal clearance and the edit we discussed. Hope to have that one squared off by the end of the day. Note all of these are for Mayor's signature.

A point to note on the edits required by Legal – most were to make the tone more neutral and factual in accordance with pre-election regulations. However, we had some disagreement around use of the phrase "climate emergency" or similar. Legal's view is that it strays from the factual to the political so have removed it. The substantive points about climate change - TfL's modelling showing no forecast increase in carbon emissions and the bus services being zero-emission - have stayed in, so on balance I think the spirit of the letter is retained. Worth noting that given the quite conservative approach by Legal, anything other than minor edits would need to be run past them again I think.

I've also flagged all of this with [REDACTED] who said she will advise [REDACTED] that they are on their way soon and will need a fast turnaround.

Thanks,

**Principal Policy Officer, Transport Team**  
**GREATERLONDONAUTHORITY**  
City Hall, The Queen's Walk, London SE1 2AA  
T: [REDACTED]

**london.gov.uk**  
[REDACTED] [london.gov.uk](https://www.london.gov.uk)

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 08 November 2019 16:40  
**To:** [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED]  
**Cc:** Tim Steer; [REDACTED] TT Correspondence  
**Subject:** RE: For approval: Mayoral Silvertown drafts

Hi all

Just to clarify that I have sent on to Heidi as [REDACTED] and [REDACTED] aren't around at the moment. [REDACTED] please see note at bottom of this chain, just highlighting for you to check in on this on Monday with [REDACTED]

Thanks

---

**From:** [REDACTED]  
**Sent:** 08 November 2019 16:33  
**To:** [REDACTED] <[REDACTED]@tfl.gov.uk> <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>  
**Cc:** Tim Steer <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
<[REDACTED]@london.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>  
**Subject:** FW: For approval: Mayoral Silvertown drafts  
**Importance:** High

Sorry just looping in [REDACTED]

---

**From:** [REDACTED]  
**Sent:** 08 November 2019 16:26  
**To:** [REDACTED] <[REDACTED]@tfl.gov.uk> <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>  
**Cc:** TT Correspondence <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
<[REDACTED]@london.gov.uk>  
**Subject:** For approval: Mayoral Silvertown drafts  
**Importance:** High

I think [REDACTED] is aware that there would be a flurry of Silvertown letters coming through which are intended to go from the Mayor. These have been held up slightly as legal was reviewing in the context of the pre-election period.

This is now 8 of the 9 outstanding letters; the Victoria Rance case is being updated in light of the most recent incoming regarding possible JR but we expect to be able to send that one through shortly as well.

Hopefully this is OK as one email as Heidi may be able to look at them all together.

Please see note from [REDACTED] *point to note on the edits required by Legal – most were to make the tone more neutral and factual in accordance with pre-election regulations. However, we had some disagreement around use of the phrase “climate emergency” or similar. Legal’s view is that it strays from the factual to the political so have removed it. The substantive points about climate change - TfL’s modelling showing no forecast increase in carbon emissions and the bus services being zero-emission - have stayed in, so on balance I think the spirit of the letter is retained. Worth noting that given the quite conservative approach by Legal, anything other than minor edits would need to be run past them again I think.*

■ has flagged this to mayor's team and that we hope for a quick turnaround – Heidi was hoping they would be sent on Tuesday. This is subject to the update Heidi gets at the Mike meeting on Tuesday, but we suggest getting them routing through the mayor's team ASAP. With that in mind, do you think Heidi will be able to review over the weekend?

Any questions, ■ is the expert!

■ you'll need to prioritise these on Monday if Heidi clears – ■ could you perhaps speak to ■ on Monday as I am on leave and I know she will also be trying to process MQs.

■



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 11 November 2019 11:33  
**To:** [REDACTED]  
**Subject:** RE: For approval: Mayoral Silvertown drafts

Thanks [REDACTED]

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@tfl.gov.uk>  
**Sent:** 11 November 2019 11:20  
**To:** [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: For approval: Mayoral Silvertown drafts

[REDACTED] – There are a few that are good to go which I'll forward to you in an email within the next few minutes. There are a few others where I need to add tracked changes from Heidi's handwritten notes, so I'll send them later in a separate email.

---

**From:** [REDACTED]  
**Sent:** 11 November 2019 11:17  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: For approval: Mayoral Silvertown drafts

Yes she has reviewed, [REDACTED] is sorting feedback so expect imminently!

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 11 November 2019 11:16  
**To:** [REDACTED] <[REDACTED]@tfl.gov.uk>  
**Subject:** RE: For approval: Mayoral Silvertown drafts

Hi [REDACTED]

Do you know if Heidi had opportunity to review these yet? Just mindful of timeframes for getting to the Mayor's office.

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 08 November 2019 16:54  
**To:** Heidi Alexander <[REDACTED]@london.gov.uk>  
**Cc:** Tim Steer <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk> <[REDACTED]@tfl.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>  
**Subject:** RE: For approval: Mayoral Silvertown drafts

And the last outstanding Mayoral case, for Victoria Rance. This replies to two incoming cases, including the most recent re a possible JR. [REDACTED] has more detail on legal view on this if needed, and I understand it will also be covered at your meeting with Mike next week.

From: [REDACTED]  
Sent: 08 November 2019 16:40  
To: Heidi Alexander <[REDACTED]@london.gov.uk>  
Cc: Tim Steer <[REDACTED]@london.gov.uk>; [REDACTED] ([REDACTED]@london.gov.uk)  
<[REDACTED]@london.gov.uk>; [REDACTED] ([REDACTED]@tfl.gov.uk) <[REDACTED]@tfl.gov.uk>; TT Correspondence  
<[REDACTED]@london.gov.uk>  
Subject: For approval: Mayoral Silvertown drafts  
Importance: High [Attachment 20191108\_1654]

Heidi,

As you know there were a number of Mayoral Silvertown letters working their way through: [REDACTED] had these prepared but they were a bit held up by legal reviewing in the context of pre-election period. These are now attached with the incoming.

This is now 8 of the 9 outstanding letters; the Victoria Rance case is being updated in light of the most recent incoming regarding possible JR but we expect to be able to send that one through shortly as well.

Please see note from [REDACTED] *point to note on the edits required by Legal – most were to make the tone more neutral and factual in accordance with pre-election regulations. However, we had some disagreement around use of the phrase “climate emergency” or similar. Legal’s view is that it strays from the factual to the political so have removed it. The substantive points about climate change - TfL’s modelling showing no forecast increase in carbon emissions and the bus services being zero-emission - have stayed in, so on balance I think the spirit of the letter is retained. Worth noting that given the quite conservative approach by Legal, anything other than minor edits would need to be run past them again I think.*

[REDACTED] has flagged this to mayor’s team and that we hope for a quick turnaround next week to get them out to the timeline we’ve discussed. This is subject to the update you get at the Mike meeting on Tuesday, but we suggest getting them routing through the mayor’s team ASAP. With that in mind, will you be able to review over the weekend? Apologies for the turnaround especially given their number.

Feel free to contact us over the weekend with any questions.

#LondonIsOpen

**Victoria Rance**  
[REDACTED]

**Our ref:** MGLA071019-4151

**Date:**

Thank you for writing to me about the Silvertown Tunnel. I know my Deputy Mayor for Transport, Heidi Alexander, has written to you on my behalf on a number of occasions and has also met with you to discuss your concerns. I'd like to take this opportunity to reiterate my views on the scheme, and also to respond to some key matters you raise in your most recent letters of 4 October and 7 November.

I am committed to reducing car dominance, improving air quality and addressing climate change. 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 closes means the approach roads are some of the most polluted in London. This problem is only exacerbated during the regular incidents that occur at the Blackwall Tunnel and this means Transport for London (TfL) is not able to run a reliable cross-river bus service, which would 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 to these problems.

I reject the assertion that the information presented by TfL through the public consultation and to the Planning Inspectorate was incorrect and misleading or known to be false. TfL has undertaken a comprehensive assessment of options to address these problems and I understand my Deputy Mayor for Transport and TfL have explained this process to you. Options assessment was a key consideration in the Development Consent Order (DCO) process, is thoroughly explained in TfL's submissions to the Planning Inspectorate, and was recognised in the Secretary of State's decision letter which states:

*"The Secretary of State notes that while concerns were raised from some interested parties... there was no challenge to the fact that there are existing problems in relation to the Blackwall Tunnel and its approaches that demonstrate that there is a need to be addressed. The Secretary of State agrees with the Panel at PR 4.5.23 that there are no reasons to disagree with the objectives set by the Applicant for identifying a solution.*

*The Secretary of State notes the options appraised and alternatives canvassed (PR 4.6.12-35) and he agrees with the Panel that there has been sufficient assessment of alternatives"*

Revenue from user charging will initially be used to pay off the cost of building the Silvertown Tunnel but you are wrong to suggest 'the success of the scheme depends on TfL maintaining existing levels of heavy motor traffic across the river, in order to pay off the construction loan'. The Charging Policy makes explicitly clear that TfL's ability to repay is a secondary consideration to traffic, environmental and economic factors. That being said, TfL quickly anticipates a surplus from the user charging revenue after a relatively short period which, in addition to paying the costs of building the tunnel, would be reinvested in the transport network.

In your letter of 4 October, you ask detailed questions about the potential to introduce a user charge at the Blackwall Tunnel. This option, including not constructing a tunnel at Silvertown, has been explored in detail. In a scenario where the same user charges were introduced at Blackwall as are assumed for the Silvertown Tunnel 'assessed case', there would be increased demand at adjacent, less suitable crossings such as the Woolwich Ferry and Rotherhithe Tunnel, and increased congestion and air quality issues across the network. Further increasing the charge to reduce congestion at the Blackwall corridor to a level similar to that expected for the Silvertown Tunnel scheme, coupled with the fact that no new crossing would be provided, would mean a significant proportion of traffic would re-route from Blackwall. This would bring even higher levels of congestion and worsened air quality to other river crossings and elsewhere on the network.

Furthermore, a Blackwall-only charge option wouldn't address the inherent constraints associated with the design of the current crossing. This design means that the tunnel experiences a disproportionately higher number of incidents and closures compared to other major UK highway tunnels. It would not allow TfL to run double deck buses that will help make a step change in public transport provision.

In response to your assertion that traffic would be displaced onto other roads such as the A102, TfL's modelling has detailed that overall there is a significant reduction in travel time (i.e. congestion), particularly in the peaks, as a result of the scheme.

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 the Intergovernmental Panel on Climate Change's trajectories consistent with a limited probability of overshooting 1.5C warming. The independent assessment of our climate action plan is available on our website, along with the letter from C40 confirming that London has developed a Paris Agreement compatible climate action plan. These documents can be accessed on the following webpage, under the heading "Related documents", and listed as Appendix 6 (Final Climate Action Plan Assessment) and Appendix 7 (C40 Climate Action Plan Letter): <https://www.london.gov.uk/what-we-do/environment/london-environment-strategy>

Transport emissions in the 1.5C pathway fall firstly from modal shift as it assumes 80 per cent of trips are made by foot, cycle or public transport by 2041. The modelling by Element Energy then assessed how the remaining road transport could 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 it may not be possible to electrify. The pathway is not based 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. 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 electricity grid intensity and considering the embodied carbon associated with their production, electric vehicles already save significant amounts of carbon over their lifetime. This benefit will grow in future as the grid decarbonises further.

While the Silvertown Tunnel proposals have been fully considered in our current plans, I can also assure you that the scheme has the flexibility to co-exist with any subsequent policy developments. How exactly the Silvertown Tunnel and its user charge may be affected clearly depends on the specific objectives and impacts of any new policy or development, but the Charging Policies and Procedures provide flexibility to cope with this. In setting and varying the user charge, TfL is required to re-assess

impacts taking any contextual developments into account, and make changes to satisfy the environmental, economic and other objectives set out within the DCO. Again it's important to note that TfL's ability to repay construction costs is a secondary consideration in the Charging Policy.

Heidi and TfL have repeatedly explained how the setting and varying of the user charge is a decision for the TfL board following substantial analysis and consultation by TfL. It must all be in compliance with the Charging Policy which will ensure the commitments in terms of traffic, environmental and economic impacts are met. Amending the Charging Policy is a decision for the Mayor but it is certainly not a political decision. Any Mayor would need to have regard for relevant policy at the time, the DCO assessments and would need to consult on any proposals having regard for the views of Londoners. Any breach of a DCO is in fact a criminal offence.

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 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 be productive.

Thank you again for writing to me.

Yours sincerely,

**Sadiq Khan**  
Mayor of London

## MAYOR'S OFFICE ADVICE NOTES

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

<b>Drafted By:</b>  <u>Or</u> (delete either option as appropriate)  Drafted by: XXXX obo XXXX (enter name of team or officer)	<div style="background-color: black; width: 100px; height: 15px; margin-bottom: 5px;"></div> GLA Transport Team <div style="background-color: black; width: 100px; height: 15px; margin-bottom: 5px;"></div> GLA Environment David Rowe, TfL
<b>Unit/Team:</b>	Transport Team
<b>Cleared by (Line Manager):</b>  This <b>includes</b> approval of text used in ' <b>as appropriate</b> ' section - commending their work e.g. relevance/importance/value to community/City/society xxxxx	Cleared by TfL Legal - OK to send during pre-election period
<b>*Cleared by (Sarah Gibson - Government Relations Manager):</b>  <b>*NB: If correspondence to a Government/Shadow Minister, Council Leader, Council Chief Executive or Borough Mayor it must be cleared by Sarah Gibson (Government Relations Manager) before going up to the Mayor's Office. Email draft to her at <span style="background-color: black; color: black;">XXXXXXXXXX</span> <a href="mailto:XXXXXXXXXX@london.gov.uk">london.gov.uk</a> and confirm clearance in box opposite</b>	
<b>Telephone Extension:</b>	
<b>Draft to be cleared by (Deputy Mayor/Mayoral Advisor/Director/Special Appointment)</b>  <b>This part of the clearance process will be completed by the Mayor's Office correspondence team <span style="background-color: black; color: black;">XXXXXXXXXX</span> and <span style="background-color: black; color: black;">XXXXXXXXXX</span> once draft uploaded</b>	Previously cleared by Shirley Rodrigues by email 5/11/2019 – additions since then to address further points raised in correspondence 7/11/19  Heidi Alexander Cleared by Heidi via email **/10/2019

### Background/Comments:

Add additional information here: XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

### **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).

To be sent out prior to TfL signing Silvertown contract scheduled for 14 November.

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 08 November 2019 16:50  
**To:** [REDACTED]  
**Subject:** RE: Victoria Rance letter

Yes, this one has been approved by Legal.

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 08 November 2019 16:50  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** RE: Victoria Rance letter

Thanks, has this one been reviewed by legal yet or are we planning to route and let them review in tandem?

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 08 November 2019 16:48  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Victoria Rance letter

[REDACTED]

Attached is the draft response to Victoria Rance, plus the two incoming.

To flag with this one, Heidi said in her last letter to Victoria she would not enter into further corro unless new points were raised. After receiving the 4 October letter her steer was that a Mayoral response should be prepared. The attached responds to those points as well as the points from the 7 November letter.

Thanks

[REDACTED]

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**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 08 November 2019 16:40  
**To:** [REDACTED] <[REDACTED]@tfl.gov.uk> <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>  
**Cc:** Tim Steer <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>  
**Subject:** RE: For approval: Mayoral Silvertown drafts

Hi all

Just to clarify that I have sent on to Heidi as [REDACTED] and [REDACTED] aren't around at the moment. [REDACTED] please see note at bottom of this chain, just highlighting for you to check in on this on Monday with [REDACTED]

Thanks

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 08 November 2019 16:33  
**To:** [REDACTED] <[REDACTED]@tfl.gov.uk> <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>



Cc: Tim Steer <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
<[REDACTED]@london.gov.uk>; TT Correspondence <[REDACTED]@london.gov.uk>  
Subject: FW: For approval: Mayoral Silvertown drafts  
Importance: High

Sorry just looping in [REDACTED]

---

From: [REDACTED]  
Sent: 08 November 2019 16:26  
To: [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>  
Cc: TT Correspondence <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
<[REDACTED]@london.gov.uk>  
Subject: For approval: Mayoral Silvertown drafts  
Importance: High

[REDACTED] [REDACTED]

I think [REDACTED] is aware that there would be a flurry of Silvertown letters coming through which are intended to go from the Mayor. These have been held up slightly as legal was reviewing in the context of the pre-election period.

This is now 8 of the 9 outstanding letters; the Victoria Rance case is being updated in light of the most recent incoming regarding possible JR but we expect to be able to send that one through shortly as well.

Hopefully this is OK as one email as Heidi may be able to look at them all together.

Please see note from [REDACTED] *point to note on the edits required by Legal – most were to make the tone more neutral and factual in accordance with pre-election regulations. However, we had some disagreement around use of the phrase “climate emergency” or similar. Legal’s view is that it strays from the factual to the political so have removed it. The substantive points about climate change - TfL’s modelling showing no forecast increase in carbon emissions and the bus services being zero-emission - have stayed in, so on balance I think the spirit of the letter is retained. Worth noting that given the quite conservative approach by Legal, anything other than minor edits would need to be run past them again I think.*

[REDACTED] has flagged this to mayor’s team and that we hope for a quick turnaround – Heidi was hoping they would be sent on Tuesday. This is subject to the update Heidi gets at the Mike meeting on Tuesday, but we suggest getting them routing through the mayor’s team ASAP. With that in mind, do you think Heidi will be able to review over the weekend?

Any questions, [REDACTED] is the expert!

[REDACTED] you’ll need to prioritise these on Monday if Heidi clears – [REDACTED] could you perhaps speak to [REDACTED] on Monday as I am on leave and I know she will also be trying to process MQs.

[REDACTED]



**Victoria Rance**  
[REDACTED]

**Our ref:** MGLA071019-4151

**Date:**

Thank you for writing to me about the Silvertown Tunnel. I know my Deputy Mayor for Transport, Heidi Alexander, has written to you on my behalf on a number of occasions and has also met with you to discuss your concerns. I'd like to take this opportunity to reiterate my views on the scheme, and also to respond to some key matters you raise in your most recent letters of 4 October and 7 November.

I am committed to reducing car dominance, improving air quality and addressing climate change. 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 closes means the approach roads are some of the most polluted in London. This problem is only exacerbated during the regular incidents that occur at the Blackwall Tunnel and this means Transport for London (TfL) is not able to run a reliable cross-river bus service, which would 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 to these problems.

I reject the assertion that the information presented by TfL through the public consultation and to the Planning Inspectorate was incorrect and misleading or known to be false. TfL has undertaken a comprehensive assessment of options to address these problems and I understand my Deputy Mayor for Transport and TfL have explained this process to you. Options assessment was a key consideration in the Development Consent Order (DCO) process, is thoroughly explained in TfL's submissions to the Planning Inspectorate, and was recognised in the Secretary of State's decision letter which states:

*"The Secretary of State notes that while concerns were raised from some interested parties... there was no challenge to the fact that there are existing problems in relation to the Blackwall Tunnel and its approaches that demonstrate that there is a need to be addressed. The Secretary of State agrees with the Panel at PR 4.5.23 that there are no reasons to disagree with the objectives set by the Applicant for identifying a solution.*

*The Secretary of State notes the options appraised and alternatives canvassed (PR 4.6.12-35) and he agrees with the Panel that there has been sufficient assessment of alternatives"*

Revenue from user charging will initially be used to pay off the cost of building the Silvertown Tunnel but you are wrong to suggest 'the success of the scheme depends on TfL maintaining existing levels of heavy motor traffic across the river, in order to pay off the construction loan'. The Charging Policy makes explicitly clear that TfL's ability to repay is a secondary consideration to traffic, environmental and economic factors. That being said, TfL quickly anticipates a surplus from the user charging revenue after a relatively short period which, in addition to paying the costs of building the tunnel, would be reinvested in the transport network.

In your letter of 4 October, you ask detailed questions about the potential to introduce a user charge at the Blackwall Tunnel. This option, including not constructing a tunnel at Silvertown, has been explored in detail. In a scenario where the same user charges were introduced at Blackwall as are assumed for the Silvertown Tunnel 'assessed case', there would be increased demand at adjacent, less suitable crossings such as the Woolwich Ferry and Rotherhithe Tunnel, and increased congestion and air quality issues across the network. Further increasing the charge to reduce congestion at the Blackwall corridor to a level similar to that expected for the Silvertown Tunnel scheme, coupled with the fact that no new crossing would be provided, would mean a significant proportion of traffic would re-route from Blackwall. This would bring even higher levels of congestion and worsened air quality to other river crossings and elsewhere on the network.

Furthermore, a Blackwall-only charge option wouldn't address the inherent constraints associated with the design of the current crossing. This design means that the tunnel experiences a disproportionately higher number of incidents and closures compared to other major UK highway tunnels. It would not allow TfL to run double deck buses that will help make a step change in public transport provision.

In response to your assertion that traffic would be displaced onto other roads such as the A102, TfL's modelling has detailed that overall there is a significant reduction in travel time (i.e. congestion), particularly in the peaks, as a result of the scheme.

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 the Intergovernmental Panel on Climate Change's trajectories consistent with a limited probability of overshooting 1.5C warming. The independent assessment of our climate action plan is available on our website, along with the letter from C40 confirming that London has developed a Paris Agreement compatible climate action plan. These documents can be accessed on the following webpage, under the heading "Related documents", and listed as Appendix 6 (Final Climate Action Plan Assessment) and Appendix 7 (C40 Climate Action Plan Letter): <https://www.london.gov.uk/what-we-do/environment/london-environment-strategy>

Transport emissions in the 1.5C pathway fall firstly from modal shift as it assumes 80 per cent of trips are made by foot, cycle or public transport by 2041. The modelling by Element Energy then assessed how the remaining road transport could 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 it may not be possible to electrify. The pathway is not based 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. 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 electricity grid intensity and considering the embodied carbon associated with their production, electric vehicles already save significant amounts of carbon over their lifetime. This benefit will grow in future as the grid decarbonises further.

While the Silvertown Tunnel proposals have been fully considered in our current plans, I can also assure you that the scheme has the flexibility to co-exist with any subsequent policy developments. How exactly the Silvertown Tunnel and its user charge may be affected clearly depends on the specific objectives and impacts of any new policy or development, but the Charging Policies and Procedures provide flexibility to cope with this. In setting and varying the user charge, TfL is required to re-assess

impacts taking any contextual developments into account, and make changes to satisfy the environmental, economic and other objectives set out within the DCO. Again it's important to note that TfL's ability to repay construction costs is a secondary consideration in the Charging Policy.

Heidi and TfL have repeatedly explained how the setting and varying of the user charge is a decision for the TfL board following substantial analysis and consultation by TfL. It must all be in compliance with the Charging Policy which will ensure the commitments in terms of traffic, environmental and economic impacts are met. Amending the Charging Policy is a decision for the Mayor but it is certainly not a political decision. Any Mayor would need to have regard for relevant policy at the time, the DCO assessments and would need to consult on any proposals having regard for the views of Londoners. Any breach of a DCO is in fact a criminal offence.

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 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 be productive.

Thank you again for writing to me.

Yours sincerely,

**Sadiq Khan**  
Mayor of London

## MAYOR'S OFFICE ADVICE NOTES

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

<b>Drafted By:</b>  Or (delete either option as appropriate)  Drafted by: XXXX obo XXXX (enter name of team or officer)	[REDACTED] GLA Transport Team [REDACTED] GLA Environment David Rowe, TfL
<b>Unit/Team:</b>	Transport Team
<b>Cleared by (Line Manager):</b>  This <b>includes</b> approval of text used in ' <b>as appropriate</b> ' section - commending their work e.g. relevance/importance/value to community/City/society xxxxx	Cleared by TfL Legal - OK to send during pre-election period
<b>*Cleared by (Sarah Gibson - Government Relations Manager):</b>  <b>*NB: If correspondence to a Government/Shadow Minister, Council Leader, Council Chief Executive or Borough Mayor it must be cleared by Sarah Gibson (Government Relations Manager) before going up to the Mayor's Office. Email draft to her at [REDACTED] <a href="mailto:[REDACTED]@london.gov.uk">london.gov.uk</a> and confirm clearance in box opposite</b>	
<b>Telephone Extension:</b>	
<b>Draft to be cleared by (Deputy Mayor/Mayoral Advisor/Director/Special Appointment)</b>  <b>This part of the clearance process will be completed by the Mayor's Office correspondence team [REDACTED] and [REDACTED] once draft uploaded</b>	Previously cleared by Shirley Rodrigues by email 5/11/2019 – additions since then to address further points raised in correspondence 7/11/19  Heidi Alexander Cleared by Heidi via email **/10/2019

### **Background/Comments:**

Add additional information here: XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

### **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).

To be sent out prior to TfL signing Silvertown contract scheduled for 14 November.

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 10 November 2019 17:40  
**To:** Duty Press Officer  
**Cc:** [REDACTED]  
**Subject:** RE: Silvertown tunnel JR - City AM

Hi,

As mentioned, our line to City AM below.

Thanks,  
[REDACTED]

Spokesperson for the Mayor –

“It is essential that we continue with plans for more river crossings in East London. The construction of a new road tunnel at Silvertown - combined with the introduction of tolls on both the Blackwall tunnel and at Silvertown - will play a vital role in tackling congestion in the area, improving air quality and provide additional bus services across the river.

“Extensive modelling on the impacts on traffic, air quality and carbon emissions has been undertaken and has been subject to thorough examination in public, as well as rigorous peer review.

“TfL are currently in the process of concluding negotiations with their preferred bidder Riverlinx and contracts are due to be signed shortly.”

ENDS

Information for reporter

In 2017/18 alone the Blackwell Tunnel was closed over 700 times. The lack of alternative river crossings in this part of London means the Blackwall Tunnel is relied on heavily by local communities. In the morning peak, 74% of northbound trips through the tunnel start in Bexley, Bromley, Greenwich and Lewisham. These are people trying to get to work, families taking kids to school and workers out on business who have to factor in inevitable delays to their journeys. Building the Silvertown Tunnel will address this lack of resilience and reliability.

Alongside new tolls at both Silvertown and Blackwall, the scheme will effectively eliminate congestion – reducing the number of idling cars and improving overall air quality.

As the number of cars is not expected to increase there is no forecast increase in carbon emissions.

The Route 108 service which currently uses the Blackwall Tunnel is one of London’s least reliable services, with six buses per hour. Building the Silvertown Tunnel, with a dedicated bus and coach lane, will allow TfL to increase bus services from the six per hour at the moment to up to 37 buses per hour in each direction.

These new services are forecast to increase the proportion of trips by bus and coach crossing the river from the 10% today to 30% once the new buses are operational.

Plans for the Silvertown Tunnel will also have a clear focus on cleaner transport, with zero-emission buses expected to be running in either direction from the day the tunnel opens, and the crossing being located within the extended Ultra Low Emission Zone. These routes will link places such as Stratford and Canary Wharf to Eltham, Grove Park and Charlton for the first time, unlocking new journey options and supporting wider regeneration across the Greenwich Peninsula and Royal Docks.

There will also be further pedestrian and cycling improvements on both sides of the river to better connect local communities, including upgrades to Boord Street and Tunnel Avenue in the south and Silvertown Way and the area around Tidal Basin Roundabout in the north.

[REDACTED]  
**Senior Press Officer, Mayor of London's Press Office**  
GREATERLONDONAUTHORITY  
City Hall, The Queen's Walk, London SE1 2AA  
[REDACTED]

[london.gov.uk](https://www.london.gov.uk)  
[REDACTED] [london.gov.uk](https://www.london.gov.uk)  
[@LDN\\_pressoffice](https://twitter.com/LDN_pressoffice)  
Out-of-hours: 0207 983 4000

---

**From:** [REDACTED]  
**Sent:** 10 November 2019 17:05  
**To:** Duty Press Officer <DutyPressOfficer@tfl.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Silvertown tunnel JR - City AM

Hi,

Just flagging that I've heard from City AM, looking for a response to the letter from the Silvertown coalition – attached – outlining their intention to launch a JR should plans go ahead. The journalist would specifically like to know:

- How does the mayor react to the threat of a judicial review?
- How does he react to the claims that the modelling for Silvertown is insufficient?
- When is the final contract going to be signed for Silvertown so the project can get underway?

I've drafted a line for clearance that I'll share ASAP.

Thanks,

[REDACTED]  
[REDACTED]  
**Senior Press Officer, Mayor of London's Press Office**  
GREATERLONDONAUTHORITY  
City Hall, The Queen's Walk, London SE1 2AA  
[REDACTED]

[london.gov.uk](https://www.london.gov.uk)  
[REDACTED] [london.gov.uk](https://www.london.gov.uk)  
[@LDN\\_pressoffice](https://twitter.com/LDN_pressoffice)  
Out-of-hours: 0207 983 4000

[REDACTED]

---

**From:** Shirley Rodrigues  
**Sent:** 10 November 2019 17:25  
**To:** Jack Stenner; Patrick Hennessy; [REDACTED]  
**Cc:** Tom Middleton; [REDACTED] london.gov.uk; Aram Wood; [REDACTED]  
**Subject:** Re: URGENT TO CLEAR: Silvertown tunnel JR - City AM

Ok by me too

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---

**From:** Jack Stenner <[REDACTED] london.gov.uk>  
**Sent:** Sunday, November 10, 2019 5:18:39 PM  
**To:** Patrick Hennessy <[REDACTED] london.gov.uk>; [REDACTED] london.gov.uk  
**Cc:** Tom Middleton [REDACTED] london.gov.uk; [REDACTED] london.gov.uk  
<[REDACTED] london.gov.uk>; Shirley Rodrigues <[REDACTED] london.gov.uk>; Aram Wood  
[REDACTED] london.gov.uk; [REDACTED] <[REDACTED] london.gov.uk>  
**Subject:** Re: URGENT TO CLEAR: Silvertown tunnel JR - City AM

And me

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---

**From:** Patrick Hennessy <[REDACTED] london.gov.uk>  
**Sent:** Sunday, November 10, 2019 5:16:53 PM  
**To:** [REDACTED] london.gov.uk  
**Cc:** Tom Middleton [REDACTED] london.gov.uk; [REDACTED] london.gov.uk  
<[REDACTED] london.gov.uk>; Shirley Rodrigues <[REDACTED] london.gov.uk>; Aram Wood  
[REDACTED] london.gov.uk; [REDACTED] <[REDACTED] london.gov.uk>  
**Subject:** Re: URGENT TO CLEAR: Silvertown tunnel JR - City AM

That quote is fine for me - Ta [REDACTED]

Sent from my iPhone

On 10 Nov 2019, at 16:57, [REDACTED] <[REDACTED] london.gov.uk> wrote:

Hi all,

City AM is looking for a response to the letter from the Silvertown coalition – attached – outlining their intention to launch a JR should plans go ahead. The journalist would specifically like to know:

- How does the mayor react to the threat of a judicial review?
- How does he react to the claims that the modelling for Silvertown is insufficient?
- When is the final contract going to be signed for Silvertown so the project can get underway?

I have spoken with Heidi and drafted something basic based on what we have said previously -  
[@Tom Middleton](#) please can you confirm if this is PEP friendly?

Thanks,  
[REDACTED]



Spokesperson for the Mayor –

“It is essential that we continue with plans for more river crossings in East London. The construction of a new road tunnel at Silvertown - combined with the introduction of tolls on both the Blackwall tunnel and at Silvertown - will play a vital role in tackling congestion in the area, improving air quality and provide additional bus services across the river.

“Extensive modelling on the impacts on traffic, air quality and carbon emissions has been undertaken and has been subject to thorough examination in public, as well as rigorous peer review.

“TfL are currently in the process of concluding negotiations with their preferred bidder Riverlinx and contracts are due to be signed shortly.”

ENDS

Information for reporter

In 2017/18 alone the Blackwell Tunnel was closed over 700 times. The lack of alternative river crossings in this part of London means the Blackwall Tunnel is relied on heavily by local communities. In the morning peak, 74% of northbound trips through the tunnel start in Bexley, Bromley, Greenwich and Lewisham. These are people trying to get to work, families taking kids to school and workers out on business who have to factor in inevitable delays to their journeys. Building the Silvertown Tunnel will address this lack of resilience and reliability.

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These new services are forecast to increase the proportion of trips by bus and coach crossing the river from the 10% today to 30% once the new buses are operational.

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There will also be further pedestrian and cycling improvements on both sides of the river to better connect local communities, including upgrades to Boord Street and Tunnel Avenue in the south and Silvertown Way and the area around Tidal Basin Roundabout in the north.

**Senior Press Officer, Mayor of London’s Press Office**  
GREATERLONDONAUTHORITY  
City Hall, The Queen’s Walk, London SE1 2AA

[london.gov.uk](https://www.london.gov.uk)



[REDACTED]

---

**From:** Nick Bowes  
**Sent:** 10 November 2019 17:48  
**To:** [REDACTED]  
**Cc:** Tom Middleton; Jack Stenner; Patrick Hennessy; [REDACTED] london.gov.uk; Shirley Rodrigues; Aram Wood; [REDACTED]  
**Subject:** Re: URGENT TO CLEAR: Silvertown tunnel JR - City AM

Fine ta

Sent from my iPhone

On 10 Nov 2019, at 17:32, [REDACTED] <[REDACTED]@london.gov.uk> wrote:

Great, thanks all.

[REDACTED]  
**Senior Press Officer, Mayor of London's Press Office**  
GREATERLONDONAUTHORITY  
City Hall, The Queen's Walk, London SE1 2AA  
[REDACTED]

[london.gov.uk](http://london.gov.uk)  
[REDACTED]@LDN\_pressoffice  
Out-of-hours: 0207 983 4000

---

**From:** Tom Middleton  
**Sent:** 10 November 2019 17:31  
**To:** Jack Stenner <[REDACTED]@london.gov.uk>; Patrick Hennessy <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED]@london.gov.uk; Shirley Rodrigues <[REDACTED]@london.gov.uk>; Aram Wood <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: URGENT TO CLEAR: Silvertown tunnel JR - City AM

And to confirm that I'm fine with it from a pre-election period perspective

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---

**From:** Jack Stenner <[REDACTED]@london.gov.uk>  
**Sent:** Sunday, November 10, 2019 5:18:39 PM  
**To:** Patrick Hennessy <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** Tom Middleton <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>; Shirley Rodrigues <[REDACTED]@london.gov.uk>; Aram Wood <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: URGENT TO CLEAR: Silvertown tunnel JR - City AM

And me

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---

**From:** Patrick Hennessey <[REDACTED]@london.gov.uk>  
**Sent:** Sunday, November 10, 2019 5:16:53 PM  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** Tom Middleton <[REDACTED]@london.gov.uk>; [REDACTED]@london.gov.uk  
<[REDACTED]@london.gov.uk>; Shirley Rodrigues <[REDACTED]@london.gov.uk>; Aram Wood  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Re: URGENT TO CLEAR: Silvertown tunnel JR - City AM

That quote is fine for me - Ta [REDACTED]

Sent from my iPhone

[Remainder of email chain duplicated above]

[REDACTED]

---

**From:** Leah Kreitzman  
**Sent:** 10 November 2019 20:51  
**To:** [REDACTED]  
**Cc:** Tom Middleton; Jack Stenner; Patrick Hennessy; [REDACTED] london.gov.uk; Shirley Rodrigues; Aram Wood; [REDACTED]  
**Subject:** Re: URGENT TO CLEAR: Silvertown tunnel JR - City AM

No issues from me.

Our line is obvs a lot more extensive, but don't think that's a problem.

Thanks

L

Sent from my iPhone - apologies for any typos while on the run!

On 10 Nov 2019, at 18:20, [REDACTED] <[REDACTED] london.gov.uk> wrote:

Hi again all,

TfL have also been approached - their line cleared by their legal team is below.

Please shout if any issues.

Thanks,  
[REDACTED]

A TfL spokesperson said: "A response to the letter will be issued in due course. The Silvertown tunnel scheme was subject to significant scrutiny as part of the development process, including a six-month public enquiry."

[REDACTED]  
Senior Press Officer, Mayor of London's Press Office  
GREATERLONDONAUTHORITY  
City Hall, The Queen's Walk, London SE1 2AA  
[REDACTED]  
london.gov.uk  
[REDACTED] london.gov.uk  
@LDN\_pressoffice  
Out-of-hours: 0207 983 4000

---

**From:** Tom Middleton <[REDACTED] london.gov.uk>  
**Sent:** Sunday, November 10, 2019 5:30:50 PM  
**To:** Jack Stenner <[REDACTED] london.gov.uk>; Patrick Hennessy <[REDACTED] london.gov.uk>; [REDACTED] <[REDACTED] london.gov.uk>  
**Cc:** [REDACTED] london.gov.uk <[REDACTED] london.gov.uk>; Shirley Rodrigues <[REDACTED] london.gov.uk>; Aram Wood <[REDACTED] london.gov.uk>; [REDACTED]

<[REDACTED]@london.gov.uk>

**Subject:** Re: URGENT TO CLEAR: Silvertown tunnel JR - City AM

And to confirm that I'm fine with it from a pre-election period perspective

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---

**From:** Jack Stenner <[REDACTED]@london.gov.uk>

**Sent:** Sunday, November 10, 2019 5:18:39 PM

**To:** Patrick Hennessy <[REDACTED]@london.gov.uk>; [REDACTED]  
<[REDACTED]@london.gov.uk>

**Cc:** Tom Middleton <[REDACTED]@london.gov.uk>; [REDACTED]@london.gov.uk  
<[REDACTED]@london.gov.uk>; Shirley Rodrigues <[REDACTED]@london.gov.uk>; Aram Wood  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

**Subject:** Re: URGENT TO CLEAR: Silvertown tunnel JR - City AM

And me

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---

**From:** Patrick Hennessy <[REDACTED]@london.gov.uk>

**Sent:** Sunday, November 10, 2019 5:16:53 PM

**To:** [REDACTED] <[REDACTED]@london.gov.uk>

**Cc:** Tom Middleton <[REDACTED]@london.gov.uk>; [REDACTED]@london.gov.uk  
<[REDACTED]@london.gov.uk>; Shirley Rodrigues <[REDACTED]@london.gov.uk>; Aram Wood  
<[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

**Subject:** Re: URGENT TO CLEAR: Silvertown tunnel JR - City AM

That quote is fine for me - Ta [REDACTED]

Sent from my iPhone

[Remainder of email chain duplicated above]

**From:** [REDACTED]  
**Sent:** 11 November 2019 07:16  
**To:** Media Overview  
**Subject:** NEWS: City AM (P7) - Silvertown Tunnel campaign group threatens Khan with a court review

## Silvertown Tunnel campaign group threatens Khan with a court review

**Stefan Boscia**

CAMPAIGNERS against the Silvertown Tunnel have sent a letter to [Sadiq Khan](#) threatening to seek a judicial review of the project if it is approved.

The No To Silvertown Tunnel coalition sent a letter to the London mayor claiming that modelling from [Transport for London \(TfL\)](#) on the project is "insufficient to make a well-informed decision", and that the courts should review the project.

Campaigners claim that [TfL](#) modelling for the £1bn road tunnel which would run across the Thames from Greenwich to the Royal Docks shows congestion would decrease at the tunnel mouth, but increase in surrounding areas.

They say this would increase air pollution. **A spokesperson for the mayor said the tunnel is essential.**

**They added: "Extensive modelling on the impacts on traffic, air quality and carbon emissions has been undertaken and has been subject to thorough examination in public, as well as rigorous peer review."**

The project is expected to get final approval from [TfL](#) within a matter of weeks, following the drawn out battle with anti-tunnel campaigners.

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@tfl.gov.uk>  
**Sent:** 11 November 2019 11:40  
**To:** [REDACTED]  
**Subject:** Silvertown correspondence  
**Attachments:** MGLA071019-4151 - Victoria Rance.docx

Hi [REDACTED]

This one attached is fine except for the final para, which hopefully doesn't hold it up with Legal (?)

[REDACTED]  
Executive Assistant to Heidi Alexander  
Deputy Mayor for Transport  
& Deputy Chair, Transport for London



\*\*\*\*\*

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\*\*\*\*\*

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---

Victoria Rance

Our ref: MGLA071019-4151

Date:

Field Code Changed

Thank you for writing to me about the Silvertown Tunnel. I know my Deputy Mayor for Transport, Heidi Alexander, has written to you on my behalf on a number of occasions and has also met with you to discuss your concerns. I'd like to take this opportunity to reiterate my views on the scheme, and also to respond to some key matters you raise in your most recent letters of 4 October and 7 November.

I am committed to reducing car dominance, improving air quality and addressing climate change. 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 closes means the approach roads are some of the most polluted in London. This problem is only exacerbated during the regular incidents that occur at the Blackwall Tunnel and this means Transport for London (TfL) is not able to run a reliable cross-river bus service, which would 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 to these problems.

I reject the assertion that the information presented by TfL through the public consultation and to the Planning Inspectorate was incorrect and misleading or known to be false. TfL has undertaken a comprehensive assessment of options to address these problems and I understand my Deputy Mayor for Transport and TfL have explained this process to you. Options assessment was a key consideration in the Development Consent Order (DCO) process, is thoroughly explained in TfL's submissions to the Planning Inspectorate, and was recognised in the Secretary of State's decision letter which states:

*"The Secretary of State notes that while concerns were raised from some interested parties... there was no challenge to the fact that there are existing problems in relation to the Blackwall Tunnel and its approaches that demonstrate that there is a need to be addressed. The Secretary of State agrees with the Panel at PR 4.5.23 that there are no reasons to disagree with the objectives set by the Applicant for identifying a solution.*

*The Secretary of State notes the options appraised and alternatives canvassed (PR 4.6.12-35) and he agrees with the Panel that there has been sufficient assessment of alternatives"*

Revenue from user charging will initially be used to pay off the cost of building the Silvertown Tunnel but you are wrong to suggest 'the success of the scheme depends on TfL maintaining existing levels of heavy motor traffic across the river, in order to pay off the construction loan'. The Charging Policy makes explicitly clear that TfL's ability to repay is a secondary consideration to traffic, environmental and economic factors. That being said, TfL quickly anticipates a surplus from the user charging revenue after a relatively short period which, in addition to paying the costs of building the tunnel, would be reinvested in the transport network.

In your letter of 4 October, you ask detailed questions about the potential to introduce a user charge at the Blackwall Tunnel. This option, including not constructing a tunnel at Silvertown, has been explored in detail. In a scenario where the same user charges were introduced at Blackwall as are assumed for the Silvertown Tunnel 'assessed case', there would be increased demand at adjacent, less suitable crossings such as the Woolwich Ferry and Rotherhithe Tunnel, and increased congestion and air quality issues across the network. Further increasing the charge to reduce congestion at the Blackwall corridor to a level similar to that expected for the Silvertown Tunnel scheme, coupled with the fact that no new crossing would be provided, would mean a significant proportion of traffic would re-route from Blackwall. This would bring even higher levels of congestion and worsened air quality to other river crossings and elsewhere on the network.

Furthermore, a Blackwall-only charge option wouldn't address the inherent constraints associated with the design of the current crossing. This design means that the tunnel experiences a disproportionately higher number of incidents and closures compared to other major UK highway tunnels. It would not allow TfL to run double deck buses that will help make a step change in public transport provision.

In response to your assertion that traffic would be displaced onto other roads such as the A102, TfL's modelling has detailed that overall there is a significant reduction in travel time (i.e. congestion), particularly in the peaks, as a result of the scheme.

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 the Intergovernmental Panel on Climate Change's trajectories consistent with a limited probability of overshooting 1.5C warming. The independent assessment of our climate action plan is available on our website, along with the letter from C40 confirming that London has developed a Paris Agreement compatible climate action plan. These documents can be accessed on the following webpage, under the heading "Related documents", and listed as Appendix 6 (Final Climate Action Plan Assessment) and Appendix 7 (C40 Climate Action Plan Letter): <https://www.london.gov.uk/what-we-do/environment/london-environment-strategy>

Field Code Changed

Transport emissions in the 1.5C pathway fall firstly from modal shift as it assumes 80 per cent of trips are made by foot, cycle or public transport by 2041. The modelling by Element Energy then assessed how the remaining road transport could 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 it may not be possible to electrify. The pathway is not based 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. 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 electricity grid intensity and considering the embodied carbon associated with their production, electric vehicles already save significant amounts of carbon over their lifetime. This benefit will grow in future as the grid decarbonises further.

While the Silvertown Tunnel proposals have been fully considered in our current plans, I can also assure you that the scheme has the flexibility to co-exist with any subsequent policy developments. How exactly the Silvertown Tunnel and its user charge may be affected clearly depends on the specific objectives and impacts of any new policy or development, but the Charging Policies and Procedures provide flexibility to cope with this. In setting and varying the user charge, TfL is required to re-assess



impacts taking any contextual developments into account, and make changes to satisfy the environmental, economic and other objectives set out within the DCO. Again it's important to note that TfL's ability to repay construction costs is a secondary consideration in the Charging Policy.

Heidi and TfL have repeatedly explained how the setting and varying of the user charge is a decision for the TfL board following substantial analysis and consultation by TfL. It must all be in compliance with the Charging Policy which will ensure the commitments in terms of traffic, environmental and economic impacts are met. Amending the Charging Policy is a decision for the Mayor but it is certainly not a political decision. Any Mayor would need to have regard for relevant policy at the time, the DCO assessments and would need to consult on any proposals having regard for the views of Londoners. Any breach of a DCO is in fact a criminal offence.

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 otherwise.

~~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~~

Thank you again for writing to me.

Yours sincerely,

**Sadiq Khan**  
Mayor of London

## MAYOR'S OFFICE ADVICE NOTES

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

<b>Drafted By:</b>  <u>Or</u> (delete either option as appropriate)  Drafted by: XXXX obo XXXX (enter name of team or officer)	[REDACTED] GLA Transport Team [REDACTED] GLA Environment David Rowe, TfL
<b>Unit/Team:</b>	Transport Team
<b>Cleared by (Line Manager):</b>  This <b>includes</b> approval of text used in ' <b>as appropriate</b> ' section - commending their work e.g. relevance/importance/value to community/City/society xxxxx	Cleared by TfL Legal - OK to send during pre-election period
<b>*Cleared by (Sarah Gibson - Government Relations Manager):</b>  <b>*NB: If correspondence to a Government/Shadow Minister, Council Leader, Council Chief Executive or Borough Mayor it must be cleared by Sarah Gibson (Government Relations Manager) <u>before</u> going up to the Mayor's Office. Email draft to her at [REDACTED] <a href="mailto:[REDACTED]@london.gov.uk">london.gov.uk</a> and confirm clearance in box opposite</b>	
<b>Telephone Extension:</b>	
<b>Draft to be cleared by (Deputy Mayor/Mayoral Advisor/Director/Special Appointment)</b>  <b>This part of the clearance process will be completed by the Mayor's Office correspondence team [REDACTED] and [REDACTED] once draft uploaded</b>	Previously cleared by Shirley Rodrigues by email 5/11/2019 – additions since then to address further points raised in correspondence 7/11/19  Heidi Alexander Cleared by Heidi via email **/10/2019

Field Code Changed

### Background/Comments:

Add additional information here: XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

### 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).

To be sent out prior to TfL signing Silvertown contract scheduled for 14 November.

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 11 November 2019 11:46  
**To:** TT Correspondence; [REDACTED] Turek  
**Cc:** [REDACTED]  
**Subject:** RE: Silvertown correspondence - cleared  
**Attachments:** MGLA071019-4151 - Victoria Rance.docx

[REDACTED]

One more cleared by Heidi for Mayoral sign off, same note on deadline applies. Three more to come.

Thanks  
[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 11 November 2019 11:32  
**To:** TT Correspondence <[REDACTED]@london.gov.uk>; [REDACTED] [REDACTED] [REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** FW: Silvertown correspondence - cleared

Hi [REDACTED]

These five letters on Silvertown have been cleared by Heidi. There's a further four which Heidi has some changes to and I'll get them across to you asap. In the meantime could you please get these up the chain for Mayoral sign off?

Note for Mayoral Corro Team – As flagged in the advice notes, these need to be sent out before the Silvertown Contract is signed, currently scheduled for 14 November but subject to change. Please check in with Transport Team before sending.

Thanks  
[REDACTED]

---

**From:** [REDACTED] <[REDACTED]@tfl.gov.uk>  
**Sent:** 11 November 2019 11:25  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Silvertown correspondence - cleared

Hi [REDACTED]

These are all good to go. No changes from Heidi

[REDACTED]  
Executive Assistant to Heidi Alexander  
Deputy Mayor for Transport  
& Deputy Chair, Transport for London

[REDACTED]



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 12 November 2019 10:24  
**To:** [REDACTED]@tfl.gov.uk  
**Cc:** +Corporatepressdesk; [REDACTED]  
**Subject:** FW: Silvertown Tunnel - judicial review letter  
**Attachments:** SSTTC letter to Mayor Khan 7 November 2019.pdf

Hi [REDACTED]

Hope you're well.

Just flagging we've received the below. I think our line from the weekend (copied below) works but let me know if you think anything is missing? Am checking on whether SK has responded.

[REDACTED]

[Redacted content out of scope of request]

Thanks  
[REDACTED]

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#### Spokesperson for the Mayor –

"It is essential that we continue with plans for more river crossings in East London. The construction of a new road tunnel at Silvertown - combined with the introduction of tolls on both the Blackwall tunnel and at Silvertown - will play a vital role in tackling congestion in the area, improving air quality and provide additional bus services across the river.

"Extensive modelling on the impacts on traffic, air quality and carbon emissions has been undertaken and has been subject to thorough examination in public, as well as rigorous peer review.

"TfL are currently in the process of concluding negotiations with their preferred bidder Riverlinx and contracts are due to be signed shortly."

ENDS

#### Information for reporter

In 2017/18 alone the Blackwell Tunnel was closed over 700 times. The lack of alternative river crossings in this part of London means the Blackwall Tunnel is relied on heavily by local communities. In the morning peak, 74% of northbound trips through the tunnel start in Bexley, Bromley, Greenwich and Lewisham. These are people trying to get to work, families taking kids to school and workers out on business who have to factor in inevitable delays to their journeys. Building the Silvertown Tunnel will address this lack of resilience and reliability.

Alongside new tolls at both Silvertown and Blackwall, the scheme will effectively eliminate congestion – reducing the number of idling cars and improving overall air quality.

As the number of cars is not expected to increase there is no forecast increase in carbon emissions.

The Route 108 service which currently uses the Blackwall Tunnel is one of London's least reliable services, with six buses per hour. Building the Silvertown Tunnel, with a dedicated bus and coach lane, will allow TfL to increase bus services from the six per hour at the moment to up to 37 buses per hour in each direction.

These new services are forecast to increase the proportion of trips by bus and coach crossing the river from the 10% today to 30% once the new buses are operational.

Plans for the Silvertown Tunnel will also have a clear focus on cleaner transport, with zero-emission buses expected to be running in either direction from the day the tunnel opens, and the crossing being located within the extended Ultra Low Emission Zone. These routes will link places such as Stratford and Canary Wharf to Eltham, Grove Park and Charlton for the first time, unlocking new journey options and supporting wider regeneration across the Greenwich Peninsula and Royal Docks.

There will also be further pedestrian and cycling improvements on both sides of the river to better connect local communities, including upgrades to Boord Street and Tunnel Avenue in the south and Silvertown Way and the area around Tidal Basin Roundabout in the north.

---

From: [REDACTED] <[REDACTED]@archant.co.uk>  
Sent: 12 November 2019 10:07  
To: [REDACTED] <[REDACTED]@london.gov.uk>  
Subject: Silvertown Tunnel - judicial review letter

Hi there,

Please could I get a response to the attached letter sent to the mayor warning of a judicial review?

Questions wise –

Has the mayor replied to the letter? (If yes, would it be possible to know the gist of the reply or receive a copy?)

How would he respond to the charge that he knows the claim is untrue that TfL made a thorough assessment of feasible options at Blackwall and Silvertown and of tolling the Blackwall Tunnel? (In para 1 of section 1)

How would he respond to the charge it isn't responsible to move ahead without asking TfL to re-evaluate the scheme's business case and financial risk? (para 2 section 2)

What are the environmental benefits of the scheme? (section 3)

Will the mayor ask TfL to reconsider its analysis?

Aiming to file this one by the end of the day if possible.

Thanks in advance for your help.

Best,

[REDACTED]  
**Archant**  
Barking, London, IG11 8HG  
T: [REDACTED]  
M: [REDACTED]  
E: [REDACTED]@archant.co.uk  
[www.archant.co.uk](http://www.archant.co.uk)



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 12 November 2019 10:33  
**To:** [REDACTED]  
**Subject:** FW: Silvertown Tunnel - judicial review letter  
**Attachments:** SSTTC letter to Mayor Khan 7 November 2019.pdf

And for clarity it's this letter

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 12 November 2019 10:30  
**To:** Tim Steer <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** FW: Silvertown Tunnel - judicial review letter

Hi [REDACTED] and [REDACTED]

We've just received the below Silvertown Tunnel request. I think that our response for City AM over the weekend works but can you let me know if SK has responded to the letter?

Thanks

---

**From:** [REDACTED] <[REDACTED]@archant.co.uk>  
**Sent:** 12 November 2019 10:07  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Silvertown Tunnel - judicial review letter

Hi there,

Please could I get a response to the attached letter sent to the mayor warning of a judicial review?

Questions wise –

Has the mayor replied to the letter? (If yes, would it be possible to know the gist of the reply or receive a copy?)

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What are the environmental benefits of the scheme? (section 3)

Will the mayor ask TfL to reconsider its analysis?

Aiming to file this one by the end of the day if possible.

Thanks in advance for your help.

Best,

[REDACTED]  
**Archant**  
Barking, London, IG11 8HG

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 12 November 2019 12:16  
**To:** Heidi Alexander; David Bellamy; [REDACTED]@london.gov.uk  
**Cc:** [REDACTED]; [REDACTED]; [REDACTED]; Tim Steer; [REDACTED]  
**Subject:** To flag/for approval - Silvertown response for Newham Recorder  
**Attachments:** SSTTC letter to Mayor Khan 7 November 2019.pdf

Hi all

Just flagging that the Newham Recorder have asked for a response to the attached letter calling for a JR. The journalist has also asked if SK has replied to it.

I'm planning to share our response to City AM on this topic (copied below) and let him know that SK will be responding shortly.

Please shout if any issues by 3pm – he is planning to file by the end of the day.

Thanks  
[REDACTED]

#### Spokesperson for the Mayor –

“It is essential that we continue with plans for more river crossings in East London. The construction of a new road tunnel at Silvertown - combined with the introduction of tolls on both the Blackwall tunnel and at Silvertown - will play a vital role in tackling congestion in the area, improving air quality and provide additional bus services across the river.

“Extensive modelling on the impacts on traffic, air quality and carbon emissions has been undertaken and has been subject to thorough examination in public, as well as rigorous peer review.

“TfL are currently in the process of concluding negotiations with their preferred bidder Riverlinx and contracts are due to be signed shortly.”

ENDS

#### Information for reporter

In 2017/18 alone the Blackwell Tunnel was closed over 700 times. The lack of alternative river crossings in this part of London means the Blackwall Tunnel is relied on heavily by local communities. In the morning peak, 74% of northbound trips through the tunnel start in Bexley, Bromley, Greenwich and Lewisham. These are people trying to get to work, families taking kids to school and workers out on business who have to factor in inevitable delays to their journeys. Building the Silvertown Tunnel will address this lack of resilience and reliability.

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These new services are forecast to increase the proportion of trips by bus and coach crossing the river from the 10% today to 30% once the new buses are operational.

Plans for the Silvertown Tunnel will also have a clear focus on cleaner transport, with zero-emission buses expected to be running in either direction from the day the tunnel opens, and the crossing being located within the extended Ultra Low Emission Zone. These routes will link places such as Stratford and Canary Wharf to Eltham, Grove Park and Charlton for the first time, unlocking new journey options and supporting wider regeneration across the Greenwich Peninsula and Royal Docks.

There will also be further pedestrian and cycling improvements on both sides of the river to better connect local communities, including upgrades to Boord Street and Tunnel Avenue in the south and Silvertown Way and the area around Tidal Basin Roundabout in the north.



**Press Officer, Mayor of London's Press Office**

**GREATERLONDONAUTHORITY**

City Hall, The Queen's Walk, London SE1 2AA

020 7983 [REDACTED] | [REDACTED]

**[london.gov.uk](https://www.london.gov.uk)**

[REDACTED][london.gov.uk](https://www.london.gov.uk)



[REDACTED]

---

**From:** MO Correspondence Team  
**Sent:** 14 November 2019 10:56  
**To:** TT Correspondence; [REDACTED]  
**Cc:** [REDACTED] MO Correspondence Team  
**Subject:** RE: Silvertown correspondence  
**Attachments:** 171019-5133.doc; 311019-6036.doc; 071019-4151.docx; 281019-5803.doc; 071019-4151.docx; 301019-5932.doc; 301019-5961.doc; 241019-5558.doc; 6036 - edits.doc

**Importance:** High

Hi Transport Team and [REDACTED],

The attached drafts are going in for signature today.

We have made a few formatting edits and the drafts containing text about London's 1.5C trajectory have had changes as per Shirley's instruction. See *\*6036 – edits* attachment with these changes tracked for info.

Thanks [REDACTED]

[REDACTED]

**Correspondence Manager, Mayor's Office**  
**MAYOR OF LONDON**  
City Hall, The Queen's Walk, London SE1 2AA  
020 7983 [REDACTED]

**london.gov.uk**  
[REDACTED] [london.gov.uk](https://www.london.gov.uk)

---

**From:** TT Correspondence <[REDACTED]@london.gov.uk>  
**Sent:** 12 November 2019 12:36  
**To:** MO Correspondence Team <[REDACTED]@london.gov.uk>  
**Cc:** TT Correspondence <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** FW: Silvertown correspondence

Hi ladies,

Further to [REDACTED] email below, [REDACTED] has said that the 'Silvertown' Mayoral responses can be sent out at the later date of Monday 18 November (not 14 Nov as suggested previous).

[REDACTED] has also asked if we can see the signed copies before they go out?

If you have any queries please let me know.

Many thanks,

From: TT Correspondence <[REDACTED]@london.gov.uk>

Sent: 11 November 2019 12:23 PM

To: [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

Cc: TT Correspondence <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

Subject: Silvertown correspondence

Hi all

All 9 cases have been uploaded. 8 for Mayors signature and 1 from Heidi that [REDACTED] will be sending out. Tracker updated.

Thanks

**Victoria Rance**  
[REDACTED]

**Our ref:** MGLA071019-4151

**Date:**

Thank you for writing to me on behalf of Stop the Silvertown Coalition about the Silvertown Tunnel. I know my Deputy Mayor for Transport, Heidi Alexander, has written to you on my behalf on a number of occasions and has also met with you to discuss your concerns. I would like to take this opportunity to reiterate my views on the scheme, and also to respond to some key matters you raise in your most recent letters of 4 October and 7 November.

I am committed to reducing car dominance, improving air quality and addressing climate change. 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 closes means the approach roads are some of the most polluted in London. The problem is only exacerbated during the regular incidents that occur at the Blackwall Tunnel and this means Transport for London (TfL) is not able to run a reliable cross-river bus service, which would 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 to these problems.

I reject the assertion that the information presented by TfL through the public consultation and to the Planning Inspectorate was incorrect and misleading or known to be false. TfL has undertaken a comprehensive assessment of options to address these problems and I understand my Deputy Mayor for Transport and TfL have explained this process to you. Options assessment was a key consideration in the Development Consent Order (DCO) process, and is thoroughly explained in TfL's submissions to the Planning Inspectorate, and was recognised in the Secretary of State's decision letter which states:

*"The Secretary of State notes that while concerns were raised from some interested parties... there was no challenge to the fact that there are existing problems in relation to the Blackwall Tunnel and its approaches that demonstrate that there is a need to be addressed. The Secretary of State agrees with the Panel at PR 4.5.23 that there are no reasons to disagree with the objectives set by the Applicant for identifying a solution.*

*The Secretary of State notes the options appraised and alternatives canvassed (PR 4.6.12-35) and he agrees with the Panel that there has been sufficient assessment of alternatives."*

Revenue from user charging will initially be used to pay off the cost of building the Silvertown Tunnel but you are wrong to suggest 'the success of the scheme depends on TfL maintaining existing levels of heavy motor traffic across the river, in order to pay off the construction loan'. The

Charging Policy makes explicitly clear that TfL's ability to repay is a secondary consideration to traffic, environmental and economic factors. That being said, TfL quickly anticipates a surplus from the user charging revenue after a relatively short period which, in addition to paying the costs of building the tunnel, would be reinvested in the transport network.

In your letter of 4 October, you ask detailed questions about the potential to introduce a user charge at the Blackwall Tunnel. This option, including not constructing a tunnel at Silvertown, has been explored in detail. In a scenario where the same user charges were introduced at Blackwall as are assumed for the Silvertown Tunnel 'assessed case', there would be increased demand at adjacent, less suitable crossings such as the Woolwich Ferry and Rotherhithe Tunnel, and increased congestion and air quality issues across the network. Further increasing the charge to reduce congestion at the Blackwall corridor to a level similar to that expected for the Silvertown Tunnel scheme, coupled with the fact that no new crossing would be provided, would mean a significant proportion of traffic would re-route from Blackwall. This would bring even higher levels of congestion and worsened air quality to other river crossings, as well as elsewhere on the network.

Furthermore, a Blackwall-only charge option would not address the inherent constraints associated with the design of the current crossing. This design means that the tunnel experiences a disproportionately higher number of incidents and closures compared to other major UK highway tunnels. It would not allow TfL to run double deck buses that will help make a step change in public transport provision.

In response to your assertion that traffic would be displaced onto other roads such as the A102, TfL's modelling has detailed that overall there is a significant reduction in travel time (i.e. congestion), particularly in the peaks, as a result of the scheme.

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 Intergovernmental Panel on Climate Change's trajectories that are consistent with a limited probability of overshooting 1.5C warming. The independent assessment of our climate action plan is available on our website, along with the letter from C40 confirming that London has developed a Paris Agreement compatible climate action plan. These documents can be accessed on the following webpage, under the heading "Related documents", and listed as Appendix 6 (Final Climate Action Plan Assessment) and Appendix 7 (C40 Climate Action Plan Letter):  
<https://www.london.gov.uk/what-we-do/environment/london-environment-strategy>.

Transport emissions in the 1.5C pathway fall firstly from modal shift, as it assumes 80 per cent of trips are made on foot, by cycle or using public transport by 2041. The modelling by Element Energy then assessed how the remaining road transport could 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 it may not be possible to electrify. The pathway is not based 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. 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 electricity grid intensity and considering the embodied carbon associated with their production, electric vehicles already save significant amounts of carbon over their lifetime. This benefit will grow in future as the grid decarbonises further.

While the Silvertown Tunnel proposals have been fully considered in our current plans, I can also assure you that the scheme has the flexibility to co-exist with any subsequent policy developments. How exactly the Silvertown Tunnel and its user charge may be affected clearly depends on the specific objectives and impacts of any new policy or development, but the Charging Policies and Procedures provide flexibility to cope with this. In setting and varying the user charge, TfL is required to re-assess impacts taking any contextual developments into account, and make changes to satisfy the environmental, economic and other objectives set out within the DCO. Again, it is important to note that TfL's ability to repay construction costs is a secondary consideration in the Charging Policy.

Heidi and TfL have repeatedly explained how the setting and varying of the user charge is a decision for the TfL board following substantial analysis and consultation by TfL. It must all be in compliance with the Charging Policy, which will ensure the commitments in terms of traffic, environmental and economic impacts are met. Amending the Charging Policy is a decision for the Mayor but it is certainly not a political decision. Any Mayor would need to have regard for relevant policy at the time, as well as the DCO assessments, and would need to consult on any proposals having regard for the views of Londoners. Any breach of a DCO is in fact a criminal offence.

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 otherwise.

Thank you again for writing to me.

Yours sincerely,

**Sadiq Khan**  
Mayor of London

## MAYOR'S OFFICE ADVICE NOTES

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

<b>Drafted By:</b>  Or (delete either option as appropriate)  Drafted by: XXXX obo XXXX (enter name of team or officer)	[REDACTED] GLA Transport Team [REDACTED] [REDACTED] GLA Environment David Rowe, TfL
<b>Unit/Team:</b>	Transport Team
<b>Cleared by (Line Manager):</b>  This <b>includes</b> approval of text used in ' <b>as appropriate</b> ' section - commending their work e.g. relevance/importance/value to community/City/society xxxxx	Cleared by TfL Legal - OK to send during pre-election period
<b>*Cleared by (Sarah Gibson - Government Relations Manager):</b>  <b>*NB: If correspondence to a Government/Shadow Minister, Council Leader, Council Chief Executive or Borough Mayor it must be cleared by Sarah Gibson (Government Relations Manager) before going up to the Mayor's Office. Email draft to her at [REDACTED] <a href="mailto:[REDACTED]@london.gov.uk">london.gov.uk</a> and confirm clearance in box opposite</b>	
<b>Telephone Extension:</b>	2771
<b>Draft to be cleared by (Deputy Mayor/Mayoral Advisor/Director/Special Appointment)</b>  <b><i>This part of the clearance process will be completed by the Mayor's Office correspondence team [REDACTED] and [REDACTED] once draft uploaded</i></b>	Previously cleared by Shirley Rodrigues by email 5/11/2019 – additions since then to address further points raised in correspondence 7/11/19  Heidi Alexander Cleared by Heidi via email 11/11/2019

### **Background/Comments:**

Add additional information here: XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

### **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).

To be sent out prior to TfL signing Silvertown contract scheduled for 14 November.

[REDACTED]

---

**From:** MO Correspondence Team  
**Sent:** 21 November 2019 15:25  
**To:** [REDACTED]  
**Cc:** MO Correspondence Team; TT Correspondence  
**Subject:** RE: Silvertown correspondence  
**Attachments:** [REDACTED] Victoria Rance.pdf

**Importance:** High

Hi [REDACTED] and [REDACTED]

Now we have resolved the Lyn Brown letter issue it is now with the Mayor to sign.

As confirmed by [REDACTED] all the Silvertown letters can go out this afternoon so here are copies of the signed responses that we will be sending out shortly.

Thanks [REDACTED]

[REDACTED]

**Correspondence Manager, Mayor's Office**  
**MAYOR OF LONDON**  
City Hall, The Queen's Walk, London SE1 2AA  
020 7983 [REDACTED]

[london.gov.uk](http://london.gov.uk)  
[REDACTED] [london.gov.uk](http://london.gov.uk)

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 20 November 2019 10:27  
**To:** MO Correspondence Team <[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown

Hi [REDACTED]

Likely to be the next day or so. Lots of conversations happening. Will let you know asap.

Thanks

[REDACTED]

---

**From:** MO Correspondence Team <[REDACTED]@london.gov.uk>  
**Sent:** 20 November 2019 10:01  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** MO Correspondence Team <[REDACTED]@london.gov.uk>  
**Subject:** FW: Silvertown  
**Importance:** High

H [REDACTED]

Is there any update as I am aware that the signing of the contract may not now take place until next week?

Thanks [REDACTED]

[REDACTED]  
**Correspondence Manager, Mayor's Office**  
**MAYOR OF LONDON**  
City Hall, The Queen's Walk, London SE1 2AA  
020 7983 [REDACTED]

**london.gov.uk**  
[REDACTED] [london.gov.uk](https://www.london.gov.uk)

---

**From:** MO Correspondence Team <[REDACTED]@london.gov.uk>  
**Sent:** 19 November 2019 10:19  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** MO Correspondence Team <[REDACTED]@london.gov.uk>  
**Subject:** RE: Silvertown

Hi [REDACTED]

We are still able to hold the letters – please keep us updated.

Thanks [REDACTED]

[REDACTED]  
**Correspondence Manager, Mayor's Office**  
**MAYOR OF LONDON**  
City Hall, The Queen's Walk, London SE1 2AA  
020 7983 [REDACTED]

**london.gov.uk**  
[REDACTED] [london.gov.uk](https://www.london.gov.uk)

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 19 November 2019 10:17  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Subject:** Silvertown

Hi [REDACTED]

Sorry, things are still up in the air. I hope to have a further update this afternoon. Are you able to hold those letters still? Do let me know if that is going to cause any problems for you.

Thanks  
[REDACTED]



[REDACTED]

**Principal Policy Officer, Transport Team**

**GREATERLONDONAUTHORITY**

City Hall, The Queen's Walk, London SE1 2AA

T: [REDACTED]

**[london.gov.uk](https://www.london.gov.uk)**

[REDACTED] [london.gov.uk](https://www.london.gov.uk)

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 22 November 2019 09:37  
**To:** [REDACTED]; [REDACTED]  
**Subject:** FW: Silvertown correspondence  
**Attachments:** [REDACTED]; Victoria Rance.pdf; [REDACTED]

**Importance:** High

Hi guys

Just sharing these with you for reference. They all went out yesterday, except the [REDACTED] one which went out today

Cheers

[REDACTED]