

From: [REDACTED]
To: silvertowntunnel
Subject: Siebert Road Residents response to deadline 4 documents
Date: 15 March 2017 15:49:45

The Residents of Siebert Road wish to comment on document 8.85 regarding the noise impacts of over height vehicles, as well as continue to make representations for a noise/pollution barrier. I would also like to speak at the meeting on 28th March.

Document 8.85 maintains that no homes will experience a change in noise level above 3dB. It should be noted that any increase in noise pollution affects quality of life and affects health. This 3dB increase also assumes that the traffic will be steady, one OHV at a time, but surely there is a cumulative affect if there are 2 or more OHVs on the road at the same time. This study also makes no mention of the extra vibrations these vehicles will cause or the added pollution they will bring. The European Parliament has also approved the phasing in reduction of noise limits for cars by 6dB, surely then this increase is the opposite!

We recently discovered that Invicta Primary School (the school at the end of our road) is listed on the Mayors website as one of Londons most polluted primary schools. Which is why, throughout our campaigning for a noise/poillution barrier we have maintained that this barrier should run from the bottom of Westcombe Hill, along Siebert Road and to the top of Invicta Road.

<https://www.london.gov.uk/press-releases/mayoral/hundreds-of-schools-exceed-air-quality-limits>

Hundreds of London schools exceed legal air quality levels ...

www.london.gov.uk

New figures released today by the Mayor of London, Sadiq Khan, reveal the full extent of the city's air quality crisis with 443 schools across the capital exceeding ...

We continue to urge TfL to do the right thing and build a noise/pollution barrier to protect our neighbourhood. As we have always maintained the issues of noise, pollution and vibrations from the A102 are already an issue. Please address this issue now before we move further towards the construction of the Silvertown Tunnel.

Many thanks

Rebecca Moore
[REDACTED]

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