Written submissions

The following written submissions have been received:

1. Alex Pounds

Dear sirs,

I understand a consultation is under way to explore a new river crossing for East London. I'm unable to attend the upcoming seminar on the 9th of January as I'll be at work, but wanted to provide some input.

I would support a new river crossing for East London, as long as it made provision for cyclists. At present it's hard for cyclists to cross the Thames in East London; there's the Greenwich foot tunnel, but hauling one's bike up a winding staircase can be difficult or impossible. Other tunnels prohibit cyclists (and would be utterly terrifying if you ignore those rules). Transport infrastructure in London should be encouraging more cycling rather than excluding it.

Yours faithfully,
Alex Pounds

2. Charlie Ly, Southwark resident

Dear Laura Warren/Transport Committee

I am not able to attend the seminar regarding new river crossing, so please accept this e-mail as my view on the matter.

This is regarding cycling or walking between Rotherhithe and Canary Wharf. There are no pedestrian routes between Tower Bridge and Greenwich, except for the Rotherhithe Tunnel. However, cycling or walking in the tunnel is not recommended due to vehicle pollution, indeed TfL's own website Cycle Journey Planner does not route cycling journeys using the Rotherhithe tunnel. Also the river boat services are generally unaffordable for daily commuting. Will the committee consider including a pedestrian and cycling bridge between Rotherhithe and Canary Wharf? A Sustrans report in 2008 concluded "that the bridge is in line with TfL's Strategic Objectives and represents value for money", it is in many minds a no brainer!

Regards,
Charlie Ly

3. Linda Waite, Greenwich resident

Dear Ms Warren

I expect to attend the seminar on Wednesday afternoon, but may not have an opportunity to speak and would like the following to be taken into account, please. I am writing as an individual and not on behalf of any organisation.

I live in Charlton (Greenwich) about half a mile east of the section of the A102(M) which runs from the Sun in the Sands to the Woolwich Road Flyover. Congestion here is bad; and air quality, as recorded at the Greenwich 8 monitoring station and noted in numerous studies by Kings College, regularly breaches EU standards. There is much evidence to support the view that traffic always expands to fill the road space available, and I am very concerned that a road tunnel across to Silvertown will not ease congestion and pollution, but increase both. For this reason I cannot support the Silvertown link, as ultimately more vehicles would pour down the A2/102 ready to "peel off" in to two crossings.

The situation is problematic, as siting road crossings, whether bridge or tunnel, elsewhere will merely shift the pollution. Equally, tolls will push traffic to use free crossings (possibly impacting adversely on the Rotherhithe Tunnel). Pollution-free vehicles are a very long way off(probably unlikely in my lifetime).

I don't have any miracle ideas except somehow to reduce traffic/pollution and improve public transport. However, in the short term, there are two foot tunnels (at Greenwich and Woolwich) which have had the benefit of over £11 million in grants for refurbishment. Neither project has been finished and there is much criticism from users about their rundown state. Does any body/authority have power to see these tunnels brought back to full usage? I believe that Greenwich and Newham councils have been dealing but with very disappointing results.

Yours sincerely
Linda Waite

4. Anne Waite, Greenwich resident

Dear Ms Warren

I would like to make a submission regarding the proposed East London river crossings, as I cannot attend the seminar on 9 January.

As a resident of Charlton, living just to the east of the A2, I regularly witness traffic jams on the approach to the Blackwall Tunnel. Most of the vehicles come from outside Greenwich (eg Bexley, North Kent) but it is this area which pays the price in terms of pollution.

Unfortunately, I am not convinced that building an extra tunnel would solve the problem, as the last time capacity at the Blackwall Tunnel was increased traffic had doubled within a year. Increased road capacity invariably equals increased traffic with all the associated problems of increased air pollution. Air quality in Greenwich is bad enough now and the monitoring station near the Woolwich Flyover records many breaches of EU standards. Kings College has produced studies showing that targets for reductions in pollution have not been reached. Another study in late 2012, relating to NHS reorganisation, also noted that Greenwich residents die some three and a half years earlier than residents of Bromley. Over the UK as a whole, it is estimated that pollution is more than twice as deadly as traffic accidents. (Source: BBC news item 17 April 2012 based on study of UK air quality analysis published in “Environmental Science and

Technology" and carried out by Steve Yim and Steven Barrett, pollution experts from MIT in Massachusetts).

I appreciate that traffic crossing the Thames needs to be tackled, but my view is that there should be a focus on reducing it rather than encouraging it.

Kind regards,
Anne Waite

5. Claire Griffiths

Submission for the London Assembly seminar on river crossings
I am unable to attend the seminar on 9th January so have included my views on each of the
proposed options in Transport for London's consultation below:

1. A new road tunnel between Silvertown and the Greenwich peninsula;
My view is that what is effectively a third bore of the Blackwall tunnel would be extremely
damaging to the local area and would do nothing to ease congestion. Encouraging more traffic
to use the A102 and A2 would, in my view, be counter-productive and will, in the long term, do
nothing to reduce congestion in south-east London. It is well known that road building
encourages traffic and the new tunnel will make bottlenecks at Kidbrooke and Eltham - where
the A102 and A2 have only two lanes in each direction - worse.
The area has long suffered from poor air quality, and indeed the GLA's own report shows that
poor air quality accounted for up to 150 deaths across Greenwich borough alone in 2008, and
any road-building will only make this worse. Pollution is already unacceptably high along the
A102 and A2, particularly at the Woolwich Road flyover, Kidbrooke interchange and at Eltham
station. The Woolwich Road flyover is already one of the most polluted spots in London. This
can only get worse, along with the congestion, as the new tunnel gets busier. ·

2. A new ferry at Woolwich to replace the existing service;
I would support this as a possibility.

**3. · A new vehicle ferry at Gallions Reach running between Thamesmead and Beckton
by 2017;**

4. · A new bridge or tunnel at Gallions Reach by around 2031 if a ferry does not address

needs;

5. · A new bridge or tunnel at Gallions Reach, not before 2021, instead of a ferry;
Taking the three options related to Gallions Reach together, it is my view that the best of these
options would be to build a new bridge there, provided that this includes public transport (bus
access) and proper cycling and pedestrian facilities. In addition to this, a rail or DLR link across
to Thamesmead from either Barking or Dagenham is essential to the regeneration of the
Thamesmead area.

6. · A toll for any new crossings and the Blackwall Tunnel to pay for the proposals and
help to manage traffic.
This option is completely misguided. Any tolling of the Blackwall Tunnel will simply push
drivers towards the Rotherhithe tunnel – a tunnel which is the least safe in the country and is
wholly unsuitable for the levels of traffic it currently suffers, let alone any more. It is my view
that tolls should be removed from the Dartford crossing and time should be given to assess the
impact of doing this on traffic at the Blackwall tunnel. It may well be that this offers some relief
from congestion as there will no longer be an incentive to avoid tolls by heading into the
Blackwall tunnel rather than remaining on the M25 and crossing at Dartford.
I would urge the London Assembly not to back a tunnel at Silvertown and to encourage TfL to
think again in a more strategic way about the issue of river crossings in east London.

6. Darryl Chamberlain

My name is Darryl Chamberlain, and I helped start the No to Silvertown Tunnel online petition at http://www.silvertowntunnel.co.uk. This submission is in a personal capacity, and does not speak for the petition itself.

It's clear to all that more river crossings would be beneficial to south-east London. But these have to be well-thought out. In 1999, public transport in this area was transformed by the extension of the Docklands Light Railway to Lewisham. Life without this link would now be unthinkable. The same applies to the Jubilee Line extension which opened in the same year, and the Woolwich Arsenal DLR link of 2010.

Indeed, the transformation of the old East London Line tube service into the London Overground, running deep into north and south-east London, has shown there's a

demand for more public transport links. The emergence of Brockley as a desirable place to live shows how cross-river public transport can benefit south-east London.

Against this background, it's disturbing that Transport for London is prioritising the retrograde step of building a new road tunnel between Greenwich and Silvertown - effectively, a third Blackwall Tunnel -above all other options. It's even more disturbing that Greenwich and Newham councils are backing this crazy scheme, without even bothering to come up with a shred of evidence to back their assertions that it will be of great economic benefit. Building new roads merely attracts more traffic - the M25 was packed almost from the day it opened, and even the 2nd Blackwall Tunnel and its approach road saw traffic double as soon as they opened in the late 1960s.

The main problem with the Silvertown Tunnel is it will rely on the same approach roads as the two Blackwall Tunnels. Pinch points at the Sun-in-the-Sands roundabout, the Kidbrooke interchange and Eltham station - where the road slims down to two lanes in each direction - will become even more congested, particularly southbound.

Furthermore, air quality along the A102 and A2 is particularly poor, at the pinch points above and at the Woolwich Road flyover in east Greenwich. Tunnel supporters say a new tunnel will ease congestion and lessen pollution - yet attracting more traffic to the area will simply make pollution worse.

Indeed, TfL's indicative diagrams in its consultation leaflet show the north portal leading straight onto the Lower Lea Crossing towards central London - bypassing any benefit for the borough of Newham – and the map for the south portal is actually inaccurate, showing the A102 as two well-separated carriageways with space for a tunnel entrance to dive down in the middle. It's actually a dual carriageway right up to the Blackwall Tunnel's entrance archway. We deserve better than this back-of-a-fag-packet planning.

Tunnel supporters have no evidence that it will provide any benefits. Greenwich cabinet member for regeneration Denise Hyland admits has done no research into it, even had to reach back thousands of years to justify her council's stance, telling the Kidbrooke Kite blog: "The Romans discovered that when you put a bridge across a river you get prosperity either side of that bridge and that is really important to us."

But the 2nd Blackwall Tunnel has brought no prosperity to Greenwich or surrounding areas since it opened in 1967, only traffic zooming through the area without stopping. Indeed, it has been public transport that has brought prosperity to the area in the form of the Jubilee Line.
Unfortunately, as well as TfL, we're up against a council not well known for its ability to listen, and which continues to publish a weekly propaganda paper to distort the debate. Indeed, Greenwich Council has not yet answered my Freedom of Information request asking for the evidence which has persuaded the council leader to make the case for Silvertown Tunnel, or any evidence presented to the behind-closed-doors Labour group meeting which decided to back its campaign, despite having 20 working days to do so. Greenwich cabinet member John Fahy has depicted our campaign as supporting a "do nothing" option.

This is untrue, and a dishonest attempt to skew the debate. We're well aware there are other options on the table. We just think the Silvertown Tunnel is the worst option of

all. The petition is solely about Silvertown - those who have signed it have a wide range of views on other crossings.

My own view is that the Gallions Reach ferry option is misguided, offering all of the grief a bridge would offer in terms of increased traffic - particularly in terms of attracting HGVs - but few of the benefits, together with the loss of the Woolwich Ferry, a transport link which has served us well since the 19th century. I would prefer to see public transport solutions at Thamesmead (a DLR link from Dagenham, or a rail extension from Barking), however a fixed bridge there may well be the least worst option - but any crossing there must also include pedestrian, cycle and bus access, and space for a rail connection. Of all the cruelties inflicted on the residents of Thamesmead over the decades, its lack of links across the river remains one of the worst. But any new road link there should be matched by at least one new public transport link.

Removing tolls from the Dartford crossing may also help. In my view, it's bizarre that politicians who complain that west London has more river crossings than east London are proposing east London crossings should be tolled, yet west London crossings remain free. It seems London's politicians are cowardly to look at the obvious solution - a city-wide congestion charging scheme.

In summary, the Silvertown Tunnel is a flawed idea which will only make pollution and congestion worse in a largely-ignored part of London. Its supporters have no evidence to show its benefits, only rhetoric about "something must be done" and "showing leadership".

But this desperate groping for a solution shows the lack of sensible, strategic thinking across London – the sensible, strategic thinking the mayoralty was created for. The Silvertown Tunnel proposal is a damaging, retrograde one. Whatever else you support or oppose, please, do all in your power to stop this from going ahead.

7. John Elliot Consultancy

Dear Caroline and Valerie,

River Crossings in East London

Thank you for giving me the opportunity to raise four very quick points at the meeting on 9th January.
I would like to take the opportunity to give a brief explanation of the four points in this letter;

1. **Generated traffic** especially in inner London and across natural barriers can be absolutely massive and in all models I have seen, so far, thoroughly underestimated.

   As Michèle might recall from the work carried out in our group for the GLC in 1985 (and Jenny Bates of FOE reminded us at the meeting) when Blackwall Tunnel was dualled in 1966 the peak traffic flow more than doubled in a year without any significant reduction in any other River Crossings (see from page 39 on link below). There was some minor peak narrowing but the characteristics of generated traffic from new transport infrastructure is rapid growth for about five years until the new level of congestion is reached, this

congestion is likely to be in other places away from the actual scheme (the Westway graph top of page 36, see link below, shows this rapid growth followed by a levelling off).

The 1985 GLC paper was republished in 1999 and is available on the web (http://www.eco-logica.co.uk/pdf/wtpp05.2.pdf - please see editorial and pages 28 onwards). Modelled flows never seem to be able to reflect this and indeed at the TGB inquiry the modelled flows, as I recall, only showed about 1/3 of the traffic on the bridge as generated (the GLC factual study would suggest close to 100% generation without tolls) and also, I recall, showed significant relief of congestion which the inspector found was very unlikely (Richard Bourn quoted the appropriate words from the Inspector's report during the meeting).

It seems that a major selling point for the Silvertown link in particular is relief of congestion (at Blackwall) and it seems from hearing others at the meeting and elsewhere that they believe that the Silvertown link would reduce congestion substantially. It also seems logical to most people that if you provide more road capacity it should relieve congestion. There is in fact very little evidence that this commonly held, and apparently 'logical', view is true. Many eminent Transport professionals (and politicians) are aware that increasing roadspace in London can actually make all travel worse, and that the only methods, that can really work to reduce traffic congestion overall, are extra road user or parking charges and better/ cheaper public transport, and pedestrian and cycle improvements. J M Thompson, Martin Mogridge, Phil Goodwin and the 1993 SACTRA report seem in agreement on this point. It is probably the most worrying aspect of the proposals that many people, following the various consultation documents suggesting that the schemes would really make a big difference to congestion, have accepted this almost certainly false premise.

While tolls can be used to partially control generated traffic such tolls on individual links could have all sorts of unwanted side effects. From reading the papers associated with these latest proposals it seems as if the level of tolls and effects have not yet been fully modelled nor have the results of any such modelling work been critically appraised.

The success of the area wide Central London Congestion Charge would suggest that an area wide scheme would work much better than on just selected cross river links. Perhaps a congestion charge scheme based on the M25 boundary may solve the problems at Blackwall and many other parts of London as well. Any revenue could be spent on M25 Park and Ride or public transport improvements and still be within the Mayor's Transport Policy objectives (this I understand requires that any tolls should be used to fund transport improvements).

2. **Reliability of network configurations** - with so many high capacity roads in a very tight location around Blackwall, any problems in the area are more likely to interact with each other and result in much more serious and variable congestion over a wider area than to increase the reliability of the system. With significantly higher flows on the approach to the crossings, from the extra generated traffic (or even traffic released from the Blackwall queue arriving at the next point of congestion more quickly), other parts of the network around the scheme are likely to become more congested. If reliability is required (an objective which I would strongly support) traffic reductions and a finer, not coarser, road

network is likely to be more reliable.. At a detail level making Blackwall Tunnel itself more robust could help (e.g. further protection from overheight vehicles and possibly considering reintroducing an improved emergency only scheme using the southbound tunnel in a similar way to the previous tidal flow scheme).

3. **Small reductions in traffic flows can substantially reduce congestion** – typically at half term and summer holidays peak hour traffic flows are only about 5% less that typical term times but congestion is reduced very markedly. Therefore any methods to reduce traffic even by small amounts can reduce congestion greatly.

4. **Reducing traffic levels will often help economic activity** as it reduces congestion allowing the people who need to travel to travel more easily and, critically, it improves the environment which is probably the most important factor to help economic activity.

I hope these brief points may be of assistance; if you have any queries or require any further information please do not hesitate to contact me. Although I am no longer a Londoner and now a part time university transport lecturer, consultant and officer for a professional society (The Local Government Technical Advisers Group) I am still a Transport and London 'Anorak' and have the interests of London and particularly East London at heart.
Yours sincerely

John Elliott

8. Peter McBeath

Dear Ross

thanks for yesterday, it was very insightful. please include this letter to the panel, thanks: Apart from he analytical modelling methods for DfT and others it seems drivers use of Sat Nav and other navigational aids are not being fully appreciated. Drivers especially those who use our road infrequently like foreign or long distance hauliers will blindly follow these aids. they may be smart and list priorities like Shortest Route or Fastest Journey Time; with additional intention to avoid any tolls.

this technology has a huge effect on the strategic routes within London. As a Project Manager/Engineer on several Major Highway Schemes including M25 questions put to drivers by Police and Customs officers asking why they followed this route replied blindly 'well that what my satnav told me'. we have seen recently in the press drivers proceeding into rivers etc. if this was takled by looking into the satnav statistics and software giving them an insight into journeys and clientele it would reveal so much more than any survey could made by anyone else.

The US government do this to great effect; used under the premise of catching or tracking potential terrorists this data is available and can be used where the drivers identity id anonomous, which would be easier to obtain through the courts.

please include this letter to the panel members as it would be usefull in identifying strategic needs and growth strategies.

Regards

Peter McBeath

ps Governments highways inspectors invited me to join them as a senior Residential Engineer following my work on M25 as I was achieving 10 to 15% extra output a shift through understanding and possitive communication and solving a big problem quickly when we discovered huge swallow holes and id designed a suitable outcome.

LOWER THAMES CROSSING PROPOSAL OVERVIEW
BY PETER MCBEATH

Socio-economic overview and method statements for the construction of the major elements of the works.

To construct the two twin decked tunnels linking the M2J1 with the M11 via Saddlers Farm roundabout on the A13. Having two tunnels each with a motorway grade 3 lane highway on the top deck and two all-purpose freight and high-speed spec tracks on the lower deck the tunnels would seamlessly integrate with existing infrastructure. Hong Kong has developed this with the Shenzhen tunnels deemed essential to greatly enhancing trade with China mainland. It is estimated that mean benefits of $87bn on a socio-economic basis and 6% EIRR benefit to trade will come from this infrastructure over 50 years. A tunnel of this type and my proposed route, along with better links to Europe will do exactly the same for UK plc. Wider benefits will noticeably reduce congestion on M25 and surrounding roads despite the extra homes and infrastructure planned in the zone..

Benefits to Gateway Development zone; the £50bn investment due to arrive over the next 25 years will need efficient connections north and south that don't include M25. The proposed tunnels will enable the fastest links to the coast and national freight across the UK and into Europe. Easy access east of London will be a key element in attracting major organisations to the area with its close proximity to London's clientele. Using experience gained from AIB project management Phase 1 in the initial Docklands Development where premium infrastructure requirements were specified from the start the area has attracted international business of the highest grade and is a major finance generator for the country. Now under construction the world beating port with the capabilities to reverse the trade footprint with Europe worth over £5bn pa and developing railfreight capacity both in UK and Europe; not maximising the infrastructure links will cost the country dearly.

The current proposals are at best 40% less efficient carrying only 150,000 vehicles per day, whereas the tunnel will carry 300,000 vehicles with addition HS2 and Railfreight; Greatly increasing opportunities for prospective companies. The tunnel will initially be funded using European Social Funding with an IPO set up once the project has started, with over £1m per day in toll revenues it will be attractive to corporate investors. I have HowardKennedy (the parent legal company running CrossRails legal issues interested in the projects. This should see ROI within 10 years; is possible through 3 revenue streams, generated from automated vehicle recognition software and RFID tracking containers on road and rail as used at the port; will allow seamless integration through the tunnels. Organisations will want to take advantage of the opportunities offered by the port so well planned infrastructure needs to prepare for optimising those from the start; encouraging freight onto the track will enhance this process. We have a window of opportunity that will stay open for around 5 years after construction to establish these

new links. This proposal will be easier to approve as it overcomes the local objection suffered by existing proposals with greater long term benefits on both socio and economic aspects.

A TECHNICAL INSIGHT BRIEF

I would order two 15.46m Dia. Earth Balanced Shield Tunnel boring Machines from either Germany or China (the one below was used in Madrid). These would be delivered to the key side at the redundant shell oil refinery next to DPWorlds Deep port facility on Canvey Island. This is where all operations would emanate, the temporary dock facilities would supply all materials (tunnel linings and equipment) and dispose of all my spoil excavated from the tunnels to barges. One TBM would travel towards the M2J1 while the other would head towards the A13 at Saddlers Farm roundabout towards the M11. Starting at this point relieves the surrounding area of any traffic, heavy haulage from MA Lorries and components as well as the dust, pollution and noise. These machines can be expected to excavate around 21m per day so will remove a huge amount of spoil taking into account its bulking capacity. The TBM's will require a vast amount of potable water which will be sourced from the river through desalination plants; two TBM's of this scale will require in excess of over 100,000 gallons per hour each.

The soaked spoil will discharge through conveyor belts running the length of the tunnels directly into the barges through a fully automated process, along with the fitting of the tunnel linings directly behind the TBM's. This relieves expensive grouting required to restabilising the surrounding ground churned by the TBM's. The grouting can add a similar cost as the main tunnels and should be avoided. Using an Earth Balanced shield TBM uses a bidirectional cutting head greatly reducing the shear stresses on the surrounding soil. (Diagrams are available), the tunnel linings consisting of high grade factory cast reinforced concrete elements creating a watertight interlocking ring around the tunnel are very strong and durable. There is no maintenance, the only upkeep will be the road and rail surfaces and any technology maintenance issues. The lighting being LEDs are very durable using 60% less power.

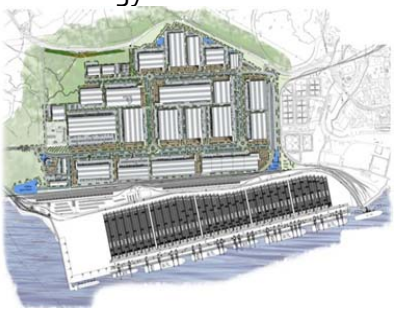
While the tunnelling is progressing the main connecting road and rail junctions are being constructed to be ready when the TBM's arrive. This will enable the heavy plant required to turn the TBM's around to excavate the return tunnels. The conveyors carrying the spoil will need to be closely monitored as they are the weakest link in the supply-chain. All personnel will need to be shielded from any failure as the weights involved will do serious injury. The tunnels will not travel the straightest route as they need to be aware the needs of the trains to maintain travel at high speeds so a seamless integration will be needed linking Eurolink with HS2. This requires gentle radii and slopes, which is essential for the seamless integration of the highways too.

The tunnels will consist of two 15.46m Dia. Tunnels carrying two decks. A three lane motorway on the upper deck and two rail lines on the lower deck in each tunnel. A working example of this is the HongKong to Mainland China link. The tunnels will be lit by LED's and enable seamless integration by road and rail by RFID and smart tracking software that identifies vehicle registration numbers for toll charging. The beauty of this is there is three revenue streams and high demand for all services.

Ventilation shafts would be sank at strategic positions to filter noise, vehicle emissions and bring in fresh air that would enable through ventilation. This is of great benefit to the local population over the other alternative options of surface build. These filtered vents can be innocuous to the eye whilst doing a very important job in a silent manner and would mitigate any concerns the environmental lobbies had over relative issues.

Dover Port Authority are keen to be able to expand on the back of this development and it will ensure the success of DPWorlds Port facility. This container port is aiming to dispatch 3.5million containers a year. If the efficient road and rail network is linked direct to them it will enable smoother flows of traffic without connecting to London or any other town and it give great scope for distribution to Europe. The port having some of the fastest and most sophisticated unloading facility in the world will be able to unload cheaper than rivals in Holland or Germany and give the freight industry opportunity to export via Eurotunnel and Dover's spare capacity. They could run all night solidly despatching freight and Dover will expand to carry any surplus.

Once the tunnels have got their upper decks secured there is nothing to stop the commissioning of the lower decks to enable freight or limited road links to operate, while the spoil runs above. The high spec concrete tunnel linings interlock and designed to last several hundred years. This leaves maintenance at only road surfaces, rail track and technology. A fraction of maintenance charges lined up for bridge alternatives.



Former shell storage area right of port

9. TfL Written Submission

Dear Caroline,

Re: Transport Committee seminar on new river crossings in east London on 9 January 2013.

Thank you for the invitation to attend the Transport Committee's seminar on new river crossings in east London . I would be happy to attend the meeting and would like to provide some written material in advance to inform discussion on the day.

I understand the Committee has asked for information in advance of the meeting on initial traffic modelling, costs and funding and next steps. This information is provided below .

River crossings package

The London Plan and the Mayors Transport Strategy identify the need for additional river crossings in east London, in response to the lack of existing crossings and the tremendous population and employment growth taking place in the area.

Investment in cross river public transport infrastructure has brought about a number of major improvements including extensions of the DLR, creation of the London Overground network, upgrades to the Jubilee Line and opening of the Emirates Air Line. When Crossrail opens in 2018 it will provide another new public transport connection across the river . All of these improvements are
making it easier for people to travel around London and across the Thames. However, not all journeys can be made by public transport and there is a need to improve cross river road infrastructure as well, particularly for business related trips.

Our objective is to reduce the barrier effect of the river and improve access to jobs and services. At the moment there are regular long delays at the Blackwall tunnel with vehicles regularly spending around 20 minutes queuing to enter the tunnel. We have to close the Blackwall tunnel at short notice well over a thousand times a year, often to escort away vehicles which are too tall to use it. The closures may only last a couple of minutes but because so many vehicles need to use the crossings, even a very short closure can delay a lot of people.

Occasionally the tunnel is closed for a longer time and because Blackwall is such an important route, this can cause problems right across east and south east London. We need to ensure that the road network has more resilience to cope with these kind of situations.

The Woolwich ferry provides a useful service for both local and longer distance traffic, but it is nearing the end of its operational life. It is becoming costly to operate and maintain and often needs to be closed for maintenance work. When it is closed or the service is reduced, people have to travel further or wait longer to cross the river. We need to plan now for a replacement to take over when the life of the current infrastructure expires. Additionally, because of where it is located, traffic queuing to board the ferry can cause congestion on the roads on the north and south sides of the river, which delays local traffic and bus services. The ferry can also cause long delays on the busy A206, affecting large numbers of people travelling on this important route thr'"ough south east London.

In summary, the lack of road based river crossings in east London has a negative effect on access to jobs and services in the Royal Docks, Thamesmead and Beckton. It also means that a lot of traffic has to make long journeys, even between areas that are physically close to one another, and adds to congestion in inner London. Network resilience is poor as there are very few alternative options for vehicles if there is a closure at Blackwall or Woolwich. Additional crossings for vehicles would help make these areas more attractive as places to live, work and do business.

TfL is currently consulting on options for new river crossings in east and south east London. The improvements we are considering include a new road tunnel between North Greenwich and Silvertown (Silvertown tunnel) and a new vehicle ferry at Gallions Reach (Gallions ferry) which could replace the existing Woolwich ferry. We are also consulting on other options such as a fixed link at Gallions Reach (instead of or as a later replacement of a ferry) and replacement of the Woolwich ferry with new infrastructure at Woolwich. TfL is also consulting on tolling the new infrastructure and the existing Blackwall tunnel as a mechanism for funding the crossings and also to help manage demand.

The Assessment of Need report sets out in detail the need for additional river crossings in east London, and provides the context of the development of the proposals. The report is on our consultation website; the website address is https:llconsultations.tfl.gov.uklrivercrossings/consultation and the report is in the 'related documents' section at the bottom of the home page.

A number of possible options have been considered and assessed and we believe the package we are promoting is the best way of meeting the overall objectives of the Mayors Transport Strategy and London Plan in this area.

Preliminary modelling

TfL has undertaken an assessment of the river crossing options including traffic modelling. This takes into account the planned growth taking place across this area and the change in development patterns that are likely to occur.
Analysis of future year 2021, with no additional river crossings, shows a significant increase in demand on the existing river crossings and on all major

roads in the area including the A2, A13, A406, M11 and M25 (increases on the M25 are due to road widening north of Dartford and removal of toll collection booths on the Dartford crossing). Northbound cross river demand already exceeds capacity so any increase in demand leads to an increase in delay at both the Blackwall tunnel and the Woolwich ferry on the south side of the river Southbound cross river demand also increases, which leads to higher flows but does not have such a significant impact on congestion.

Traffic over this period and beyond is forecast to grow, particularly given the jobs and population growth forecast in the area. The implication of doing nothing is that this traffic growth causes longer queues approaching the Blackwall tunnel, longer journey times and less reliable journeys, which will have a significant impact on jobs and growth in east and south east London.

We have tested a number of different scenarios and continue to do so. The results of the consultation will also inform the focus of further work. Introducing tolls not only provides a mechanism for funding but also helps actively manage traffic. Scenarios which include modest tolls show that tolling has an impact on demand, and further work will establish a suitable tolling strategy to ensure that best use is made of the crossings. The modelling work to date shows that the package of river crossings could reduce delays approaching the Blackwall tunnel by 10 to 20 minutes on a daily basis. The model does not include the benefits of improved network resilience which would be brought about by the new crossings. Silvertown tunnel would be big enough for tall vehicles to use it and would therefore significantly reduce the number of short closures at the Blackwall tunnel. On the occasions when there are incidents in one of the tunnels the other tunnel would be able to remain open and this would mean significantly less congestion across the network on these occasions.

Cost

The latest estimated costs to deliver the proposed package of river crossings are £610 million for Silvertown tunnel and £145m for the Gallions ferry. It would cost approximately £600 million for either the Gallions bridge or tUllnel and approximately £100 million to replace the Woolwich ferry in the existing location. These costs are in outturn prices and include the estimated base cost plus an appropriate allowance for risk. The base costs include cost estimates for planning / powers, procurement, land acquisition and construction (with allowances for project management, oversight and contractors profits).

Ongoing design and feasibility work and changes as a result of the consultation exercise may adjust these figures.

Funding / tolling

There is no funding set aside in the TfL business plan to deliver the package beyond the initial amount set aside for the development phase of work. To fund these projects and in order to manage traffic demand TfL is therefore considering charging a toll for using Silvertown and the crossing at Gallions Reach. Tolling would provide a new revenue stream to pay for the crossing and would ensure that those who benefit most from the projects - by using

them - help to pay for them in return. It is a common model used across the world to fund crossings such as this.

Given the proximity of the Blackwall tunnel to the Silvertown tunnel, and the shared approach road, Blackwall would also need to be tolled on the same basis as the Silvertown tunnel.

Further work needs to be done before proposing tolling charges for the crossings, however it is likely that free-flow tolling would be adopted and that the level of tolls may vary depending on the direction you are travelling, time of day and day of the week. Toll levels would also vary for different classes of vehicle types, subject to ongoing assessment and further consultation.

Delivery

Delivery of the schemes will need to balance financial constraints and operational requirements - a key priority being the ability to operate the crossings effectively as part of the wider road network. No firm position has yet been taken on the best way to fund and deliver both of the schemes and TfL will be investigating all options as part of the further development of the project. Private sector involvement will be considered where value for money can be demonstrated.

Next steps

The public consultation closes on 1 February 2013. The results will be analysed and a consultation report will be produced. TfL will report to the Mayor, including the consultation results, in April 2013.

Subject to approval by the Mayor and TfL board, the approved schemes will then be designed in more detail, and more traffic modelling will be undertaken, to allow a full environmental impact assessment to be completed. If an application for powers in submitted around 2014 is successful, a new ferry could be operational by around 2017 and a tunnel by around 2021 .

Yours sincerely,

MICHELE DIX
MANAGING DIRECTOR
PLANNING