

22 FEBRUARY 2018

Rotherhithe to Canary Wharf Crossing

Briefing for the Mayor



EVERY JOURNEY MATTERS

The Mayor's Manifesto Commitment

“Work to break down some of the city’s physical barriers, such as by backing the Rotherhithe–Canary Wharf cycle and pedestrian bridge.”

The Mayor's Transport Strategy

“New crossings for pedestrians and cyclists can help connect local communities and encourage healthier lifestyles....A new crossing for pedestrians and cyclists between Rotherhithe and Canary Wharf can help support growth and encourage more active travel.”



Purpose of this briefing

1. To provide an update on TfL's work since our last briefing (Sept 17)
2. To present the findings of the recent public consultation
3. To explain how we will refine the preferred option for this new river crossing, the key decisions and next steps.



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1. Actions from September 2017 briefing
2. Public consultation
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Actions from September 2017 briefing

Actions from briefing on Sept 2017	Update
The required consents for the scheme to be pursued through a TWAO	✓ Preparation of TWAO application underway and aiming for a submission in 2019
A Mayoral delegation to be sought to enable us to continue to progress work on the preferred bridge option.	✓ Delegation confirmed in February 2018
Present a report to the Programmes and Investment Committee (PIC) on 13 October 2017	✓ PIC approval secured for provisional selection of a bridge and planned consultation
Funding for the bridge to be confirmed through our business planning process.	£20m development funding from Healthy Streets and £30m contribution towards capital costs from Growth Fund. Additional funding potentially from Business Rates
Formal public consultation is to be held on different bridge options in late 2017 and on a preferred bridge option and more detailed impacts in mid 2018.	✓ First public consultation took place between 8 November and 8 January 2018.



Consultation: successful engagement

- Leaflets distributed to over 100k residents, with press ads, online and a social media campaign
- Public exhibitions at stations and community centres both sides of the river
- Targeted engagement with stakeholder groups
- Consultation started on 8 November 2017 and closed on 8 January 2018
- Over 6000 public responses and 44 formal stakeholder responses
 - 68% local residents, 20% employed locally



Consultation: summary of responses

- the need for this crossing **91% support our proposals overall**
- the best strategic option **84% support provisional pref. option of a bridge**
- the best location for a bridge **71% support the northern alignment, 45% support the central alignment and 17% support the southern alignment**
- how high a bridge should be **even split with 39% not stating a preference**
- how a bridge is accessed **80% of cyclists prefer a ramp for access**
- different bridge forms **20% said this was important with no clear preference for any type (lift/swing/bascule)**
- other topics **60% of respondents requested segregation between pedestrians and cyclists**



Consultation: key stakeholder views

Jim Fitzpatrick MP: very supportive

Neil Coyle MP: very supportive

PLA: will continue to work with us to safeguard use of the river and navigational safety. Key driver of openings/height

Hilton Hotel: no formal response but appear keen to explore redevelopment opportunities

LBS: very supportive and would also like to see shorter term ferry improvements

Brunel Bridge: vocal residents group that wants a bridge implemented ASAP

Caroline Pidgeon AM: very supportive and would like us to consider ReForm design

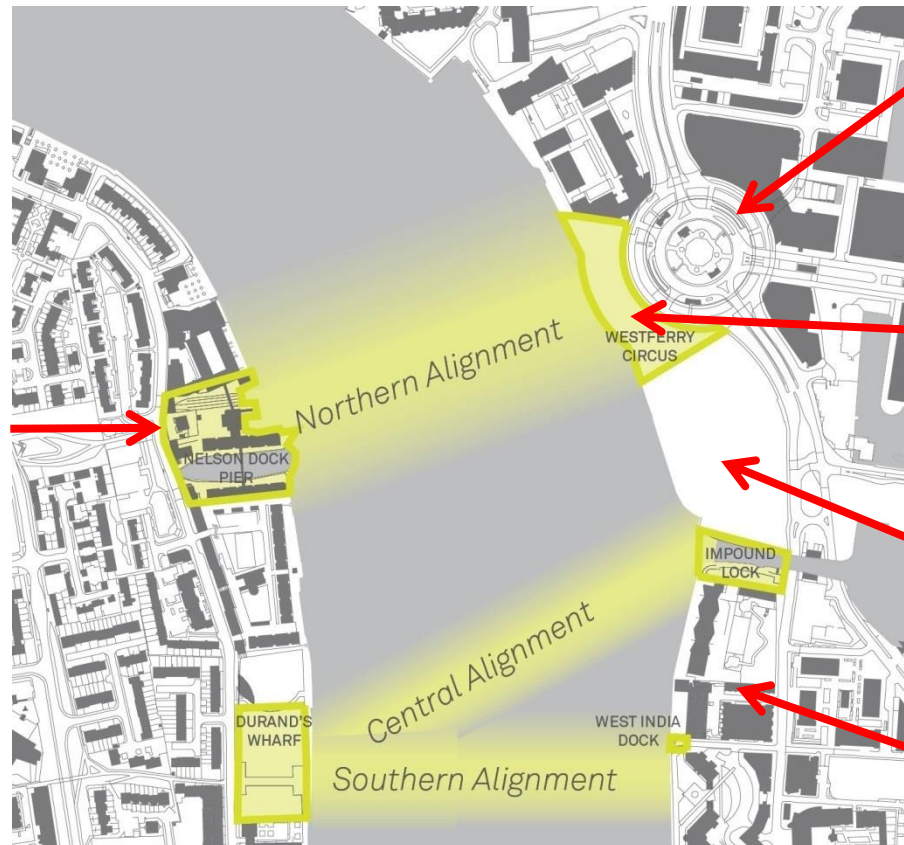
LBTH: supportive in principle though question the value for money. Strongly support the northern alignment

CWG: question TfL priorities and the value for money. Consider the ferry is better option, even as interim to test demand. Very concerned about impacts to traffic in the estate, particularly with northern alignment

Yianis Group (owners of Canary Riverside Development): no formal response, but no in principle objection

JP Morgan: significant development site. Have not engaged fully to date but have requested meetings now

Bridge Action Group: vocal residents group concerned about impact on views



Consultation: main issues

Issue	Response
Value for money / case for the scheme: stakeholders and potential objectors have expressed a keen interest in the likely costs and funding decision making process.	Value for money and overall case for the scheme to be tested as part of next stage of Business Case development
The ferry: some stakeholders believe this option should be explored further as it is cheaper, quicker to deliver and could be used to test demand for a bridge.	Back check of alternative options to be completed as part of Business Case development
Impact on landowners: we do not own any of the land required and there are issues associated with all options.	Meetings with each land owner taking place to inform assessment process and identify design issues
Onward journeys: a number of stakeholders have questioned how this links with existing and planned networks either side of the river	We are working closely with the boroughs and other stakeholders to develop plans, but investment will need to be prioritised to maximise benefit of the crossing (see Appendix).



Developing Bridge Concepts

We have developed a variety of bridge concepts around the alignments presented at consultation

1. Northern alignment



- This image shows a lifting bridge.
- Connecting Nelson Dock Pier with Westferry Circus
- Access via ramps, lifts and stairs
- Requires use of land owned by Canary Wharf Group, the Hilton and the use of Pearson Park to connect to Salter Road on the southern side.

Note: no final decision on the bridge design has yet been taken - this will be informed by the next stage of work.



Bridge Concepts (2)

2. Central alignment



- This presents a structure which could open as a bascule or a swing bridge.
- Connecting Durands Wharf with Impound Dock.
- Access via ramps, lifts and stairs.
- Ramps on northern side could run in front or behind JP Morgan site
- In closer proximity to residential buildings compared to northern alignment.



Note: no final decision on the bridge design has yet been taken - this will be informed by the next stage of work.

Bridge Concepts (3)

3. Southern alignment



- This image shows an alternative swing bridge concept
- Connecting Durands Wharf with Cuba Street.
- Access via shallow stairs incorporating cycle channels with additional lift capacity.
- Landing site on northern side further away from Canary Wharf centre than other two options.



Note: no final decision on the bridge design has yet been taken - this will be informed by the next stage of work.

Options Assessment: engineering parameters

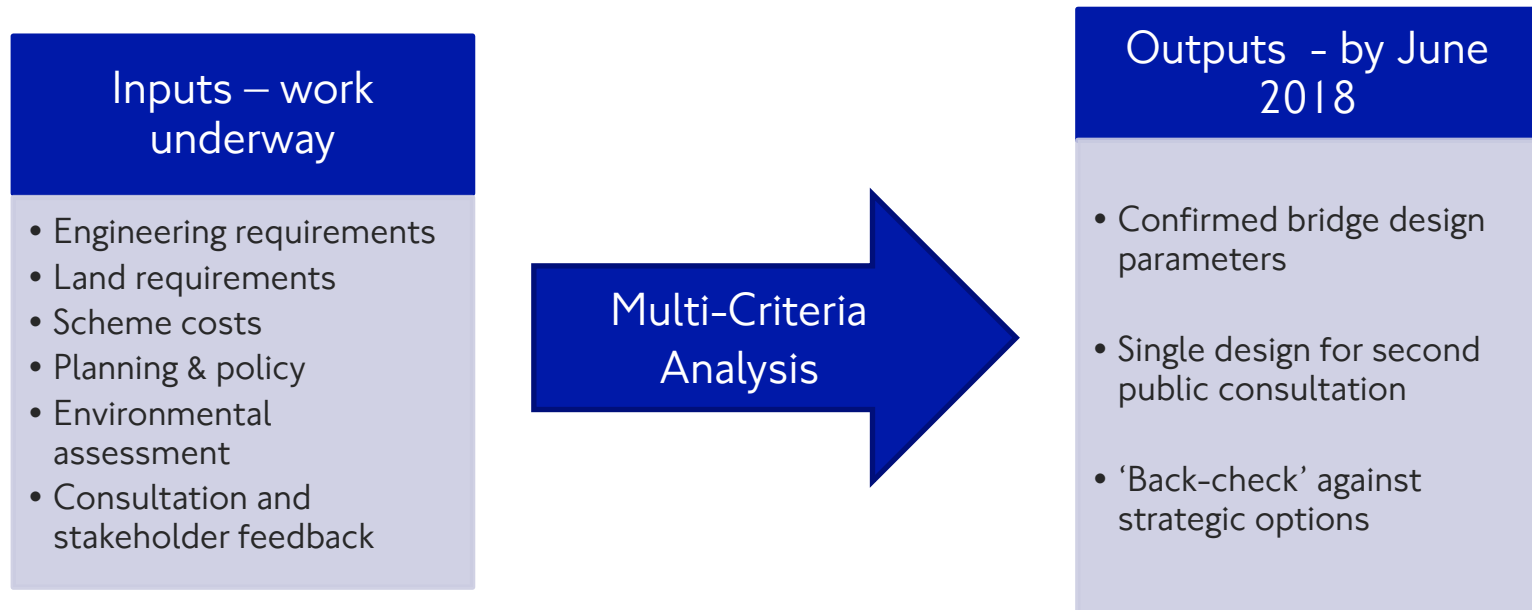
These concepts test a number of different engineering parameters. The final design will arrive from resolution of a number of these critical parameters, including:

- **Alignment:** we have identified a crossing connecting directly with Canary Wharf will encourage the greatest use and best address the lack of connectivity in Rotherhithe. We presented three possible alignments for consultation and there is a clear preference for north
- **Height:** height is a key driver of cost and ease of use. We have negotiated a 15m central height (reduced from previous PLA requirement of 20m), falling to the river banks and continue to work with the PLA to optimise the height and river operations
- **Opening mechanism:** only 20% of the public said this was important to them and there was no clear preference for any particular type
- **Access arrangements:** whilst there is a clear preference from cyclists for ramped access, these result in significant land take, environmental impact and cost. Lifts are also costly and require significant maintenance
- **Deck arrangement:** the consultation responses indicated a strong public preference for segregation between cyclists and pedestrians



Options Assessment: decision process

We are resolving all these parameters to form a decision on the best solution for this new crossing:



We are taking an engineering led approach to resolve the final design and our analysis will consider a number of factors to arrive at a conclusion, including the consultation responses, technical risks and constructability, impacts on the local community and affected landowners, environmental impacts and whole life costs



Options Assessment: public consultation

- Our final selected option will feed into a second public consultation.
- Whilst we want to incorporate public views into development of the design, we are planning for this to be a 'final' consultation and so it must include sufficient detail to inform the public on our proposals. In particular it must detail:
 - Design issues, such as materials and lighting
 - Projected user numbers and permanent environmental impacts
 - Construction methodologies and temporary environmental impacts
- This requires us to 'freeze' the design in order to undertake assessment on a fixed scheme. We will return to update the Mayor in May 2018 prior to finalising our proposals.



Costs and funding

- Previous estimates for the total project cost ranged from £150-260m. We are working to refine the cost estimates, but external factors (e.g. inflation, exchange rates, material and land prices) mean that it is likely to be in the upper part of this range
- There is £50m of confirmed funding in the TfL Business plan; £20m from Healthy Streets for development work up to 2020/21 and £30m from Growth Fund towards land and capital costs up to 2021/22
- Additional funding to complete the scheme is needed from other sources such as business rates (e.g. GLA Strategic Investment fund) or in future TfL business plans
- We are exploring sponsorship and other commercial opportunities but do not anticipate these will contribute significantly towards capital costs. More likely to cover the ongoing maintenance costs
- Funding should be identified for the next public consultation and must be confirmed prior to the TWAO application – it will be scrutinised through public inquiry



Procurement and land

Procurement

- In line with the September update, we are finalising the procurement of engineering, town planning, environmental and other specialist support services to help us develop the scheme for a TWAO application in 2019.
- The procurement of a Design & Build partner will happen in parallel to the TWAO Inquiry and determination period, so a contractor is ready to start once the consents have been granted.

Land

- Meetings have taken place with all key landowners along each of the three alignments. Where necessary, we will work with the Deputy Mayor to engage key landowners.
- Key information on engineering parameters have been shared to help inform land considerations and to inform our decisions
- A notification is to be sent out to all land owners later this month advising on the next steps of engagement, including access of land for surveys



Overall programme

- Additional engineering, environmental and design work is needed to support the second consultation and the subsequent TWAO application, to ensure they are as strong as possible.
- This has led to a small delay to our expected TWAO submission date (from early 2019 to Q2 2019). Our current best case forecast of key programme dates is as follows:

Sept 2017 programme	Current programme	Milestone
Aug / Sept 18	Aug / Sept 18	Select single design option and begin second public consultation
Q2 2019	Q2 2019	Begin procurement for main Design & Build contractor
Q1 2019	Q2 2019	TWAO submission <i>Previous timetable assumed March 19, now looking at June 19 to accommodate the extra work above</i>
Q4 2019	Q2 2020	Appoint main Design & Build contractor
Q1 2020	Q3 2020	TWAO decision, and enabling works start on site <i>The TWAO timetable is dependent on the Planning Inspectorate and DfT decision making. 15 months to determine the application is ambitious</i>
Q2 2020	Q3/4 2020	Main construction work begins



Next Steps

- Release the consultation results in March 2018
- Report back to the Mayor on single option selection in May 2018
- Report single option selection to the Programmes & Investment Committee in July 2018
- Launch second consultation on preferred option in August / September 2018, which will include a report detailing how issues raised during the first consultation have been considered
- Complete preparation of TWAO application for submission in 2019.

