

**Transport
for London**

Thames River Crossings

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March 2013

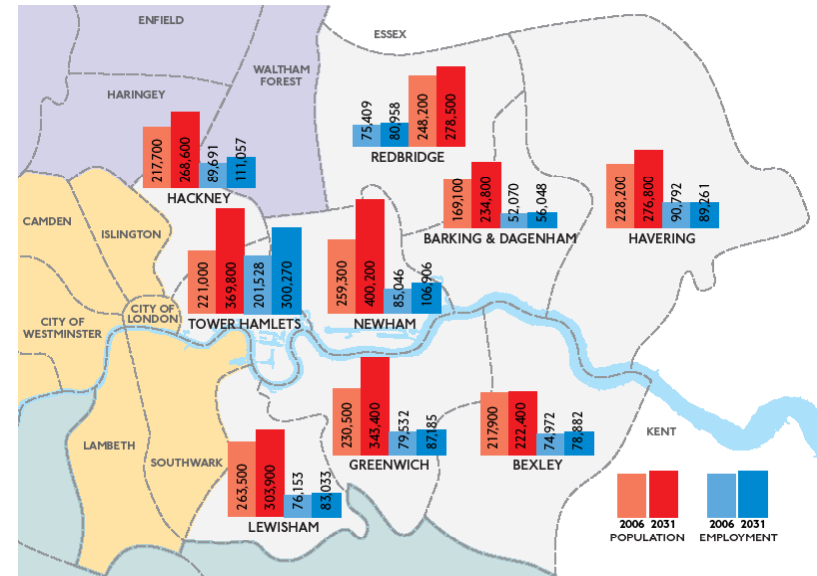
Agenda

- Context – growth in east and south east London
- MTS – River crossings package
- Specific problems at Blackwall and Woolwich
- Previous public consultation on crossings
- Options for road crossings now proposed
- Recent public consultation and next steps

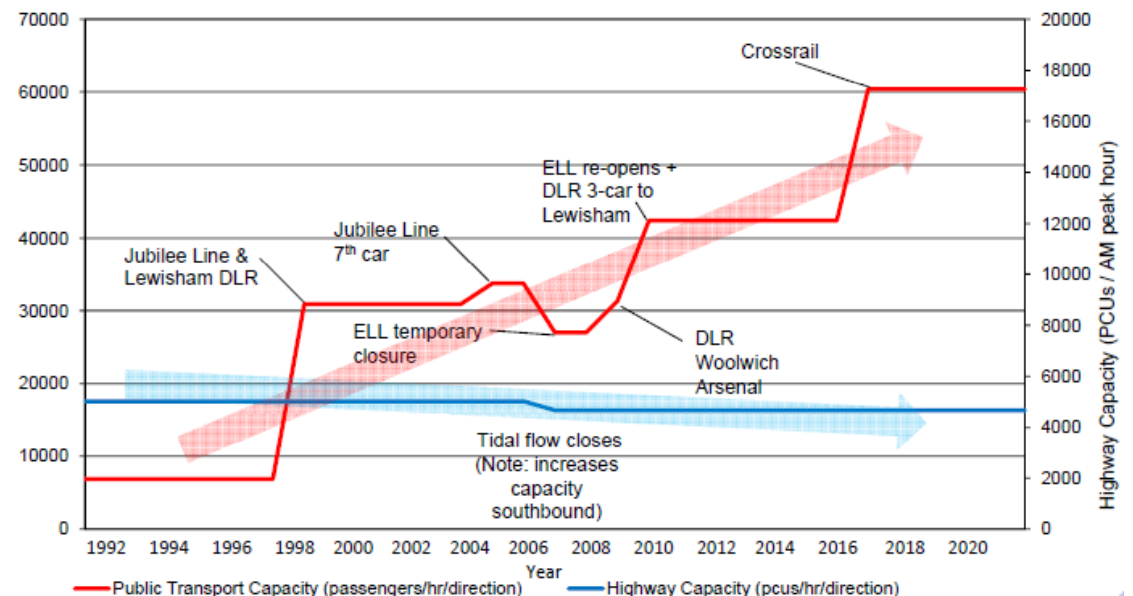


Growth in east & south east London

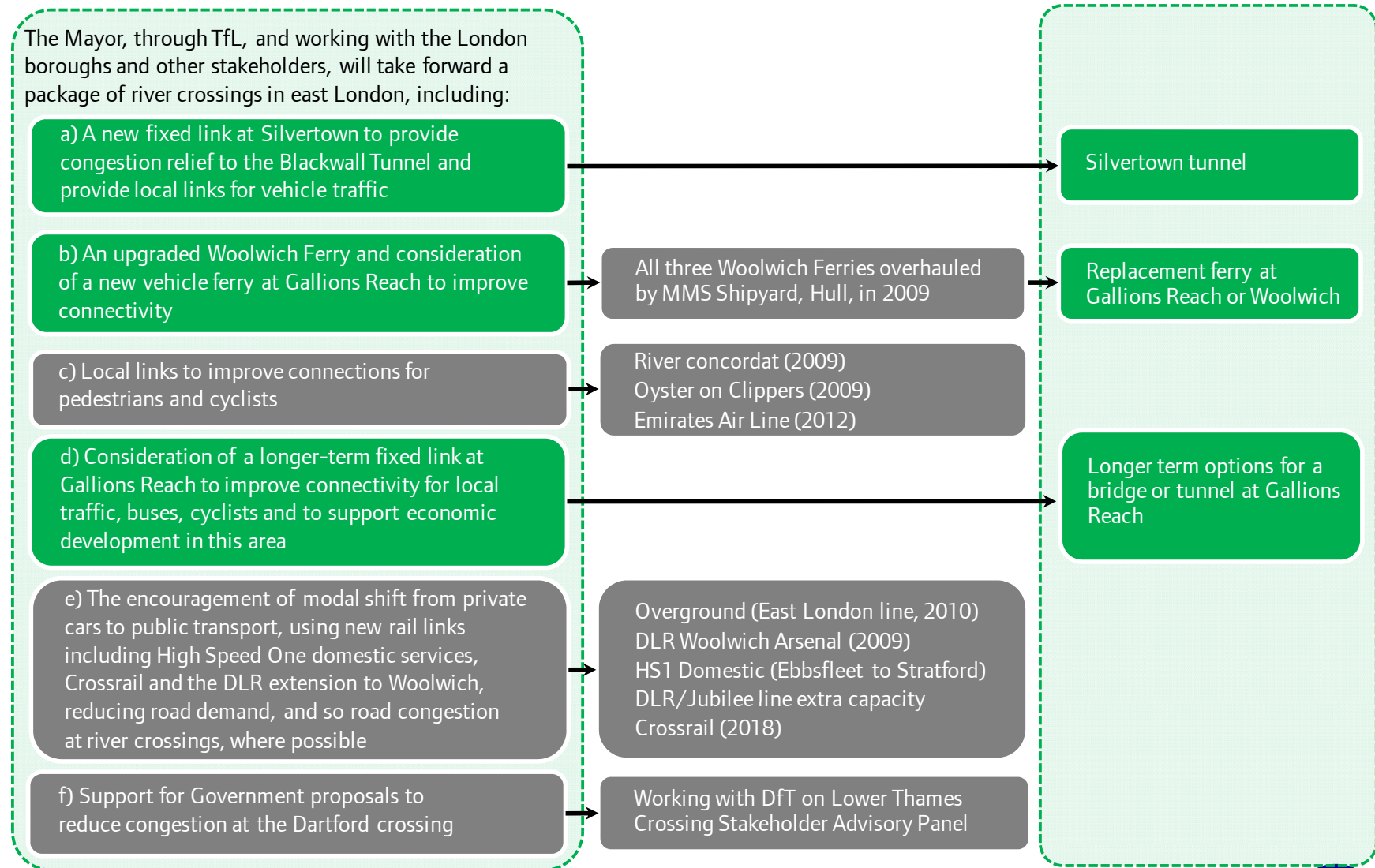
- All parts of east & south east London are forecast to significantly increase population, with the inner east London areas expecting the highest population and job increase.
- Since these GLA forecasts the emerging 2011 Census results have shown even higher population growth than forecast
- There has been major investment in public transport capacity to meet the growth in cross-river trips driven by development – but this has not been matched with new highway capacity.



Inbound (northbound) cross-river capacity in the AM peak hour, east of Tower Bridge within London



Progress on the River Crossing Package

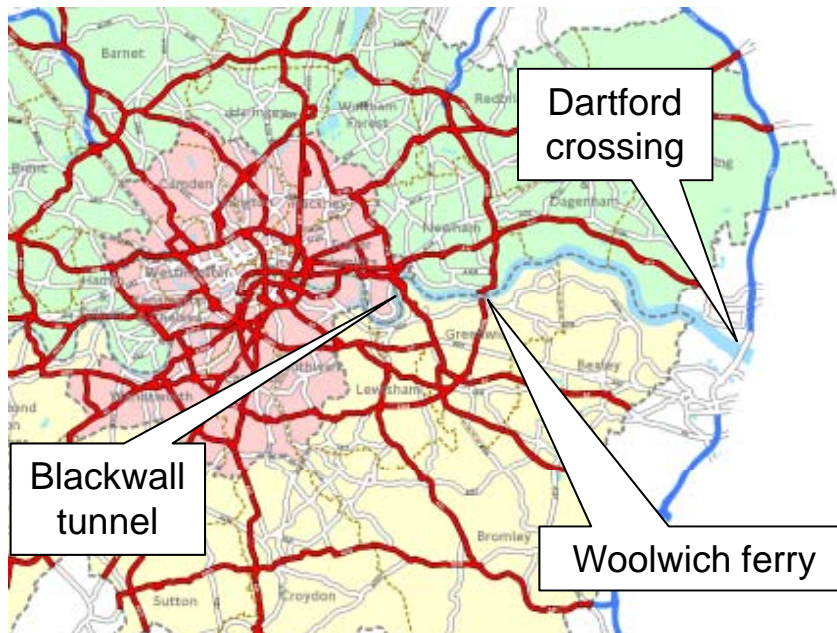


The Blackwall tunnel

The tunnel opened for horse-drawn traffic in 1897 (now the northbound tunnel)

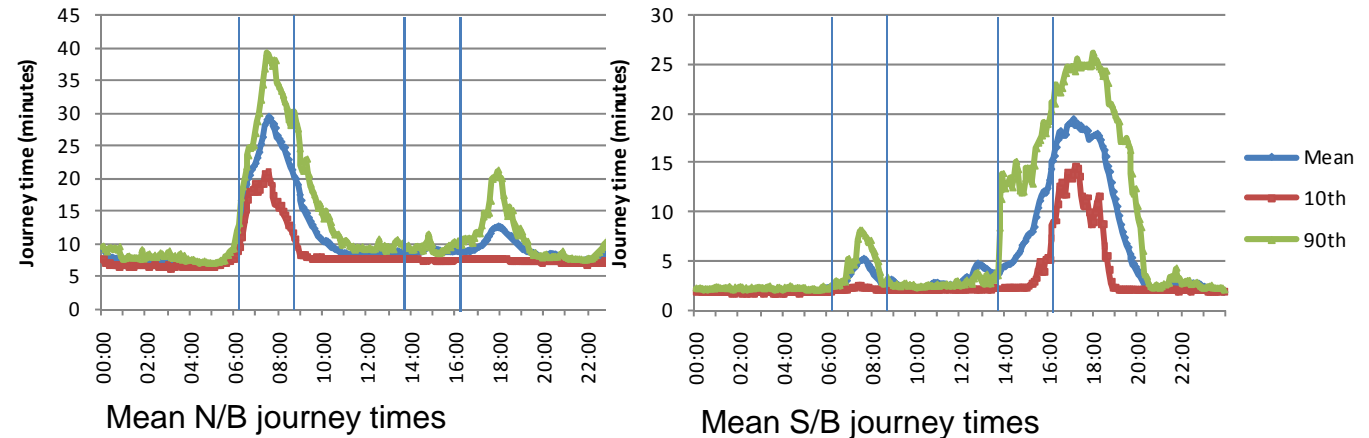
A second (southbound) tunnel opened in 1967

It forms the key cross-river link in east London

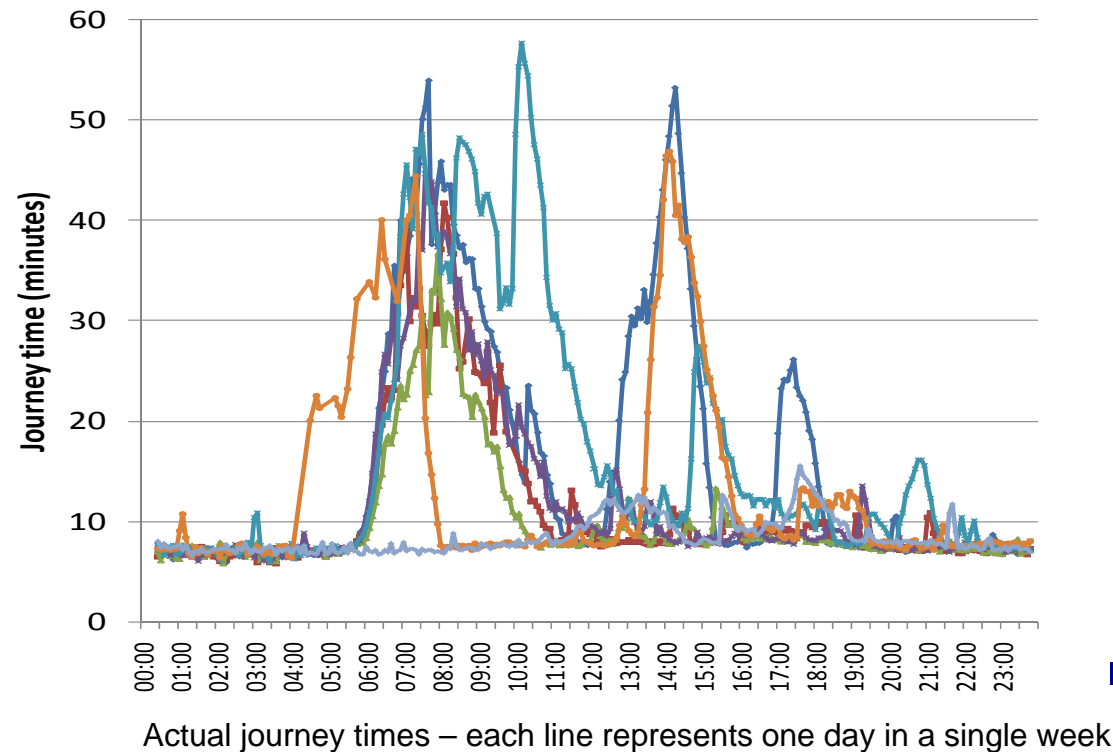


Blackwall tunnel – journey times

- The tunnel operates above capacity, northbound 0600-1000 and southbound 1400-2000



- But the actual journey time is very variable on individual days depending on incidents



Blackwall incidents

- Why so many incidents?
 - Overheight vehicles, due to 4.0 m height restriction northbound
 - Narrow lanes with bends, so higher potential for accidents
 - Lack of alternative routes for large vehicles may encourage borderline vehicles to use Blackwall (e.g. weight limits at London and Tower Bridges, width and height limits at Rotherhithe tunnel, limited service at Woolwich ferry).
 - Tolling at Dartford makes Blackwall a free alternative
- TfL has invested in improvements to signing and enforcement of restrictions, with active police involvement
- New layout on the tunnel approach to separate high vehicles may help reduce the frequency of incidents
- But increases in Dartford tolls may add to pressure at Blackwall



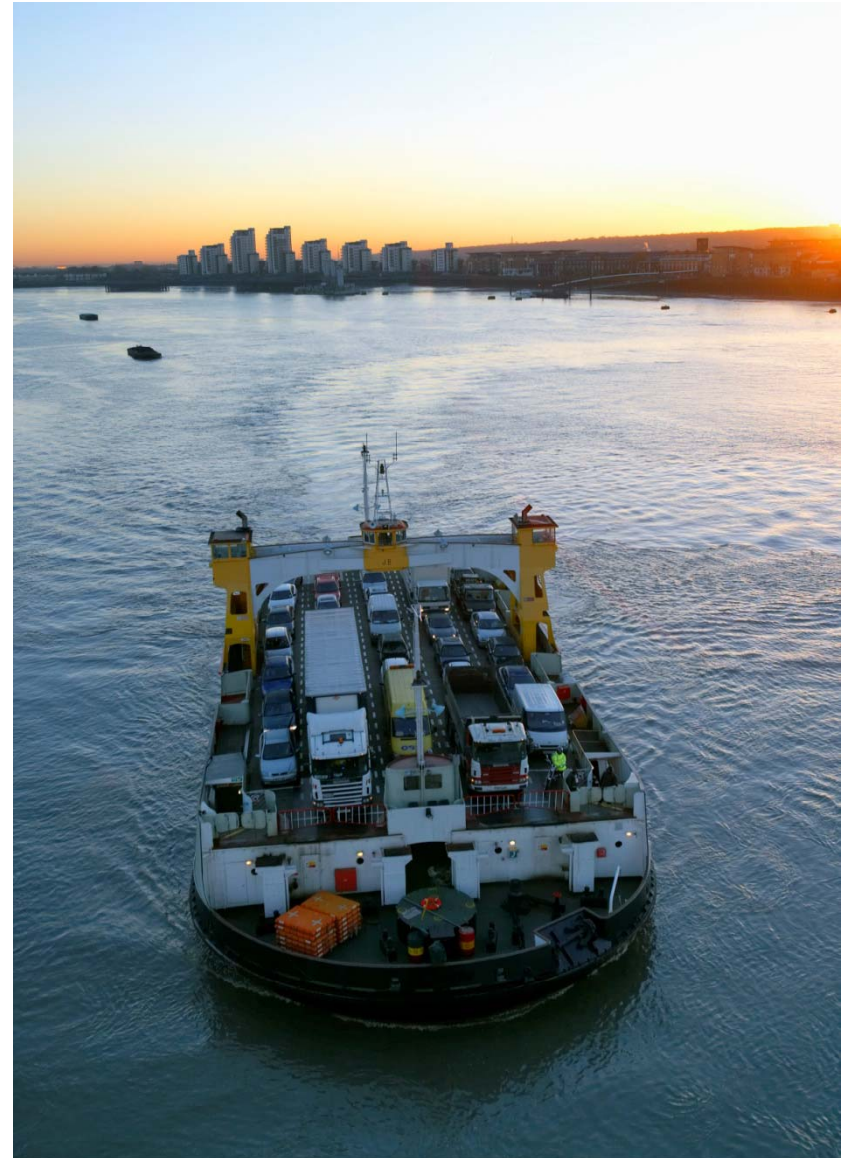
The Woolwich Ferry

- The current Woolwich Ferry was built in 1963, replacing an earlier ferry instituted in an 1885 Act of Parliament. TfL has inherited the legal obligation to provide a service for both vehicles and pedestrians
- There are current problems of congestion in the Woolwich area due to constrained road network and queuing capacity
- The use of local streets for strategic traffic can cause problems

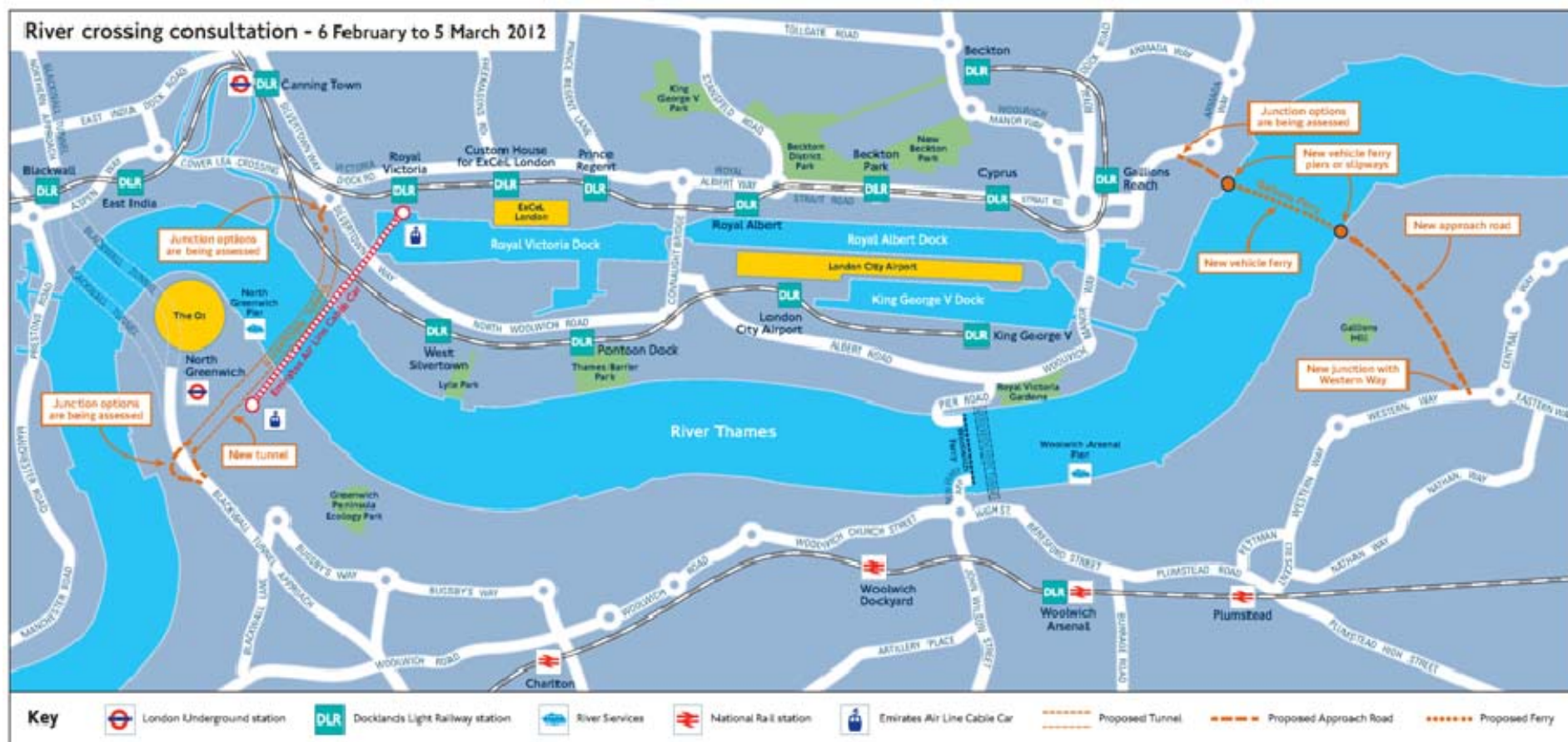


Woolwich Ferry replacement options

- Given the age of the asset, TfL has considered whether it should:
 - invest in prolonging the life of the current operation
 - close the service
 - replace the service with a new facility, at or close to Woolwich
 - replace with bridge or tunnel at or close to Woolwich



1st consultation – Feb/March 2012



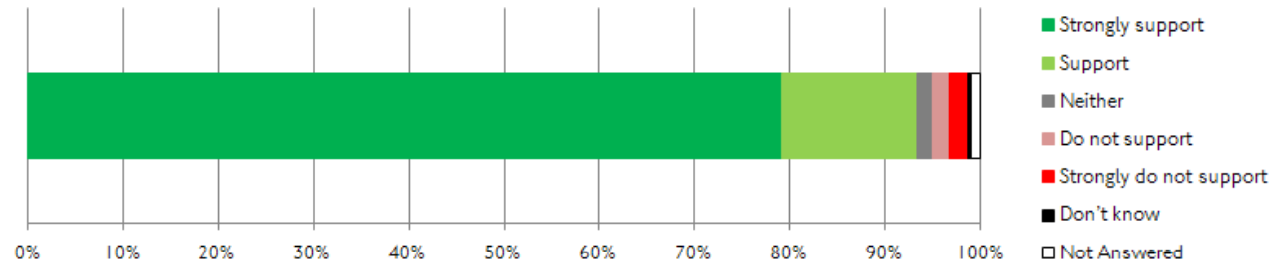
Consultation on the general principles

- Agree there is a problem now, and need to do something?
- Tunnel at Silvertown?
- Ferry at Gallions Reach?

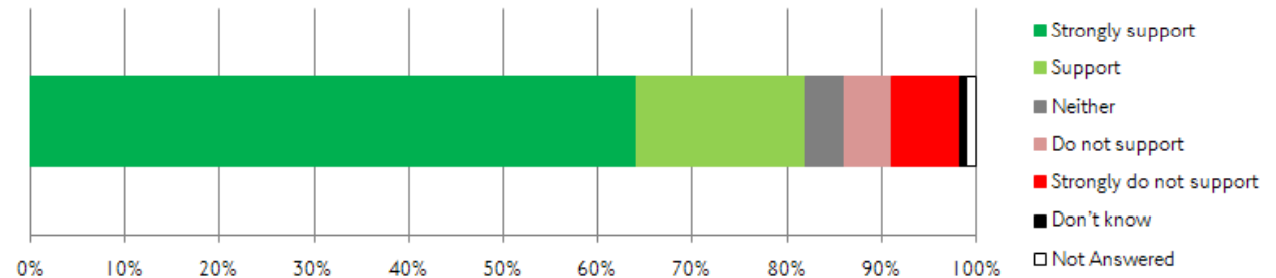


1st consultation results, early 2012

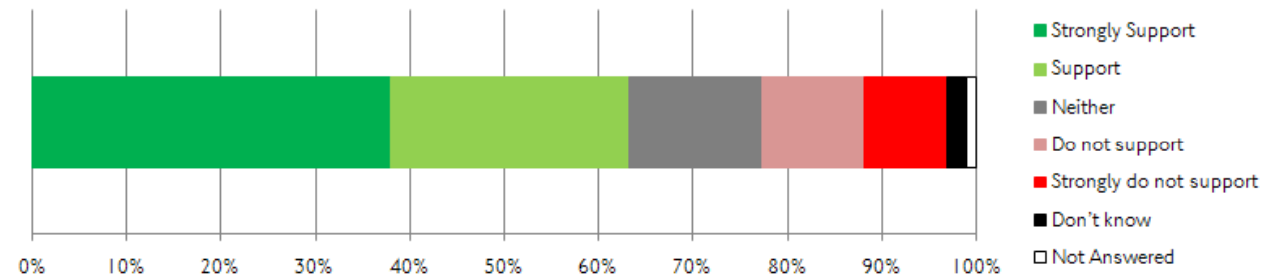
To what extent do you agree there is a need for more crossings?



To what extent do you support the proposed Silvertown Tunnel?



To what extent do you support the proposed Gallions Reach Ferry?



2nd consultation, Oct 2012 - 1 Feb 2013



Have your say on the new Thames River Crossings

In early 2012 we listened to your views on improving River Crossings at Silvertown and Gallions Reach in East and South East London.

Now we'd like to hear your opinions on more detailed proposals, including locations and designs, potential benefits and impacts, and options for funding the crossings.

Visit tfl.gov.uk/rivercrossings to have your say, pick up a leaflet or visit a local roadshow. Call 0843 222 1234 for details.

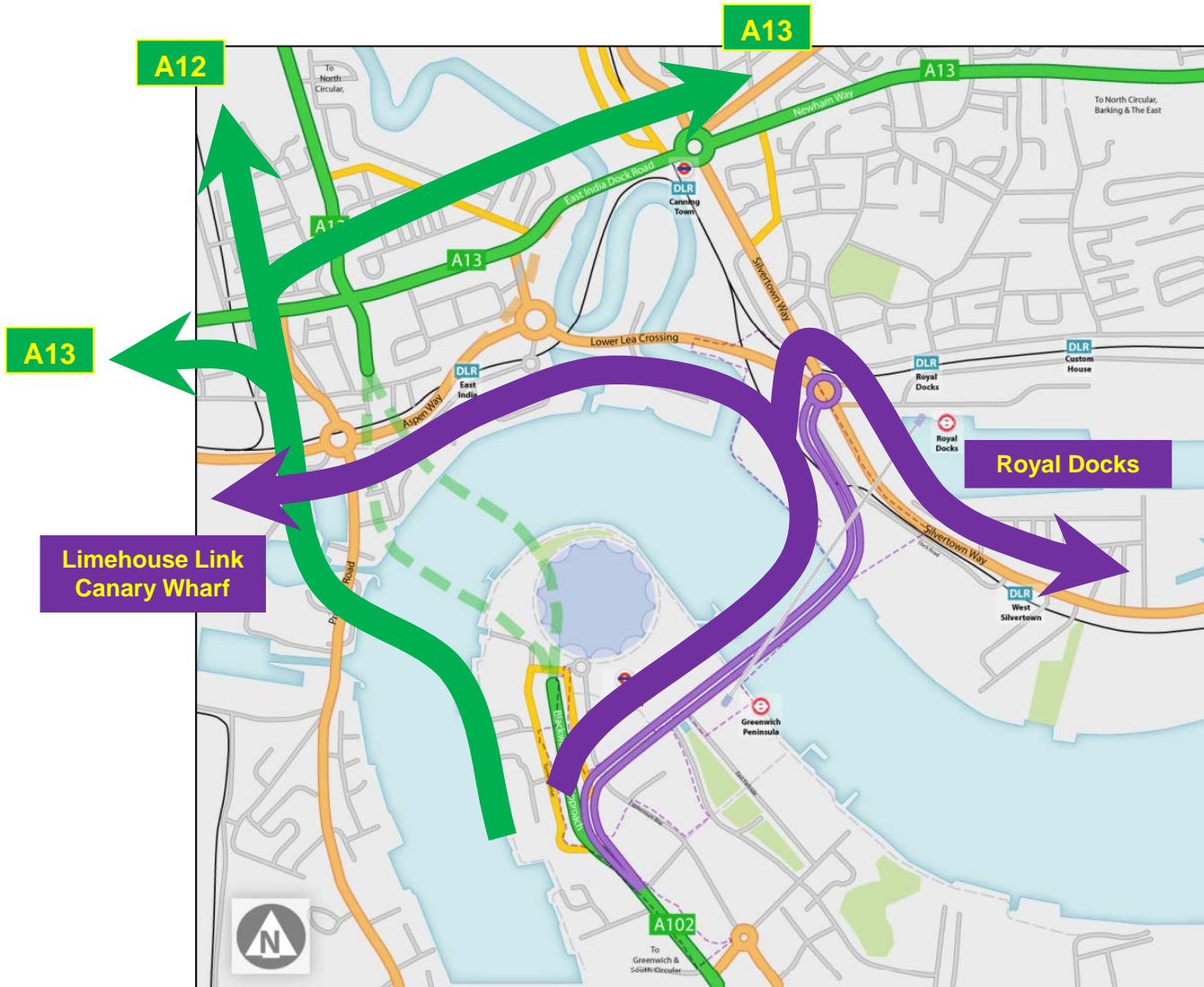
The consultation closes on 1 February 2013.

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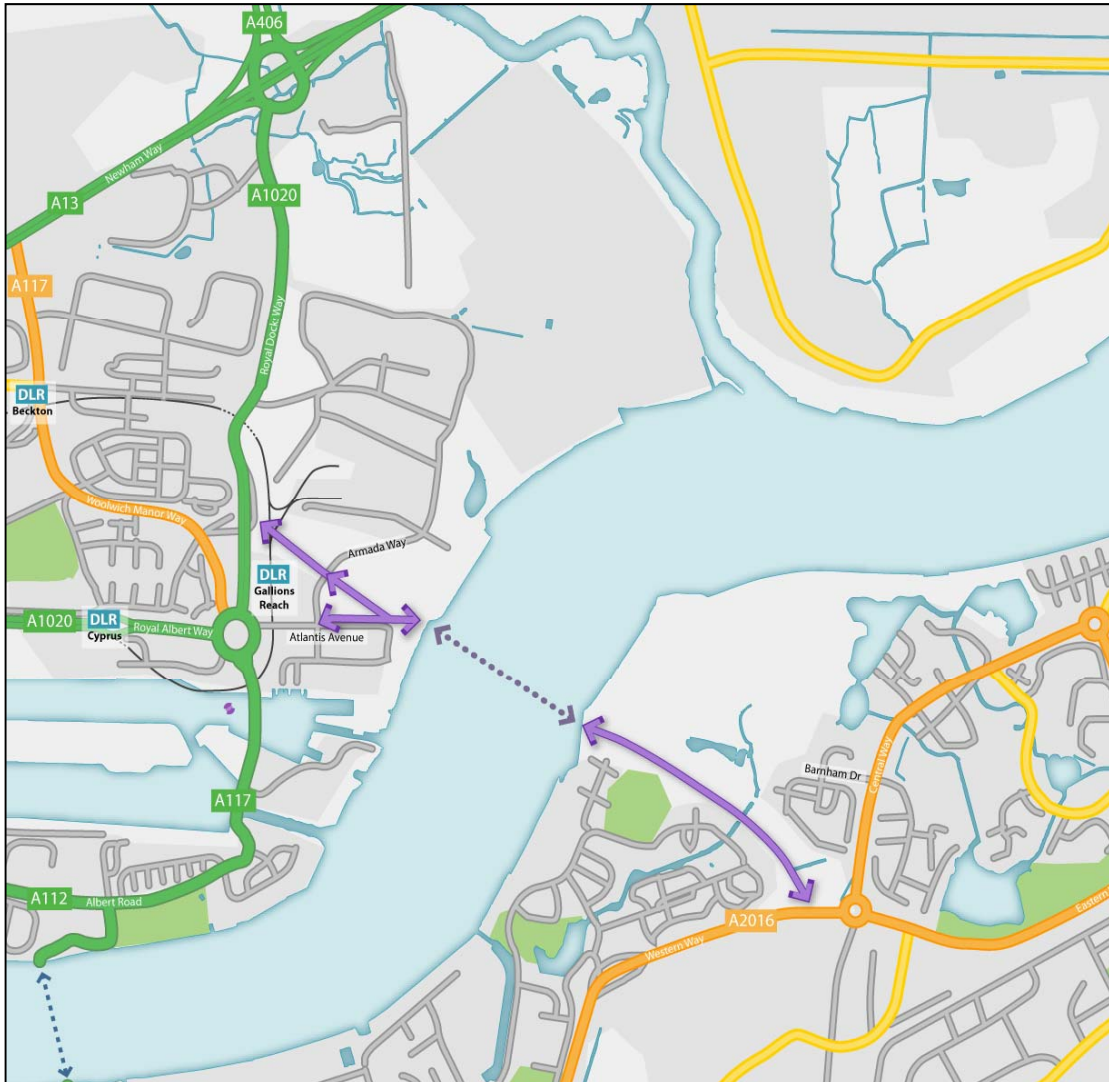
Proposal 1: Silvertown Tunnel



- Links Greenwich Peninsula and Silvertown
- Doubles river crossing capacity
- Designed to reduce delays and closures at the Blackwall Tunnel
- Runs inside area safeguarded for this purpose
- Would carry more local traffic, as well as vehicles which are too tall to use the Blackwall Tunnel
- Pedestrians and cyclists would not be able to use the Silvertown Tunnel (but can use Emirates Air Line)
- Earliest operational date: 2021



Proposal 2: Gallions Reach Ferry



- Links Thamesmead and Beckton
- Up to twice current capacity
- Crossings around ten minutes, inc boarding/waiting time
- Runs inside area safeguarded for crossing
- Three highway connection options
- Type of ferry under consideration
- Location would allow us to manage traffic more effectively, preventing delays to other traffic
- Similar hours to Woolwich Ferry (06:10 to 20:00 on weekdays)
- Earliest operational date: 2017



Proposal 3: Charging for funding and traffic management



Principles

- Funding is required to implement these projects
- Those who benefit most from the projects – by using them – would help pay for them in return
- Charging necessary to manage traffic demand
- Proximity to Silvertown Tunnel means Blackwall would also need to be tolled
- No plans to toll the Rotherhithe Tunnel

Working assumptions

- Free-flow charging – no decisions on technology
- Charges similar to Dartford tolls
- Possible asymmetric toll levels, reflecting tidal traffic flows
- Discounts and exemptions technically possible – no assumptions yet

There would be further consultation on charging approach if we proceed



Other options 1: overhauling Woolwich

Why did we consult on this?

- Some consultation respondents suggested improving infrastructure at Woolwich
- Need to show adequately considering alternatives

Implications

- In practice, would mean a complete replacement at the same location
- Could be cheaper and quicker than a new ferry at Gallions Reach
- Would not enable us to resolve traffic problems that the ferry currently causes
- Would not improve connections at Gallions Reach/eastern Royals
- Would require closures of the Woolwich Ferry during construction



Other options 2: bridge or tunnel at Gallions Reach

Why did we consult on this?

- Some consultation respondents suggested a bridge or tunnel would be a better solution than a ferry
- Need to show adequately considering alternatives

Possible delivery approaches

- Could implement a ferry first, then a bridge or tunnel – in around 20 years
- Or, could go straight to a bridge or tunnel – some time after 2021 (would need to spend c£30m on Woolwich Ferry in the interim)

What would a bridge or tunnel be like?

- Alongside Silvertown Tunnel, a bridge or tunnel would primarily cater for local traffic
- Two lanes each direction
- More expensive than a ferry (in same cost-bracket as Silvertown Tunnel)
- Traffic volumes would be higher than with a ferry, requiring careful management



The future of the Woolwich Ferry

- We are legally obliged to operate the Woolwich Ferry (Metropolitan Board of Works Act, now a provision of the GLA Act)
- If we formally propose any new crossing at Gallions Reach, we would seek to remove this obligation
- We could then choose whether to continue running the ferry or to close it
- We would not do so before an alternative crossing was in place



Consultation – general details

Consultation dates

29 October 2012 to 1 February 2013 (+12 weeks)

Where the information was held

TfL's consultation website:

www.tfl.gov.uk/rivercrossings

- All the information from the consultation leaflet
- Online consultation questionnaire
- Details of road shows
- Report on outcomes of previous consultation
- Background information about development of proposals

How responses were captured

Online questionnaire, paper questionnaire, email, or post



Have your say on the new
Thames River Crossings

Consultation on options
for new river crossings in
East and South East London

Road shows



General

- 11 locations across 5 boroughs
- Weekday/evening and weekend
- TfL staff present to explain proposals, answer queries, hand out brochures



Next steps

- Public consultation closed 1st February 2013
 - Over 6000 responses received and currently being analysed
 - Further technical work under way in the mean time including marine and terrestrial environmental surveys, traffic modelling, further engineering ...
 - Mayoral decision on final package Spring 2013
 - Further consultations to follow on the detail
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- Transport and Works Act for a ferry, possible application Spring 2014
 - *Possible opening end 2017*
 - Development Consent Order for a tunnel, possible application late 2014
 - *Possible opening end 2021*



Questions?

