• Quick background recap
• Silvertown Tunnel: challenges to be addressed
• Silvertown Tunnel proposals
• Business views
• Next steps
Quick background recap
East London has fewer road crossings than west London.
What are the issues we face today?

1. Major issues at Blackwall Tunnel
2. Need for new connections to support growth
3. Woolwich Ferry concerns
1. Major issues at Blackwall Tunnel

- Routine congestion – delays average 20mins in morning peak
- Closed over 1,000 times in 2013 to add to the congestion
- No nearby alternative

<table>
<thead>
<tr>
<th>Direction</th>
<th>Capacity (PCUs/hr)</th>
<th>Flow in PCUs (0800-0900)</th>
<th>% capacity used (AM peak hour)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northbound</td>
<td>3236</td>
<td>3190</td>
<td>99%</td>
</tr>
<tr>
<td>Southbound</td>
<td>3842</td>
<td>2934</td>
<td>76%</td>
</tr>
</tbody>
</table>
2. Need for new connections to support growth
3. Woolwich Ferry concerns

- 50 year old vessels and landing stages need replacement
- Hard to maintain reliability
- Local congestion and poor amenity for residential area
We have delivered a lot already
Cross-river public transport capacity has transformed in past 20 years and will grow by 30% with Crossrail.
... but there remains a lack of highway connectivity east of Isle of Dogs
... but there remains a lack of highway connectivity east of Isle of Dogs

This impacts the degree to which businesses can access economic opportunities by:

- **Restricting access to the economically active population** – there are less employees living within car commuting distance in east London than other parts of London

- **Restricting access to potential markets** – the ‘barrier’ effect of the river limits the size of markets that businesses can serve compared to other parts of London
In response, a package of new river crossings is proposed

The package includes:

- A new tunnel at Silvertown to address the problems with congestion at Blackwall
- New road crossings further east to improve connectivity and support growth
- The introduction of user charges to manage demand and fund the cost of new infrastructure
- Additional public transport connections - delivered through the new crossings or additional rail crossings
- Facilities for pedestrians and cyclists further east
Crossings today
Crossings in 2022
Crossings in 2025 and beyond
Silvertown Tunnel: challenges to be addressed
Three key challenges

1. Address traffic congestion
2. Improve reliability and resilience of the strategic network in east London
3. Facilitate and support economic growth in east London
Challenge 1 – congestion

Blackwall Tunnel northbound – average hourly flows (weekdays)

Queues build up while flow rate is in this range
Challenge 1 – congestion

Blackwall Tunnel impacts

- Daily congestion over extended peak periods
- Impacts on bus service reliability and performance
- Congestion exacerbates air quality impacts of traffic
Challenge 2 – reliability and resilience

Blackwall Tunnel incidents in 2013

- 2013 – over 1,000 incidents per year which impacted on journey times
- Only 10 days during 2013 that were unaffected by a tunnel closure
- Incidents add on average between 15 and 30 minutes to each journey
- Some incidents add considerably more

<table>
<thead>
<tr>
<th>Nature of incident</th>
<th>No of incidents in 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overheight vehicle attempting to access the northbound bore</td>
<td>649</td>
</tr>
<tr>
<td>Vehicle breakdown on the approach to or within the tunnel</td>
<td>234</td>
</tr>
<tr>
<td>Other – eg. Debris within the tunnel</td>
<td>86</td>
</tr>
<tr>
<td>Road traffic accident</td>
<td>67</td>
</tr>
</tbody>
</table>
Challenge 2 – reliability and resilience

When incidents happen - lack of alternative routes
Challenge 3 – economic growth

Greenwich Masterplan – approved 2003

Emerging Thames Wharf - Silvertown Masterplan

Future Development Vision
Initial options considered

- **Ferry** - Limited capacity

- **Low and mid level lifting bridges** - Regular closures undermine effectiveness. Physical and visual impact.

- **High level fixed bridge** – Not feasible to accommodate approach ramps. Significant physical and visual impact.

- **3rd bore at Blackwall Tunnel** - Very difficult to manage a tidal tunnel. Likely to be unachievable now tall developments in place.

- **New tunnel** - Effectively addresses existing congestion and resilience problems and economic growth. supports

Preferred option
Silvertown Tunnel proposals
Silvertown Tunnel – overview

Twin bored tunnel linking A102 Blackwall Tunnel Approach on the Greenwich Peninsula to the Tidal Basin roundabout in the Royal Docks area

- Able to accommodate vehicles up to 5m in height
- Estimated construction cost of £750m
- Indicative construction programme of 4 years, with some localised impacts affecting access to businesses in immediate area. Otherwise construction impacts will be small for a scheme of this size.
- Several overnight closures of Blackwall Tunnel will be required
Silvertown Tunnel – key benefits

- Reduce congestion and improved journey times
- Reduce closures
- Increase resilience
- Support growth
- Opportunities for public transport
Impact on journey times

The scheme will result in improvements in journey times to/from destinations north and south of the river

**Lewisham - Stratford AM peak journey time**

<table>
<thead>
<tr>
<th></th>
<th>2021 reference</th>
<th>2021 with Silvertown and charging</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>53 mins</td>
<td>40 mins</td>
</tr>
</tbody>
</table>

**Journey time savings (morning peak hour, 2021, in minutes)**

<table>
<thead>
<tr>
<th>Northbound</th>
<th>To Stratford</th>
<th>To Royals</th>
<th>To Canary Wharf</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lewisham</td>
<td>13</td>
<td>22</td>
<td>16</td>
</tr>
<tr>
<td>Charlton</td>
<td>15</td>
<td>23</td>
<td>17</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Southbound</th>
<th>To Lewisham</th>
<th>To Charlton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stratford</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Royals</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Canary Wharf</td>
<td>3</td>
<td>2</td>
</tr>
</tbody>
</table>
Significant reduction in incidents and delay

Reduction in hours of delay in 2021
Rationale for charging

Traffic management
• Additional capacity will relieve a current bottleneck in the system
• Improved journey times will make crossing more attractive and all other things being equal, demand will increase.
• Approach roads (both north and southbound) would quickly reach capacity
• As congestion on the surrounding network increases benefits of the scheme would reduce
• Charging will help keep traffic levels to acceptable level so scheme benefits are maintained

Financial
• User charging provides a relatively steady, long-term, growing (inflation linked + traffic growth) revenue stream
• Help to pay for the scheme

Charging regime must also:
• Be publically/politically acceptable, not cause wider detrimental economic impacts, support environmental goals, be efficient and cost effective to operate, be easy to understand.
• Fair, transparent, predictable, free from fraud, promote wider goals of the Transport Strategy
Charging principles

- Charges will be higher in the peak periods in the peak direction i.e.
  - AM peak northbound
  - PM peak southbound

- Different rates for different categories of users, with charges broadly similar to the Dartford crossing (below)

<table>
<thead>
<tr>
<th>Dartford Crossing - 2014 prices</th>
<th>Day charges (0600-2200)</th>
<th>Night charges (2200-0600)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorcycles</td>
<td>Free</td>
<td>Free</td>
</tr>
<tr>
<td>Cars</td>
<td>£2.50</td>
<td>Free</td>
</tr>
<tr>
<td>Two-axle goods vehicles</td>
<td>£3.00</td>
<td>Free</td>
</tr>
<tr>
<td>Multi-axle goods vehicles</td>
<td>£6.00</td>
<td>Free</td>
</tr>
</tbody>
</table>

- Users will be encouraged to sign-up for accounts to benefit from lower rates

- Local discounts for certain users are currently being assessed
Opportunities for new public transport connections

New PT connections = improved accessibility to businesses for employees and customers

Cross-river bus services in London
Timescales

- MTS 2010
- Informal Consultation 2012
- Statutory Consultation 2015
- Contract Award 2018
- Estimated Completion 2021/22

- 2009 Draft London Plan
- 2011 London Plan
- 2014 Informal Consultation
- 2015/16 Submit DCO
- 2017 Secretary of State decision
- DCO Hearing 2016
Business views
What have businesses told us about the proposals?

- Survey of 800 local businesses undertaken in 2013
- Businesses based in eight east London boroughs and questioned on a package of crossings (including Silvertown Tunnel) for improving cross-river connectivity
- Sectors sampled included:
  - Primary / Manufacturing
  - Construction
  - Transport
  - Retail and Distribution
  - Services
- Range in sizes from 1 to 200+ employees
Anticipated benefits from new east London river crossings

- Improve the local economy: 83%
- Have more predictable journey times: 78%
- More efficient use of supplies/deliveries: 65%
- More business coming from other side of the river: 65%
- Staff have more time to enjoy leisure activities: 54%
- Staff have more reliable working hours: 51%
- Will recruit additional staff: 49%
- Expand your business in the area: 42%
Key findings

- 64% of firms say the ability to cross the river is important to the successful operation of their business
- 65% of firms said poor reliability constrains or disrupts their business
- Around a third of firms see the river as a barrier to their development on the other side
- But the numbers are higher amongst firms in Greenwich (49%) and Newham (47%)
- Around half of businesses expect to recruit additional staff as a result on investment in river crossings
Willingness to pay a charge if journey times become more reliable

59% of firms said they would be willing to pay a charge in line with current Dartford rates if it made journey times more reliable
Next steps
Engagement with businesses

- Support from businesses and business groups is key in making the case for the scheme

- TfL is keen to further engage with a range of businesses to understand how poor river access affects operations and how the Silvertown Tunnel scheme could help

- If you are willing to be involved, please contact: RiverCrossings@tfl.gov.uk
Next steps

• Further engagement with affected businesses – **ongoing**

• Formal response to informal consultation published – **Spring 2015**

• Statutory consultation – **Summer/Autumn 2015**

• Submission of DCO application to Secretary of State – **Late 2015/early 2016**
Questions?

Tom King – Transport Planning Manager

www.tfl.gov.uk