

Date: 16 May 2018

Item: Rotherhithe to Canary Wharf Crossing

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## This paper will be considered in public

### 1 Summary

- 1.1 A new crossing is proposed between Canary Wharf and Rotherhithe, which will provide a safe, attractive and direct route for pedestrians and cyclists between the Isle of Dogs and Canada Water Opportunity Areas, reducing journey times and encouraging healthier travel.
- 1.2 This paper provides an update on the scheme in advance of a fuller report which will be presented to the 3 July 2018 meeting of the Committee.

### 2 Recommendation

- 2.1 **The Committee is asked to note the paper and the proposed next update in July 2018.**

### 3 Background

- 3.1 The Rotherhithe – Canary Wharf crossing will provide a much needed new cross-river walking and cycling connection between the two key Opportunity Areas of the Isle of Dogs and Canada Water, which between them are expected to accommodate over 36,000 new homes and 112,000 new jobs by 2030. The new crossing will provide a safe, attractive and direct route for pedestrians and cyclists, reducing journey times and encouraging healthier travel in line with the vision set out by the Mayor in his Transport Strategy (published March 2018).
- 3.2 The options assessment work carried out demonstrates a strong strategic case for the project. Pedestrians and cyclists currently have very limited opportunities to cross the river east of Tower Bridge easily and safely – restricting access to key destinations such as Canary Wharf and Canada Water. A new river crossing would contribute towards supporting sustainable growth in east London, Canada Water and the Isle of Dogs by providing a viable alternative to the Jubilee line and other river crossings for those trips that could be made on foot or by bike. Our latest modelling suggests that, with future growth and development in the local area, by 2031 more than two million pedestrian and cyclist journeys every year would be expected to use the crossing, which could increase further if walking and cycling improvements are delivered across the wider area.

- 3.3 Such a strategic intervention will support a significant improvement in the share of cross river trips being made by walking and cycling, in line with the Mayor's aim for 80 per cent of Londoners' trips to be on foot, by cycle or by public transport by 2041 as set out in the Mayor's Transport Strategy (Policy 1).
- 3.4 In October 2017 the Committee endorsed the provisional recommendation that a 'navigable bridge' is the preferred option (Pathway Stage Gate 2) and should be investigated in greater detail. The project team has subsequently been investigating this option and key to confirming any decision was the need to undertake a full public consultation on the project.
- 3.5 A public consultation ran from 8 November 2017 until 8 January 2018. This sought views on our provisional preferred option, alongside a number of other considerations such as bridge location, type, height and access arrangements. A consultation report was published on 21 March and the consultation outcomes are being used to inform the next stages of development and engagement. The key headlines from the consultation are:
- (a) 93 per cent of the 6,094 responses strongly support/support a new river crossing in this location;
  - (b) 85 per cent strongly support/support our preferred option of a navigable bridge;
  - (c) 79 per cent support a bridge at the northern alignment (55 per cent central, 29 per cent southern);
  - (d) 81 per cent of cyclists prefer accessing the bridge with a ramp; and
  - (e) Opponents of the scheme questioned the value for money and suggested a ferry as a faster and cheaper option.

## **4 Options Assessment**

- 4.1 In parallel to the public consultation, the project team has been working with specialist suppliers to develop different concepts for a navigable bridge to test a number of different engineering parameters that will inform the scheme design. This work is ongoing and the next stage will focus decisions around these parameters including the specific alignment and landing points, opening and operating mechanisms, height and access arrangements.
- 4.2 A detailed options appraisal will be undertaken as part of this work. Following similar principles to the project's strategic option appraisal, and in line with other TfL projects, a structured multi-criteria analysis will be used to assess the options. This will consider a range of themes covering cost and value for money, land and property, environment, transport, design and equalities and accessibility. In addition, a further business case appraisal will be undertaken, including a review against other strategic options such as a tunnel or a ferry, to help inform the preferred option for the project.

- 4.3 We are determined to ensure that the development process for this scheme is transparent and robust, building on the lessons learnt from the Garden Bridge. The outcomes of our work will be subject to an Internal Assurance Review (IAR) and Independent Investment Programme Advisory Group (IIPAG) review. This will include a review of the engineering-led design process through which we will define the specific parameters of the preferred design. The IAR and IIPAG reports, together with our report setting out the proposed single option for endorsement, will be provided as part of the next update to the Committee in July 2018.

## 5 Next steps

- 5.1 Subject to the outcomes of the options assessment and the views of the Committee in July 2018, it is then proposed to undertake a second public consultation in the summer (2018) to inform an application for the powers to build and operate the new crossing in the spring (2019).

### List of background papers:

Mayor's Transport Strategy

Previous reports to the Programme and Investment Committee on 28 June 2017 (Item 12) and 13 October 2017 (item 10).

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