

## CONSULTATION QUESTIONS AND SUGGESTED RESPONSES

### Q1 OPTION 1 – A NEW FERRY AT WOOLWICH BY THE EARLY 2020s:

PLEASE TELL US HOW FAR YOU SUPPORT OR OPPOSE THIS OPTION – STRONGLY SUPPORT/  
SUPPORT/NEITHER/OPPOSE/STRONGLY OPPOSE

PROPOSED RESPONSE: **LBR neither supports nor opposes this option.**

### Q2 PLEASE GIVE US ANY OTHER COMMENTS ABOUT A NEW FERRY AT WOOLWICH

PROPOSED RESPONSE: LB Redbridge notes that this would not appear to be a good value for money option because only modest reductions in journey times compared to the existing free ferry would be achieved, and that it would not effectively support sub-regional growth.

### Q3 OPTION 2 – A NEW FERRY SERVICE AT GALLIONS REACH BY THE EARLY 2020s:

PLEASE TELL US HOW FAR YOU SUPPORT OR OPPOSE THIS OPTION – STRONGLY SUPPORT/  
SUPPORT/NEITHER/OPPOSE/STRONGLY OPPOSE

PROPOSED RESPONSE: **LBR supports this option, as explained further in Q4 response below.**

### Q4 PLEASE GIVE US ANY OTHER COMMENTS ABOUT A NEW FERRY SERVICE AT GALLIONS REACH

PROPOSED RESPONSE: Based upon the consultation material and supporting documentation, LB Redbridge considers that this option can be supported in the context of improved sub-regional transport network connections that would result. The Borough would need to review that stance from the perspective of any additional information regarding environmental and traffic flow implications predicted to occur within LB Redbridge arising from TfL's ongoing modelling and assessment work.

### Q5 OPTION 3 – A BRIDGE AT GALLIONS REACH BY THE EARLY 2020s:

PLEASE TELL US HOW FAR YOU SUPPORT OR OPPOSE THIS OPTION – STRONGLY SUPPORT/  
SUPPORT/NEITHER/OPPOSE/STRONGLY OPPOSE

PROPOSED RESPONSE: **LBR supports in principle further examination of this option in the light of the improved sub-regional transport network connections that would result and the potential improvements to access to job opportunities for its residents, but see also response to Q6 below.**

### Q6 PLEASE GIVE US ANY OTHER COMMENTS ABOUT A BRIDGE AT GALLIONS REACH

PROPOSED RESPONSE: The Borough has considerable concern, however, about the impacts of additional traffic passing through LB Redbridge, particularly upon (though not restricted to) the A406, in terms of traffic flow and worsening delays at a considerable number of key junctions in the Borough. The latter difficulties are especially evident in the pm peak period. It is acknowledged that the data provided by TfL has been produced by a strategic model used to identify broad patterns of changes, and that it should not be interpreted as definitive forecasts of flows at specific locations or junctions (plus it is based on certain charging assumptions and without including any mitigation measures), but it is important to register this concern now before further work is done. The

Borough would need to review its stance on this option from the perspective of any additional information regarding environmental and traffic flow implications predicted to occur within LB Redbridge arising from TfL's ongoing modelling and assessment work.

**Q7 OPTION 4 – A BRIDGE AT BELVEDERE BY 2025 - 2030:**

PLEASE TELL US HOW FAR YOU SUPPORT OR OPPOSE THIS OPTION – STRONGLY SUPPORT/  
SUPPORT/NEITHER/OPPOSE/STRONGLY OPPOSE

**PROPOSED RESPONSE: LBR supports in principle further examination of this option in the light of the improved sub-regional transport network connections that would result and the potential improvements to access to job opportunities for its residents, but see also response to Q8 below.**

**Q8 PLEASE GIVE US ANY OTHER COMMENTS ABOUT A BRIDGE AT BELVEDERE**

**PROPOSED RESPONSE:** The Borough has concern, however, about the impacts of additional traffic passing through LB Redbridge, mainly upon the A406, in terms of traffic flow and worsening delays at various junctions in the Borough in the pm peak period. It is acknowledged that the data provided by TfL has been produced by a strategic model used to identify broad patterns of changes, and that it should not be interpreted as definitive forecasts of flows at specific locations or junctions (plus it is based on certain charging assumptions and without including any mitigation measures), but it is important to register this concern now before further work is done. The Borough would need to review its stance on this option from the perspective of any additional information regarding environmental and traffic flow implications predicted to occur within LB Redbridge arising from TfL's ongoing modelling and assessment work.

**Q9 WHICH OF THE OPTIONS INCLUDED IN THIS CONSULTATION DO YOU BELIEVE THAT TFL SHOULD PROGRESS? IF YOU BELIEVE THAT MORE THAN ONE CROSSING IS NEEDED PLEASE FEEL FREE TO SELECT MORE THAN ONE OPTION**

**PROPOSED RESPONSE: LB Redbridge considers, as explained above, that the options of a new ferry service at Gallions Reach, a new bridge at Gallions Reach, and a new bridge at Belvedere should be further progressed.**