

TfL River Crossings Consultation

Rxxxxxxxxxxxx@xxx.xxx.xx

19th September 2014

Dear Sir/ Madam

“HAVE YOUR SAY ON OPTIONS FOR NEW RIVER CROSSINGS IN EAST LONDON”

I am writing to convey the response of the London Borough of Redbridge to the above River Crossings consultation exercise which commenced in July 2014.

The detailed content of this consultation document and appropriate supporting technical documents has been reviewed by the Borough. After careful consideration of the information available and supporting commentary provided, our responses to the particular questions posed are as set out below.

Q1: Option 1 – A New Ferry at Woolwich by the early 2020s.

We neither support nor oppose this option.

Q2: Any other comments about a new ferry at Woolwich?

We note 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:

LBR supports this option, as explained further in Q4 response below.

Q4: Any other comments about a new ferry service at Gallions Reach?

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. We 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:

We support 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: Any other comments about a new bridge at Gallions Reach?

We have 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. We would need to review our 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:

We support 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: Any other comments about a bridge at Belvedere?

We have 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. We would need to review our 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?

We consider, as explained above, that examination of options involving a new ferry service at Gallions Reach, a new bridge at Gallions Reach, and a new bridge at Belvedere should be further progressed.

Thank you for the opportunity to comment.

Yours sincerely

Cllr. Baldesh Kaur Nijjar

Cabinet Member for Environment