

Programmes and Investment Committee



Date: 28 June 2017

Item: Rotherhithe to Canary Wharf crossing

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 A paper is included on Part 2 of the agenda, which includes exempt supplementary information. The information is exempt by virtue of paragraph 3 of Schedule 12A of the Local Government Act 1972 in that it contains information relating to the business affairs of TfL. Any discussion of that exempt information must take place after the press and public have been excluded from this meeting.

2 Recommendation

- 2.1 **The Committee is asked to note the paper and the related paper on Part 2 of the agenda and note the work programmed to take place in advance of a more comprehensive report being presented to the October meeting of the Committee.**

3 Background

- 3.1 When the Committee considered the Healthy Streets Programme paper at its meeting on 8 March 2017 further information was requested on the Rotherhithe – Canary Wharf crossing.
- 3.2 There has been a sustained period of investment in public transport capacity across East London over the past 20 years. With the opening of Crossrail in 2018, there will have been an almost tenfold increase in cross river rail capacity east of Tower Bridge. But there has been no such provision for cyclists and pedestrians, with the exception of the Emirates Airline that connects North Greenwich to the Royal Docks.
- 3.3 As a result, the river in East London remains a significant barrier to movement for those wishing to travel by bike or on foot. London's population is continuing to grow and the east sub-region is expected to see the biggest increase in population, housing and employment. Delivery of measures to overcome this poor connectivity is therefore fundamental to accommodating this growth in a sustainable manner.

- 3.4 The Rotherhithe to Canary Wharf scheme 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 addition, it will provide direct connections for those living south of the river to key employment areas, such as Canary Wharf, and link to complementary infrastructure such as the East – West Cycle Superhighway to support trips through to areas such as the City of London. The crossing will therefore provide an alternative to the Jubilee line for journeys between Canada Water and Canary Wharf.
- 3.5 A new crossing at this location has been promoted by a wide number of stakeholders for over a decade and the Mayor included a commitment to take forward the crossing within his Manifesto. The crossing also features in 'A City for All Londoners', 'Healthy Streets for London' and in the draft Mayor's Transport Strategy.
- 3.6 The objectives for the crossing and a plan showing the location are provided in Appendix 1.

4 Current work on the crossing

- 4.1 There are a number of inter-related activities that are currently taking place to inform the development of the scheme. In summary, these are:
- (a) **design and engineering:** the scope, constraints, schedule, risks, costs, impacts and design requirements associated with the different options for the scheme are currently being confirmed to inform the next iteration of the scheme business case;
 - (b) **stakeholder engagement:** stakeholder engagement with key parties, such as land owners is continuing and a series of engagement events with local residents and other interested parties is planned for June 2017;
 - (c) **consents:** two consents routes are being explored for the scheme; (1) a "package" of local consents including planning consents and licences to work in the river (2) an order under the Transport and Works Act 1992. The requirements, complexities, risk and timings of each option are being examined to inform the preferred route;
 - (d) **modelling and business case development:** TfL is currently producing the next iteration of the business case for the scheme, which will set out the costs, forecast usage, benefits and value for money associated with different options for the crossing and recommend a single option to be taken forward;
 - (e) **funding:** a funding strategy for the scheme is in preparation. Subject to the viability of the scheme, the costs for the crossing are expected to be met from a combination of TfL Healthy Streets funding, Growth Fund and third party contributions. At this stage it is not possible to confirm the level of third party

support but TfL officers are continuing to investigate external sources of funding for the project;

- (f) **land requirements:** based on the design and engineering work, analysis is underway of the land requirements, legal considerations and the integration of the scheme with wider Opportunity Area Planning Frameworks (OAPFs) for the areas north and south of the river;
- (g) **surveys and assessments:** a series of assessments and surveys are underway to inform the different scheme options. This includes surveys of the volume and height of vessels using the river at this point, attitudinal and behavioural surveys with existing and potential cyclists and pedestrians that could use the crossing and environmental surveys to inform the Environmental Impact Assessment (EIA) that will be required for the scheme; and
- (h) **procurement:** a Prior Information Notice was issued in October 2016 with Expressions of Interest (Eols) invited from the market. 63 Eols were received, which have helped inform the draft procurement strategy. Details of that procurement strategy will form part of the submission to the Committee in October 2017.

5 Next steps

- 5.1 The programme that has been developed for the new crossing is ambitious and is seeking to realise the benefits of the scheme at the earliest opportunity. Whilst this therefore means there are risks associated with the programme, TfL officers have assessed these and putting in place appropriate actions to mitigate these as far as practical. The indicative key milestones for 2017/18 are set out below:

Activity	Date
Public engagement sessions	June 2017
Business case assurance	July 2017
Commence competitive process for contractor	Sept 2017
Programmes and Investment Committee	Oct 2017
Commence second stage of competitive process with shortlisted tenderers	Dec 2017
Public consultation on the initial crossing design	Jan 2018

- 5.2 TfL will undertake public engagement sessions with stakeholders, including local residents, landowners, developers and other interested parties in June 2017 to inform the requirements and constraints for the new crossing. The next iteration of the business case for the scheme will be completed in July 2017 and will then be subject to an assurance review. This will confirm the preferred scheme option to be taken forward and the Estimated Final Cost (EFC) for the project.
- 5.3 Subject to the outcome of the business case and assurance process, it is proposed that during this financial year, and before the next Committee

meeting, an OJEU notice will be issued commencing the design and build procurement process.

- 5.4 It is proposed to bring a more detailed report on the scheme to the next meeting of the Programmes and Investment Committee on 13 October 2017 that confirms the outcome of the business case work and seeks the Committee's agreement on the next stages of scheme development, including commencement of the second stage of the procurement process.

List of appendices to this paper:

Appendix 1: Project objectives and location plan

List of background papers:

None

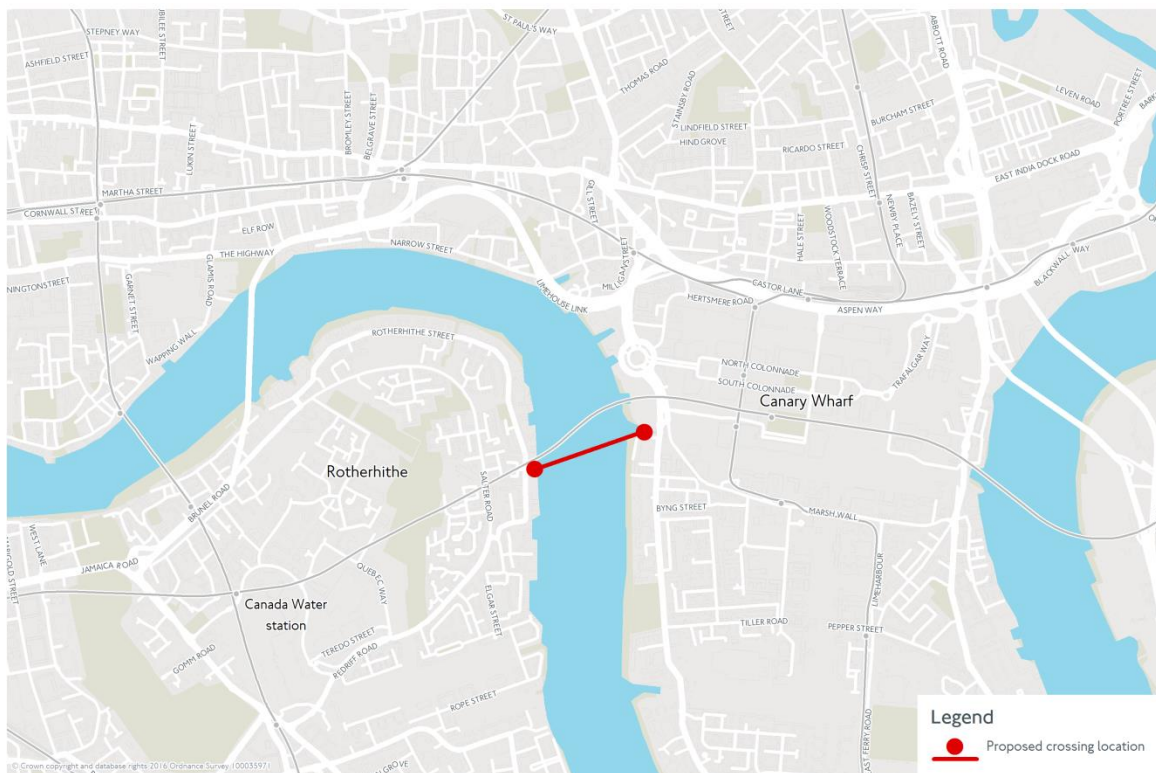
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Appendix 1 – Project objectives and location plan

The Rotherhithe – Canary Wharf crossing objectives are:

- To connect the two Opportunity Areas of Canada Water and the Isle of Dogs
- To improve connectivity from the Rotherhithe peninsula, particularly the area beyond the walking catchment of Canada Water station
- To encourage more people to walk and cycle in the area
- To provide additional capacity and routes for cyclists as an alternative option to existing crossings in the area
- To produce a well designed and convenient link which achieves value for money and is fundable
- To provide an alternative link to the Jubilee line between Canada Water and Canary Wharf.



Location plan showing the proposed crossing from the Thames Path by Durand's Wharf in Rotherhithe to the Thames Path near Westferry Road in Canary Wharf

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