03
Consultation, Engagement & Design Development

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3.0.1 This section of the DAS records the consultation and engagement that has been undertaken as the project has progressed, in particular focusing on how this has shaped the design of the Scheme.

3.0.2 It covers both workshops and meetings with stakeholders - including Landowners and the Boroughs - and also the three non-statutory public consultations which were held regarding the Silvertown Tunnel scheme between February 2012 and December 2014.

3.0.3 As a record of the consultation process, this is a live section of the Design & Access Statement. It will continue to be updated as the project progresses.

3.1 Public Consultation

Consultation A : Spring 2012

3.1.1 The first consultation which proposed a Tunnel at Silvertown was held from 6 February - 5 March 2012. The consultation focused mainly on options for:

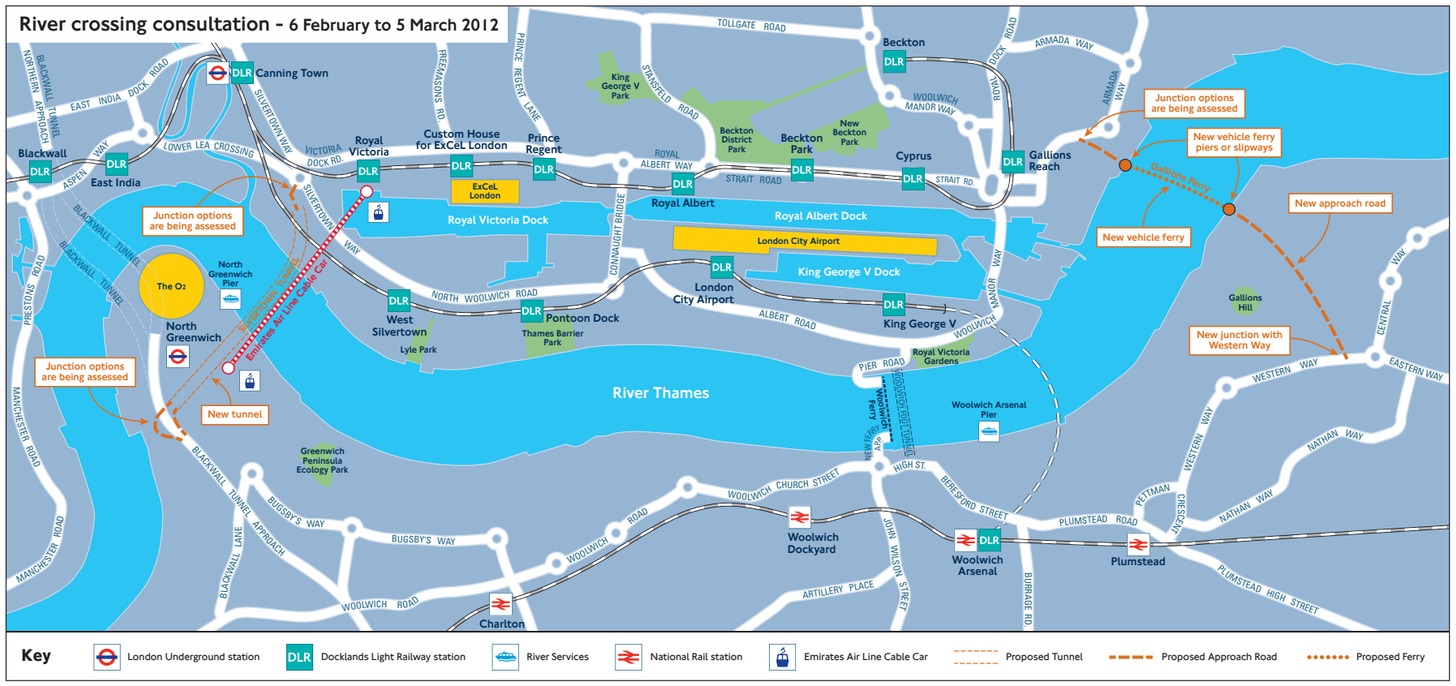
- A new vehicle ferry at Gallions Reach
- A new highway tunnel at Silvertown Tunnel

3.1.2 Almost 3,900 responses were received from across London and beyond, although the response rate was higher in areas more likely to be affected by the proposals and issues covered by the consultation.

3.1.3 Support for the Silvertown Tunnel was strong, with over 80% of online respondents supporting or strongly supporting the scheme while 12% opposed the Scheme.

3.1.4 A detailed analysis of the views of some key stakeholders indicated there was strong support for a new tunnel at Silvertown from many Boroughs and key business stakeholders. A number of stakeholders suggested that the use of tolling to manage demand and provide a source of funding should be considered and addressed in future consultations.

Figure 3.1 Map from the Spring 2012 Consultation showing potential new crossings at Silvertown and Gallions Reach



Consultation B : Winter 2012

3.1.5 This second public consultation was held between October 2012 and February 2013 and covered a number of topics related to the feedback received in the Feb-March 2012 consultation. This consultation focused on:

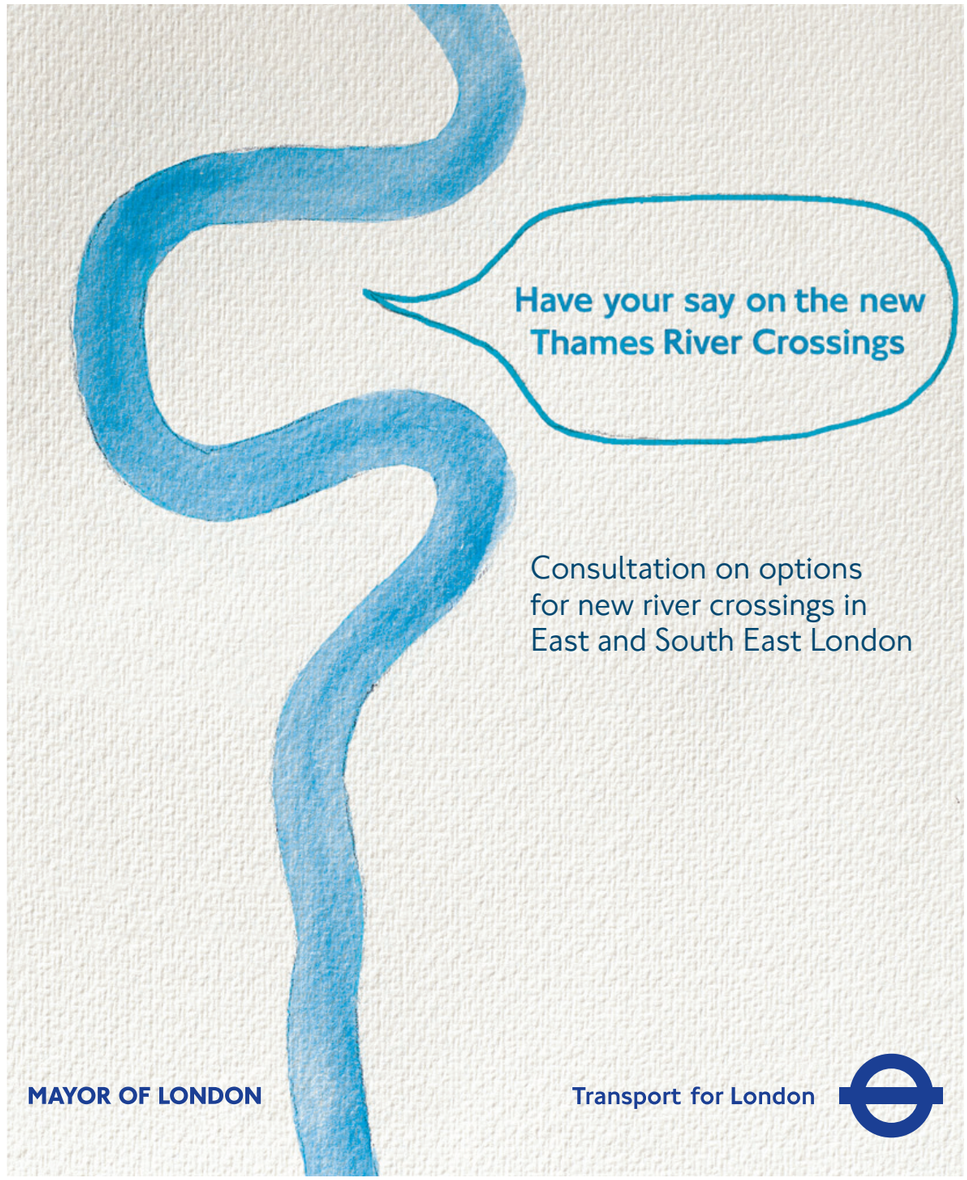
- Setting out initial design principles
- Tunnel access - diagrams were produced which showed how the Silvertown Tunnel would connect to the existing road network.

3.1.6 Feedback included comments on design aspects - for example asking for more information on the design of the road such as layout of lanes, and also how pedestrian and cyclist needs would be met. This latter concern was further reinforced by a number of respondents who specifically requested that cyclists and/or pedestrians be accommodated within the tunnel.

3.1.7 This has been explored further, and a decision taken on practical, safety, security and amenity grounds to focus on improving access to the Emirates Airline to promote this as the appropriate facility for non-motorised users to cross the River Thames at this location. More information on this is provided later in this chapter.

3.1.8 Another common theme was the need for better access for cross-river public transport, in particular buses. This concern has been accommodated within the latest designs for the tunnel, with a dedicated public transport lane provided in each direction, and enhanced surface access for buses on the south side in particular.

Figure 3.2 Cover page of the New East London River Crossings consultation document Oct 2012 - Feb 2013



Consultation C : Winter 2014

3.1.9 The most recent public consultation event was a roadshow and workshop series held between October and December 2014. Items discussed at these events included:

- Reasons for the Silvertown Tunnel, and how it fitted as part of a package of new river crossing in east London.
- The opportunities for enhancements to public transport as well as pedestrian and cycling connections, linked to the proposed Silvertown Tunnel.
- Likely impacts on traffic in the wider local area, as well as the potential impacts on the environment.
- Setting out the principles of User Charging as a mechanism for managing demand and helping to pay for the proposed Tunnel.

3.1.10 The roadshow and workshops were also the first opportunity for people to see the emerging design proposals for the Scheme, including a fly-through animation which showed how the Silvertown Tunnel would tie-in to the existing road network on both the north and south side. A suite of technical reports and documents were made available for people to review.

3.1.11 The responses from the consultation included a number of comments on access and design, in particular on issues such as the arrangement and number of traffic lanes, and the provision for cyclists.

Figure 3.3 Map illustrating proposed connection of the Silvertown Tunnel to the existing road network, taken from the New East London River Crossings consultation document Oct 2012 - Feb 2013.

3.2 Stakeholder Meetings & Workshops

3.2.1 Alongside the public consultations, TfL has been meeting with a number of key stakeholders and landowners in the vicinity of the tunnel portals at each end of the Scheme. These have included:

- The GLA
- London Borough of Newham
- Royal Borough of Greenwich
- Knight Dragon, Quintain and other landowners

3.2.2 Through these discussions, the project team has been able to get an understanding of the potential changes that will be coming forward in the area, and the aspirations for the neighbourhoods around the tunnel portals. The design has then been developed to reflect these opportunities and aspirations for the area.

3.3 Design Development

3.3.1 In total, 1917 responses (47% of all responses to the Winter 2014 consultation) made some form of comment on the design of the new junctions to the north and south.

3.3.2 As part of its response to the issues raised, TfL has developed further an urban design strategy for the areas around both the north and south portals, and this has informed the content of this Design and Access statement.

Pedestrian / Cycle Connectivity

3.3.3 A number of comments concerned allowing pedestrians and cyclists to use the Silvertown Tunnel. Whilst the proposals presented in the Winter 2014 consultation identified significant improvements to local pedestrian and cycling connectivity, no provision was made to allow pedestrians and cyclists through the tunnel. This was because cross-river connectivity at this location is already provided by the Emirates Air Line cable car. However, in response to the comments on this issue, further design work has been undertaken to explore the feasibility of providing facilities within the proposed Silvertown Tunnel for pedestrians and cyclists.

3.3.4 To allow pedestrians and cyclists to use the new tunnel, a segregated space would be required, as it would be unsafe for the pedestrians or cyclists to share an enclosed space with road traffic. Two alternative options were explored for providing a suitable segregated route.

3.3.5 The first option explored was to provide a separate tunnel bore exclusively for cyclists and pedestrians, but this would not be practically feasible due to cost.

3.3.6 The second option would be to provide space beneath the road deck. This would result in an increase in size of one of the tunnel bores to accommodate the link and would raise the construction costs of the tunnel significantly. Moreover, this would not be a pleasant environment and could expose pedestrians and cyclists to significant noise and vibration from the carriageways above. Further, at 1.4km long it would be almost 4 times longer than the Greenwich Foot Tunnel and a longer travel time than the Emirates Air Line.

3.3.7 It was judged that few cyclists and pedestrians would be likely to use a 1.4km facility within the tunnel given that it would be much quicker to cross via the Emirates Air Line, and therefore money would be better invested in improving the local links to and from the Emirates Air Line. This approach is reflected in the Reference Design for the Silvertown Tunnel scheme which are being shown in the current consultation.

Figure 3.4 Concept designs for the Tidal Basin roundabout junction.

Junction options and refinement

3.3.8 On the north side, a number of junction layouts were considered. Each connected the new tunnel approach to existing infrastructure including the Lower Lea Crossing, Silvertown Way, Tidal Basin Road and Dock Road. Figure 3.4 show the concepts that were considered, resulting in different vehicular priorities, land takes and impact on the local area. Concept two was chosen to be developed further based on the network impact, land take, public realm and positive impact on pedestrian and cycle links.

3.3.9 Once the concept layout was selected further meetings and site visits were conducted with LB Newham, the GLA and local land owners to discuss the proposed design. At these sessions, the stakeholders expressed a desire for the proposed junction to be better integrated into its context and take on the form of a more urban setting where the public realm rather than the highways was the dominant factor.

3.3.10 As a result a number of design developments were investigated in order to:

- Reduce the amount of space taken up by the carriageway
- Improve the development potential of neighbouring plots by making the junction more compact
- Create a more urban character
- Create more deliberate spaces of public realm

Figure 3.5 shows how the junction layout and the potential development plots have been improved in response to the consultations.

3.3.11 The operational and portal buildings were also developed. While the initial layout clustered the buildings around the portal, the design was subsequently developed to:

- Limit the visual impact on existing and potential future development
- Optimise the size and shape of potential future development plots
- Minimise the overall permanent land take required for the Scheme

The adjacent images (Figure 3.6) show before and after consultation layouts of the operational buildings on the north.

3.3.12 Further work to the road alignments and landscape will be undertaken ahead of submitting the DCO application in March 2016, as TfL continue to work with landowners to ensure the Scheme will integrate effectively with the developing regeneration proposals, particularly on major sites such as Thames Wharf.

Figure 3.5 Plan showing junction before (left) and after (right) design development in response to stakeholder comments.

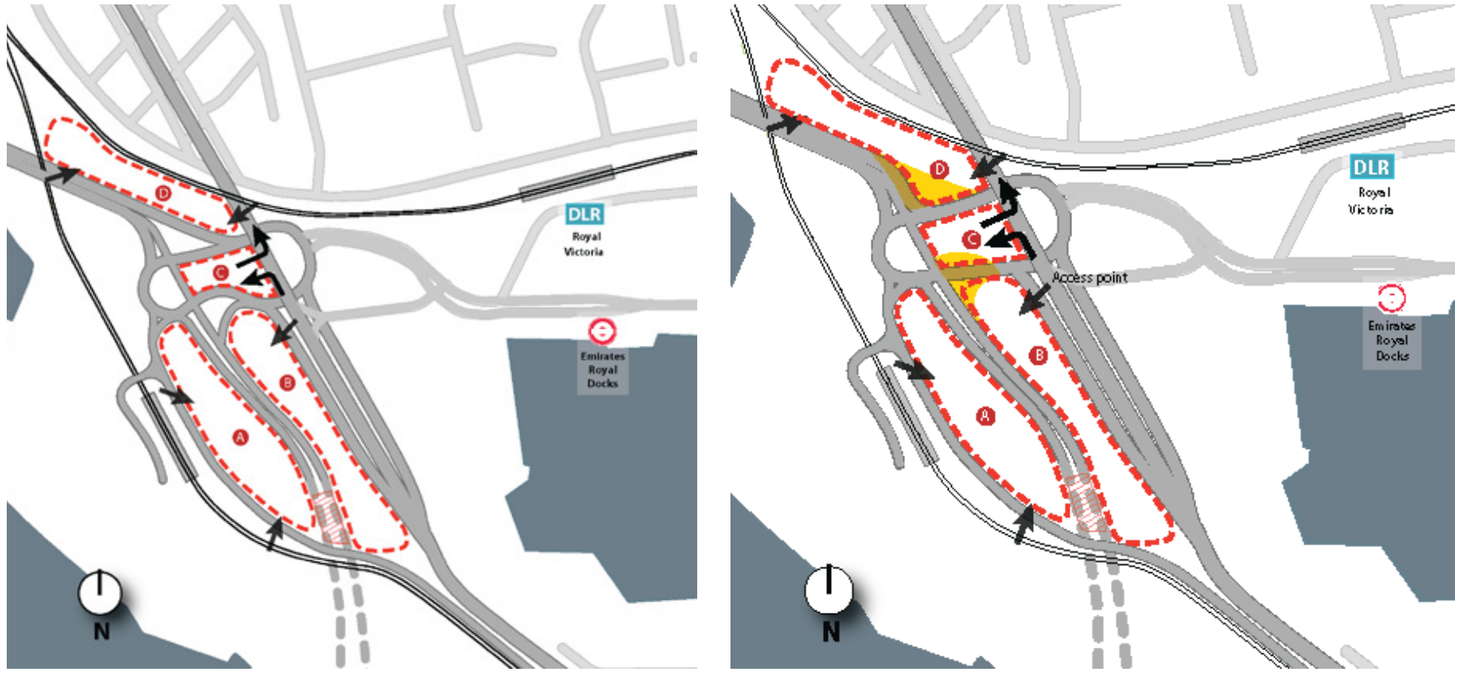
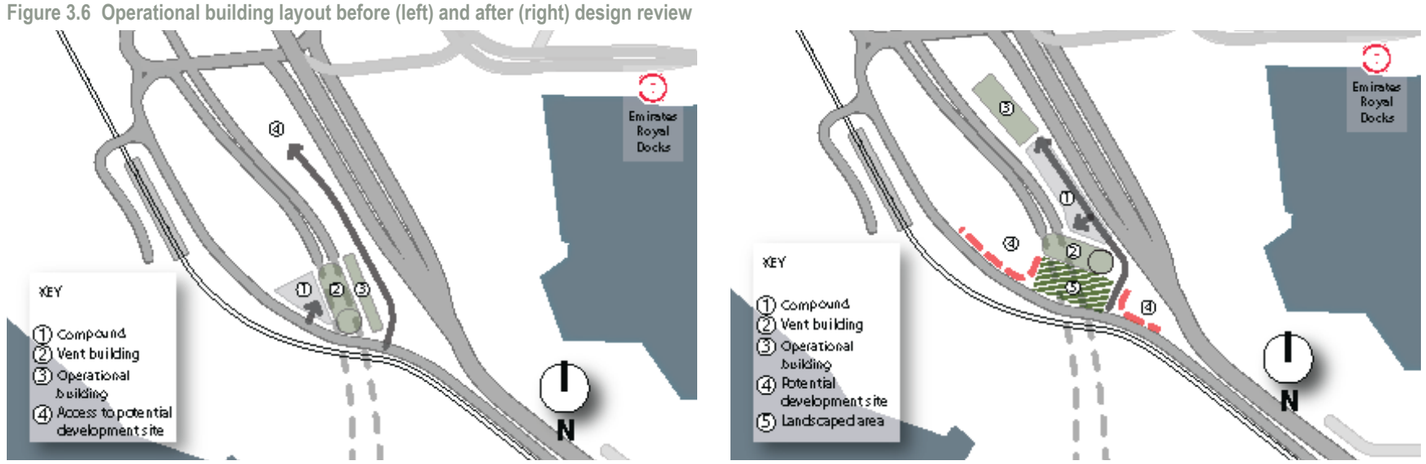


Figure 3.6 Operational building layout before (left) and after (right) design review



Boord Street Pedestrian / Cycle Bridge

3.3.13 One other area of focus in the stakeholder workshops was the re-provision of the pedestrian bridge at Boord Street (Figure 3.7). A new bridge would be required due to the need to widen the Blackwall Tunnel Approach. The current bridge was highlighted as an important link, but one with some deficiencies for users. A replacement bridge was also therefore seen as an opportunity to improve the existing facility to meet the changing demands of the Greenwich Peninsula. Any new bridge should be designed for both cyclists and pedestrians, with appropriate parapet levels and access ramps.

3.3.14 It was also agreed that the alignment of the access ramps should be amended to allow better road access to adjacent plots of land and improved legibility and wayfinding for those using the bridge. For example, at the end of Boord Street the Scheme needs to provide a new access route to the car park at Studio 338, while accommodating the new bridge access ramps and also aiming to retain the row of mature trees. This has meant that a number of options have been worked through and that design development process is ongoing with the adjacent landowners and local authority.

3.3.15 The new bridge would be repositioned so it is more clearly aligned and visible along Boord Street, therefore improving legibility.

3.4 Next Steps

3.4.1 Following this Autumn 2015 public consultation responses will be reviewed and further revisions and amendments may be undertaken to address the comments raised, ahead of finalising the illustrative design scheme for submission with the DCO application in March 2016.

Figure 3.7 The existing alignment of Boord Street Pedestrian / Cycle Bridge and a number of options that were considered. Photo source: Google