



London Cycling Campaign response to Silvertown Tunnel Bus Network Consultation

<https://haveyoursay.tfl.gov.uk/silvertown-tunnel-bus-network>

10 January 2023

About LCC

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters, of whom more than 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

Response

London Cycling Campaign opposes the construction of the Silvertown Tunnel. Additionally, we do not support these specific proposals as they do not include the originally planned 'cycle bus' or any other meaningful options for people cycling to cross the river here. We also support the further detail provided in responses by our local LCC groups, Newham Cyclists and Greenwich Cyclists.

As the Newham Cyclists response notes, [document](#) after [document](#) detailing the strategic and [economic](#) cases for the scheme focuses on cross-Thames bus provision, yet the proposals for buses to use Silvertown Tunnel have been watered down to result in few improvements for public transport. Given this, it seems the Silvertown Tunnel will, as currently planned, nearly solely deliver benefits for those driving – resulting in 'induced demand' or higher overall motor vehicle volumes and journeys across the area.

The Silvertown Tunnel will induce motor vehicle traffic demand in Greenwich and Newham if private and commercial motor vehicles are allowed to use the tunnel – and theoretical tolling scenarios that will hold overall motor traffic volumes between all river crossings to the same levels as before construction seem highly unlikely to be realised. As a result, allowing private motor traffic to use the tunnel will almost certainly directly work against the Mayor's own Transport Strategy, carbon reduction *and* Vision Zero targets.

More detailed comments:

- Public transportation and active travel must be prioritised by allowing access to buses and people walking & cycling only, splitting the tunnel (vertically?) between public transport and active modes.
- Approaches to the tunnel should be made safe for active travel by providing safe walking, cycling and wheeling routes. Current plans for the tunnel approach areas do not meet standards for active travel design from either DfT or TfL.
- The level of bus service must be increased, including the addition of a 'cycle bus'. To be clear, however, a cycle bus is unlikely alone to yield major increases in cycling and is unlikely

to enable inclusive cross-river cycle routes.

- Public rhetoric on holding overall motor traffic to current levels or lowering require urgent planning to achieve – tolling all river crossings outside the congestion charging zone would help as a starting point.