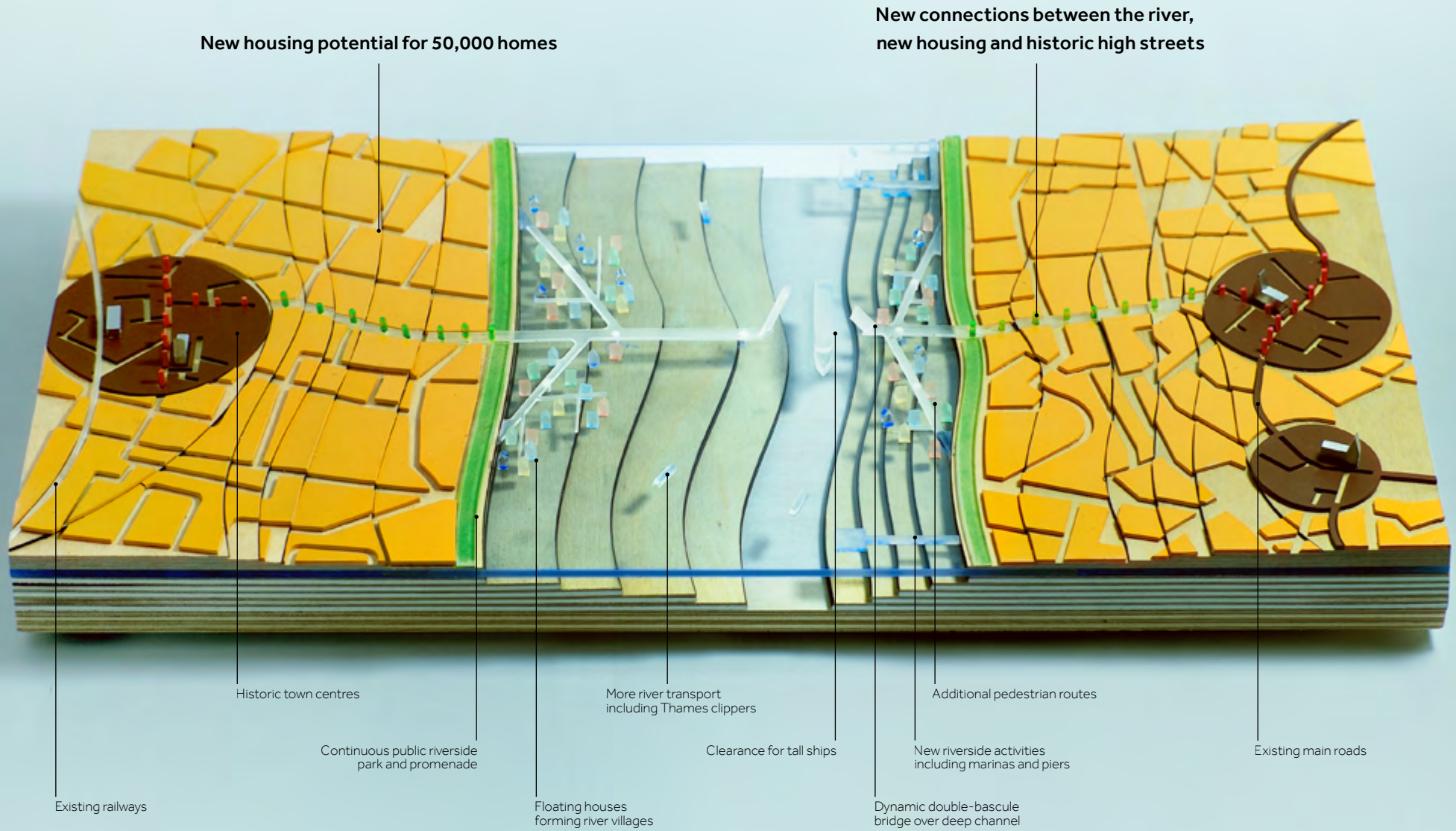


Bridging East London

Unlocking housing capacity with low-level river crossings





2

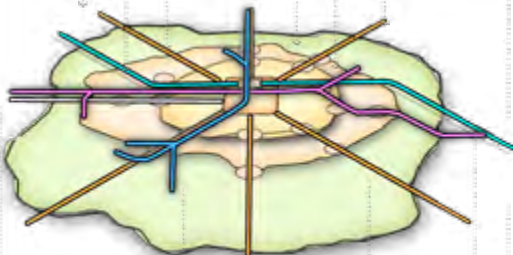
Building low-level bridges in East London will do more to solve the housing crisis than any other big idea...



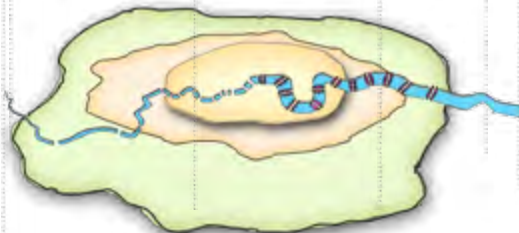
Make London a national park city



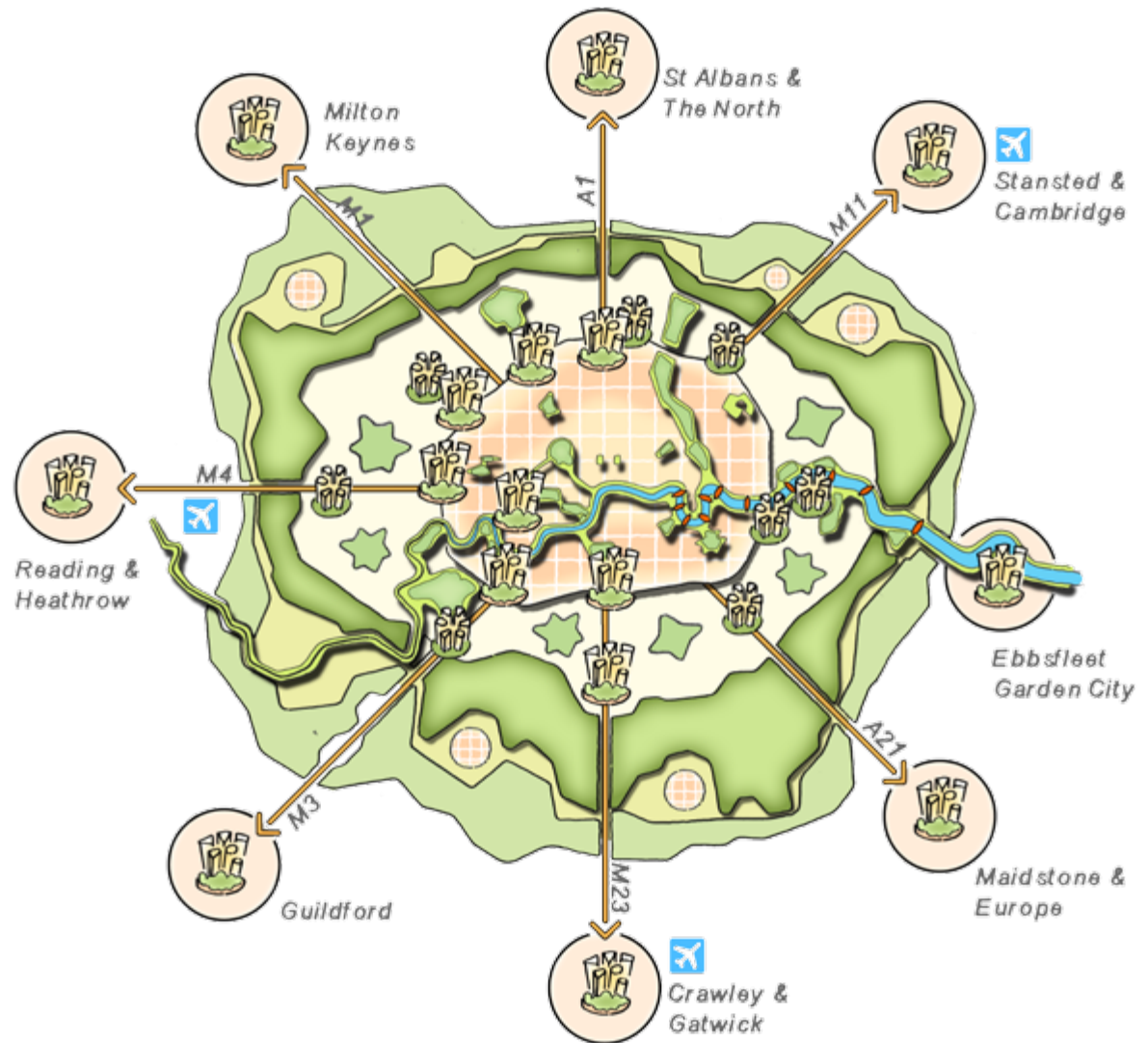
Intensify the core



Create new town centres around transport hubs



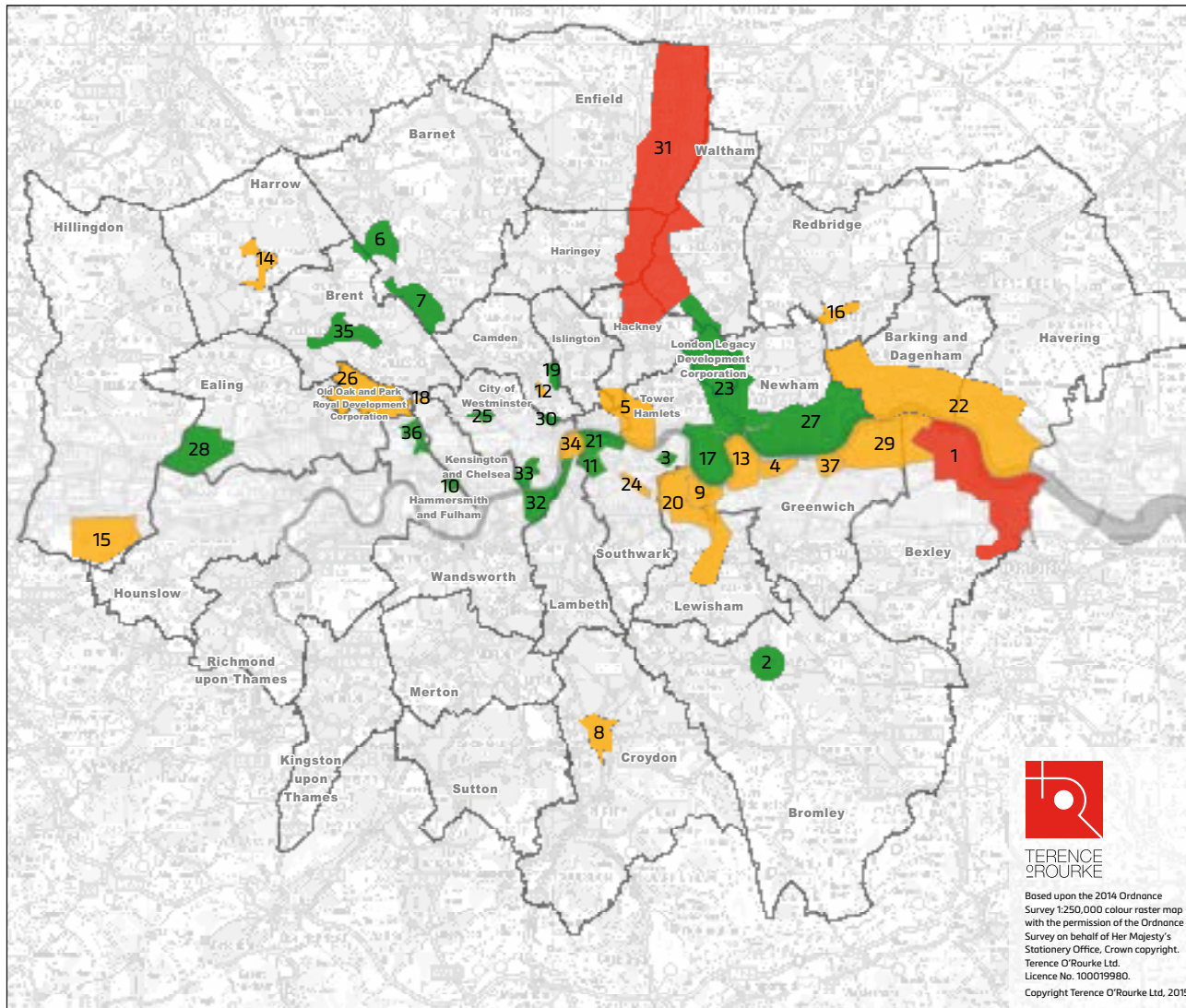
Stitch together East London with low-level bridges



... unlocking the area's potential to fulfil London's growth.

3

East London has the city's greatest potential for regeneration, with more than 40% of London's Opportunity Areas...



Proposed categorisation of Opportunity Areas, "Opportunity Knocks" London First June 2015



Opportunity Areas where the market and normal borough policies/development control procedures can drive delivery, with some support from the GLA team



Opportunity Areas that are likely to come forward for development, but significant guidance and assistance from the GLA team will be needed over the medium term in order to put the mechanisms in place that will provide the basis for delivery



Opportunity Areas where the boroughs, with support from the GLA, are unlikely to be able to deliver the scale of development in time to meet identified needs set out in the OAPF. This is particularly likely where physical and geographic challenges are substantial, infrastructure needs are high and cross-boundary working is necessary

- | | |
|---------------------------------------|--|
| 1. Bexley Riverside | 21. London Bridge Borough & Bankside |
| 2. Bromley town centre | 22. London Riverside |
| 3. Canada Water | 23. Lower Lee Valley (including Stratford) |
| 4. Charlton Riverside | 24. Old Kent Road |
| 5. City Fringe/Tech City | 25. Paddington |
| 6. Colindale/Burnt Oak | 26. Old Oak and Park Royal |
| 7. Cricklewood/Brent Cross | 27. Royal Docks & Becton Waterfront |
| 8. Croydon | 28. Southall |
| 9. Deptford Creek/Greenwich Riverside | 29. Thamesmead & Abbey Wood |
| 10. Earls Court & West Kensington | 30. Tottenham Court Road |
| 11. Elephant and Castle | 31. Upper Lee Valley |
| 12. Euston | 32. Vauxhall Nine Elms & Battersea |
| 13. Greenwich Peninsula | 33. Victoria |
| 14. Harrow and Wealdstone | 34. Waterloo |
| 15. Heathrow | 35. Wembley |
| 16. Ilford | 36. White City |
| 17. Isle of Dogs | 37. Woolwich |
| 18. Kensal Canalside | |
| 19. King's Cross - St Pancras | |
| 20. Lewisham Catford & New Cross | |

... but they have the greatest challenges and lowest levels of accessibility.

4

London has been growing rapidly and needs to keep growing...

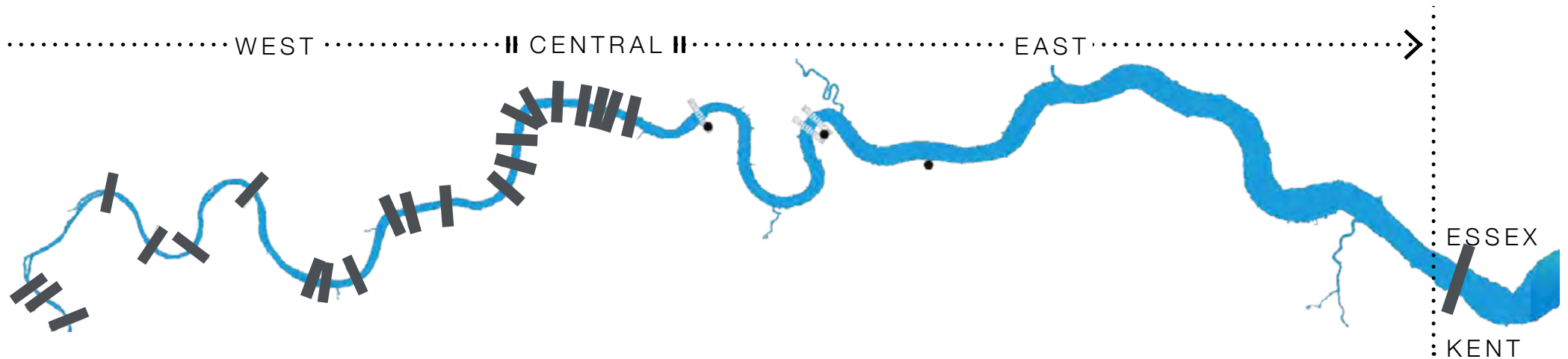


Farrells Vision for the Royal Docks – a 'Water Garden City'

... however this has not been the balanced growth needed to remain as a competitive world city.

5

There are 34 bridges across the Thames
but only one east of Tower Bridge...



... this is a legacy of London's maritime history, when river traffic was at its peak and the docks were thriving.

Our proposition has increased public awareness and interest in this issue...



FARRELLS

7

We have carefully considered the historic and current importance of the Port of London and the value it creates...



ECONOMIC IMPACT OF THE PORT OF LONDON

	Greater London	Thurrock & Essex	Kent	Other UK & Overseas	Total
Direct GVA† (£m)	711.2	1,196.7	292.8	247.8	2,448.5
Indirect impact (£m)	267.8	17.3	74.3	796.5	1,155.9
Induced impact (£m)	42.1	38.1	36.3	24.9	141.4
Total impact (£m)	1,021.1	1,252.1	403.4	1,069.2	3,745.8

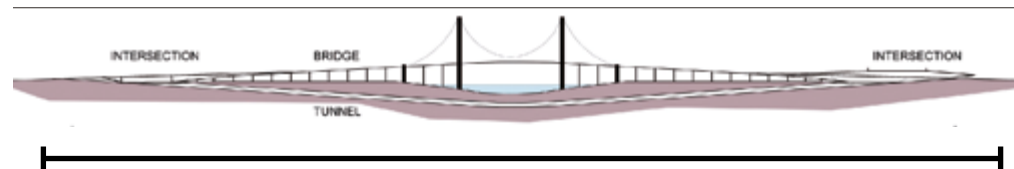
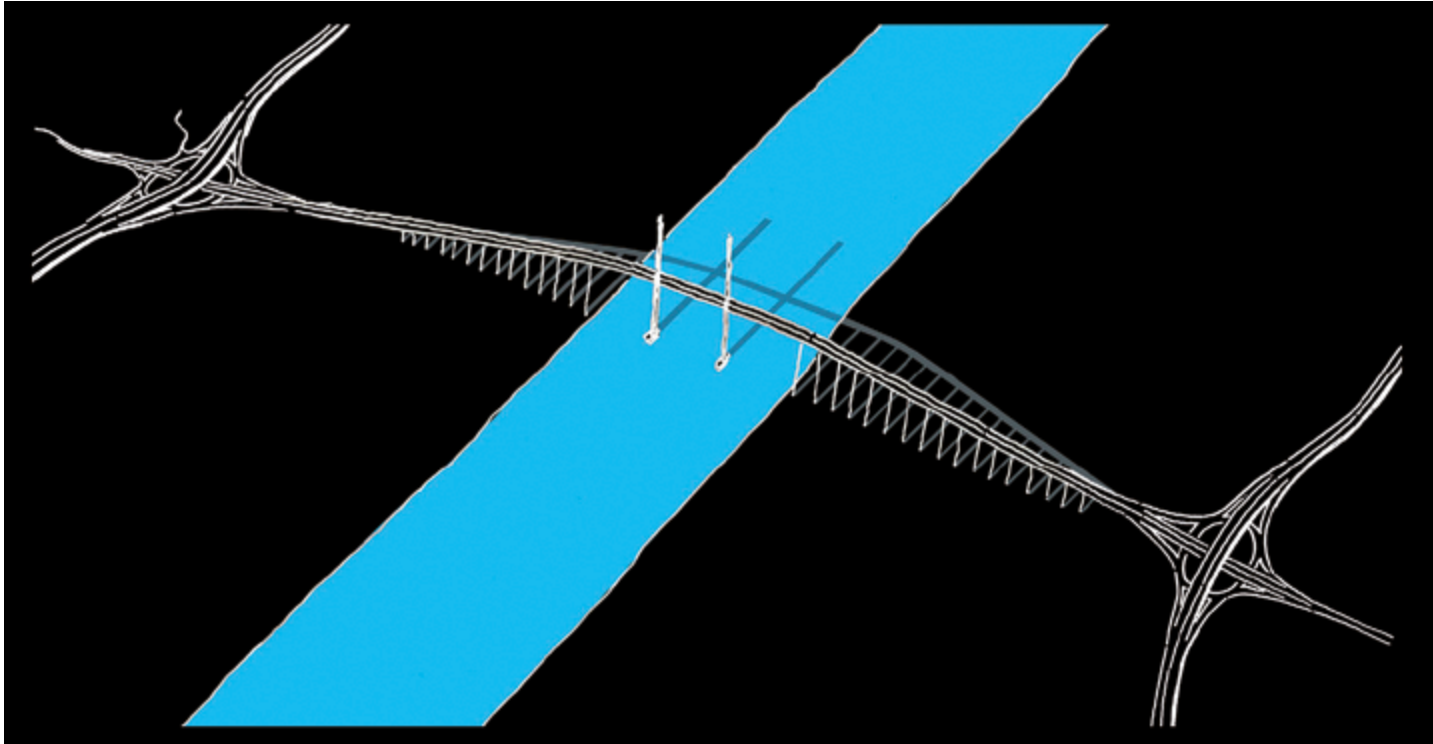


...and begun a dialogue with the Port of London Authority about the potential of this idea.

8

Conventional high-level river bridges and tunnels connect motorways, making national and regional connections...

High-level bridge



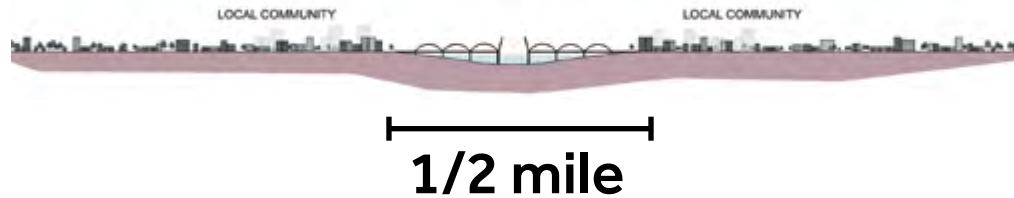
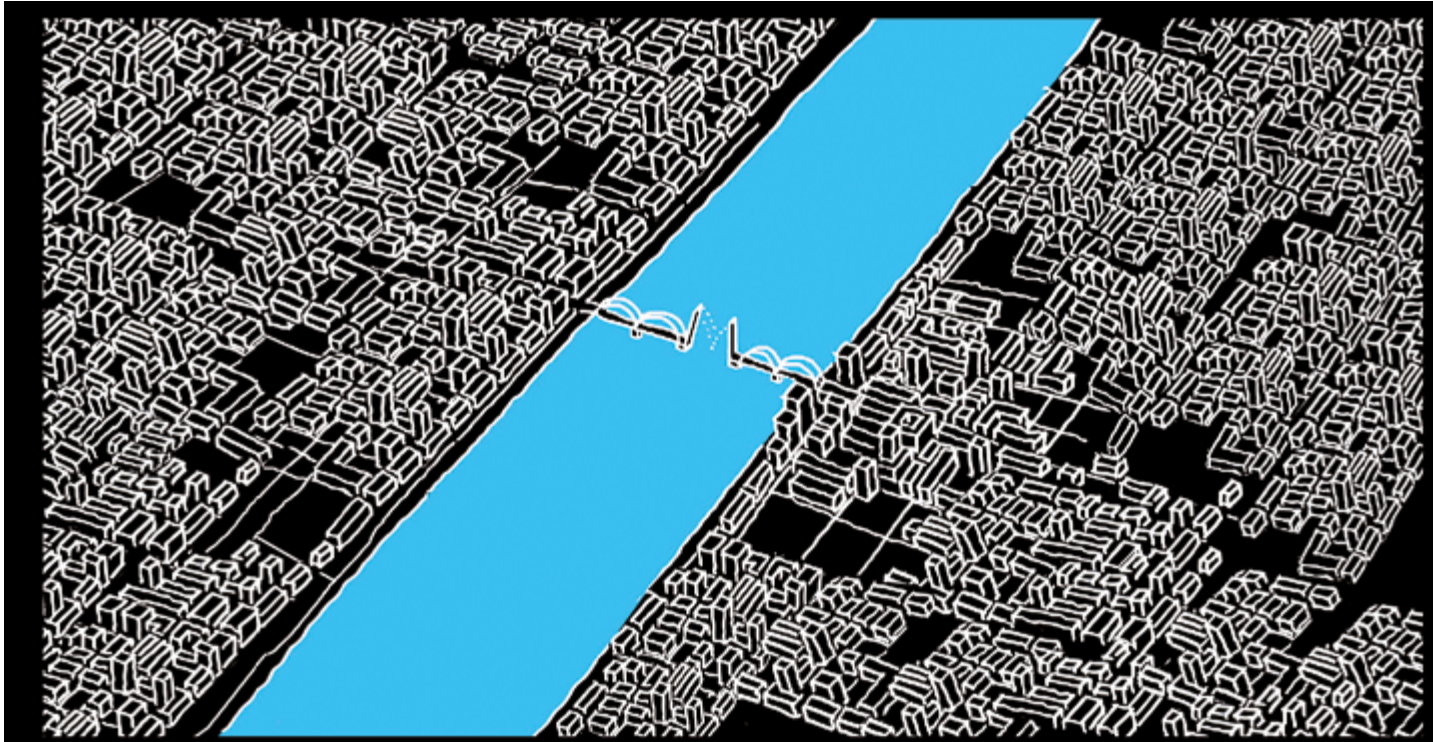
3 miles

... but they sterilise the riverbanks.

9

Low-level bridges are for walking, cycling and public transport and connect communities at local level

Low-level bridge

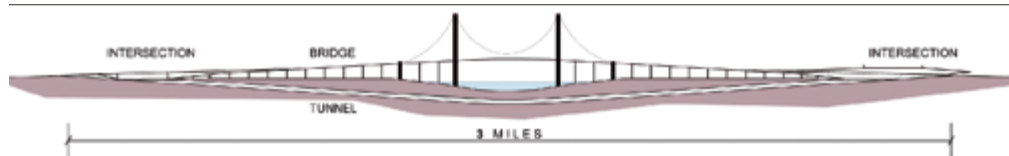


... helping to address climate change through sustainable transport.

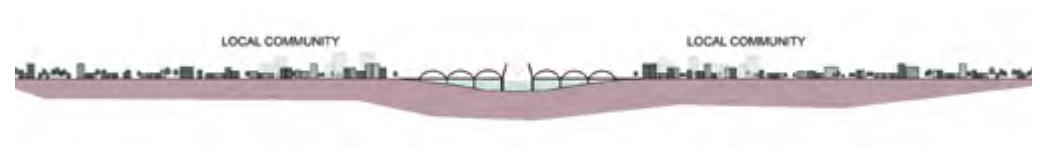
10

Low-level bridges can be more affordable...

High-level bridge
(Queen Elizabeth II Bridge, Dartford)



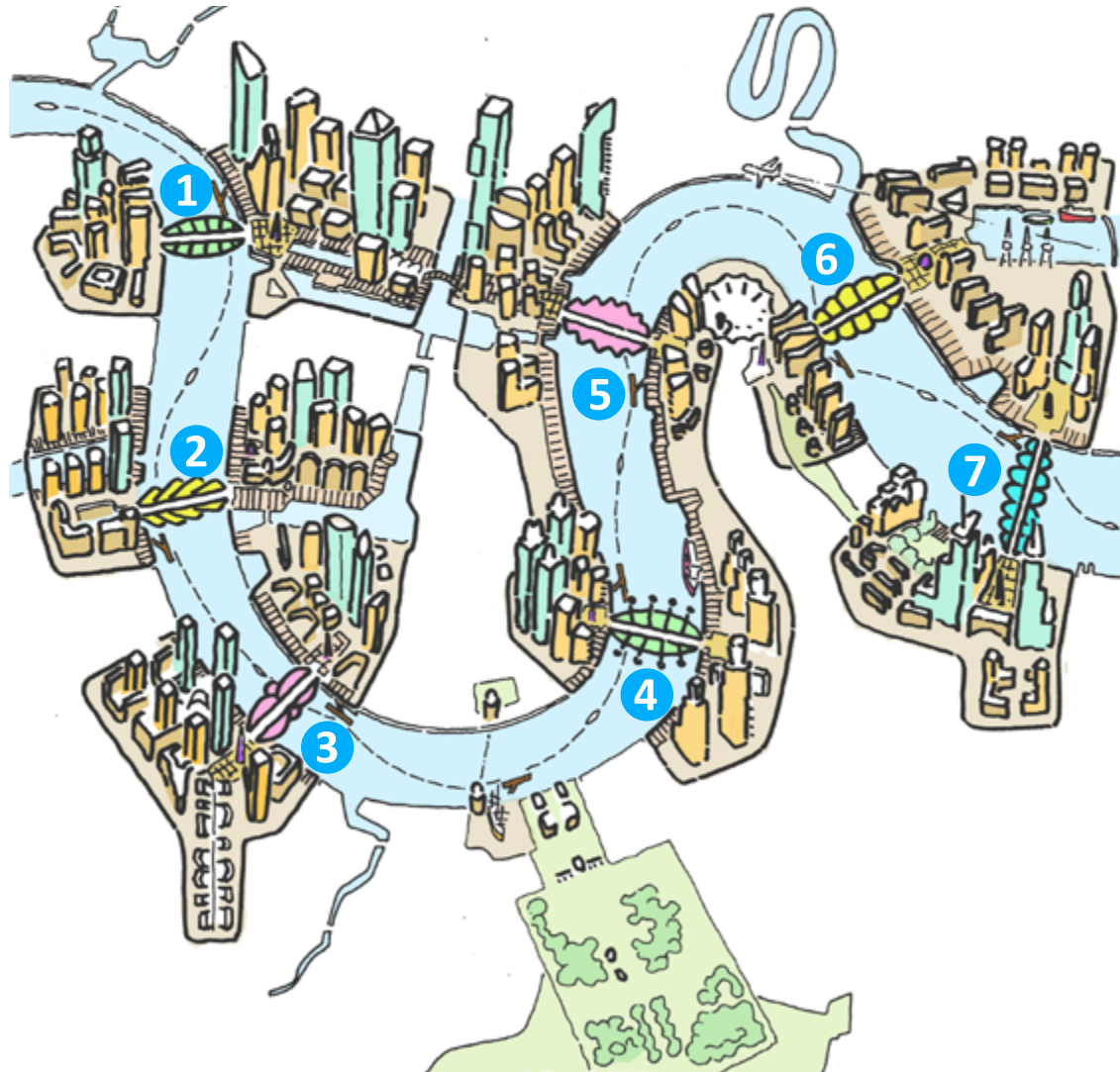
Low-level bridge
(Gateshead Millennium Bridge, Farrells masterplan for Newcastle Quayside)



... than high-level bridges.

11

Connecting the North and South banks of the river
will transform East London's economy...

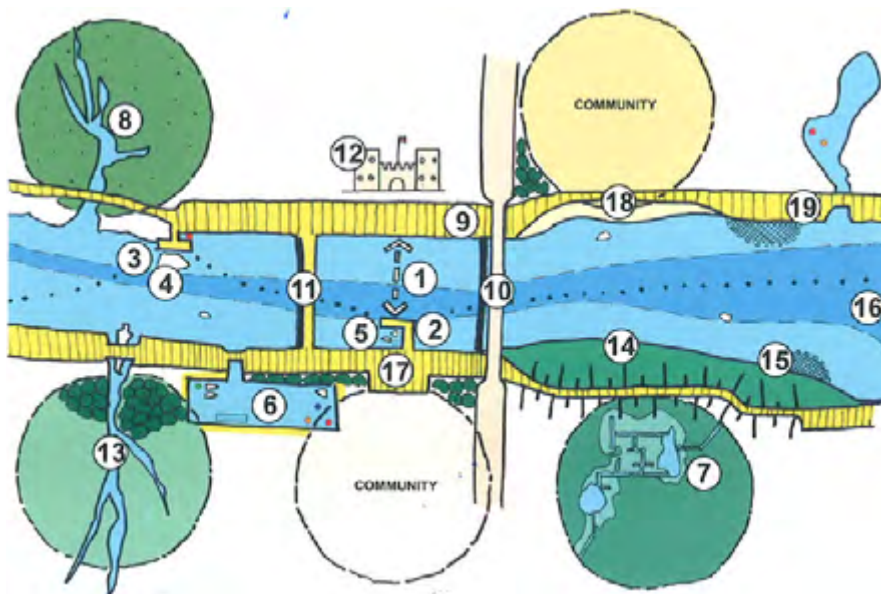


- 1 Westferry Bridge
- 2 Surrey Docks Bridge
- 3 Deptford Bridge
- 4 Greenwich Bridge
- 5 Wood Wharf Bridge
- 6 Royals Bridge
- 7 Bugsby's Bridge

... and enable other housing and sustainable community ideas
to come to fruition.

12

Local connections for walking, cycling and public transport increase land value, support local economies...



Better connectivity

Access to more jobs, hospitals, schools...

Potential for urban regeneration

Potential to unlock land for housing

Value uplift of land and property

Commuter consumption

Creation of jobs and income

Gross value added to the local economy

... and provide greater opportunities for new housing, employment opportunities and improved quality of life.

13

Low-level bridges can unlock new land for development and help regenerate deprived areas in urban environments.



**First Chelsea Bridge
London, 1857**

In 1842, the Commission of Woods, Forests, and Land Revenues recommended the building of an embankment at Chelsea to free new land for development and proposed the building of a new bridge.



**Baakenhafen Brücke
Hamburg, 2003**

The bridge connects a new neighbourhood that will have 1800 new homes, retail, office and parks by 2020.



**Ponte della Musica
Rome, 2011**

The bridge is a key element in the development of a new east-west connection.



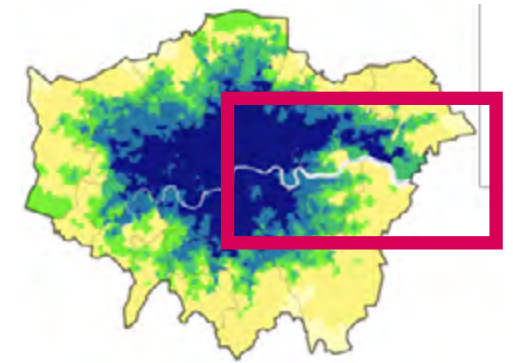
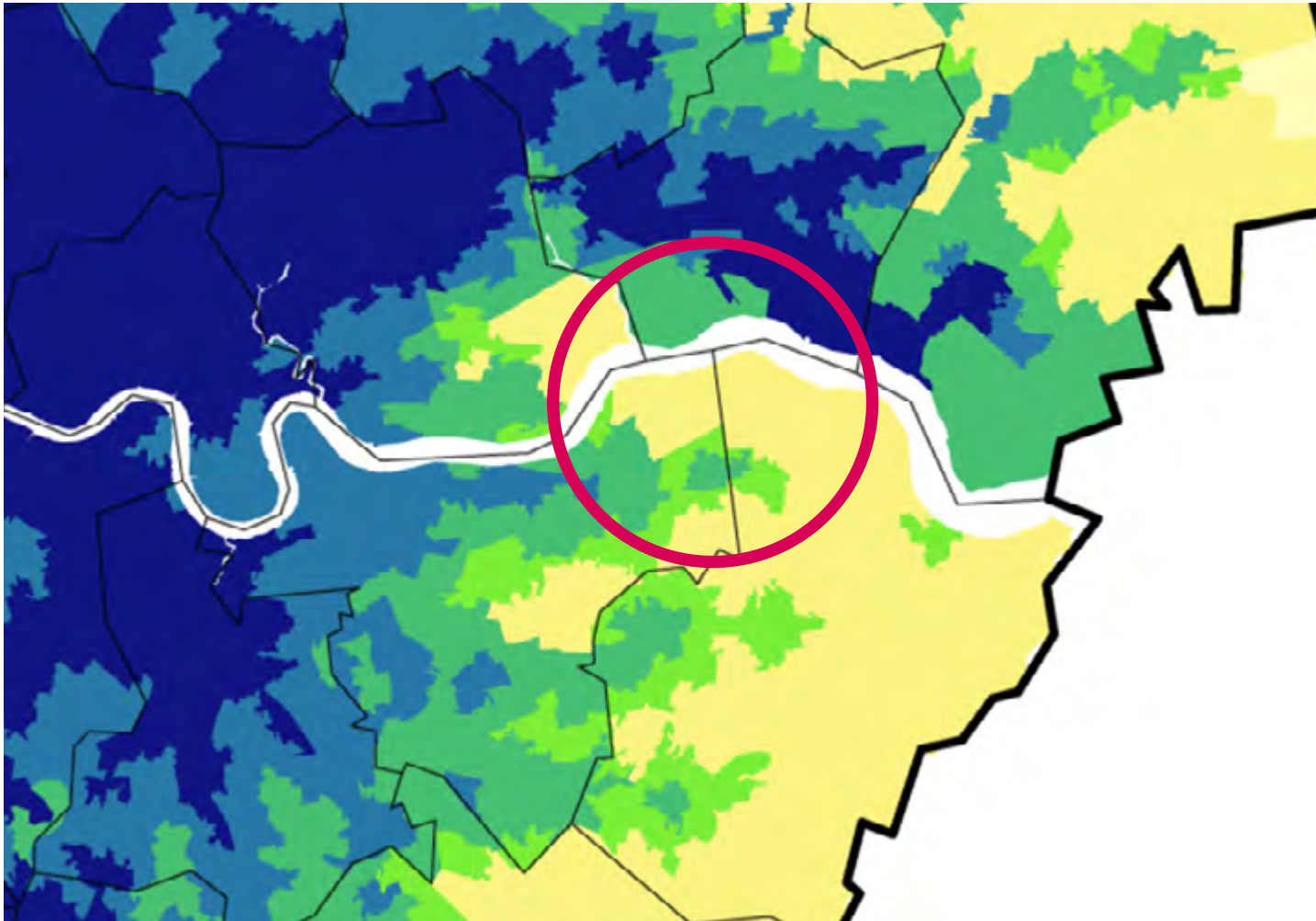
**Bryggebroen
Copenhagen, 2006**

The bridge connects a new urban in the south of the city.

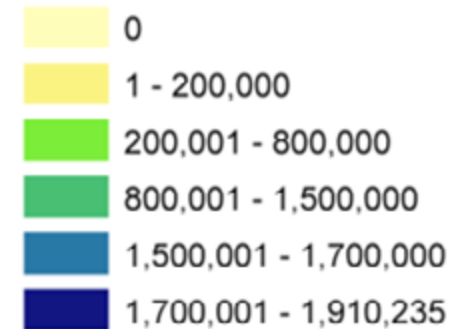
Some international precedents.

14

Bridges create accessibility to more jobs in East London...



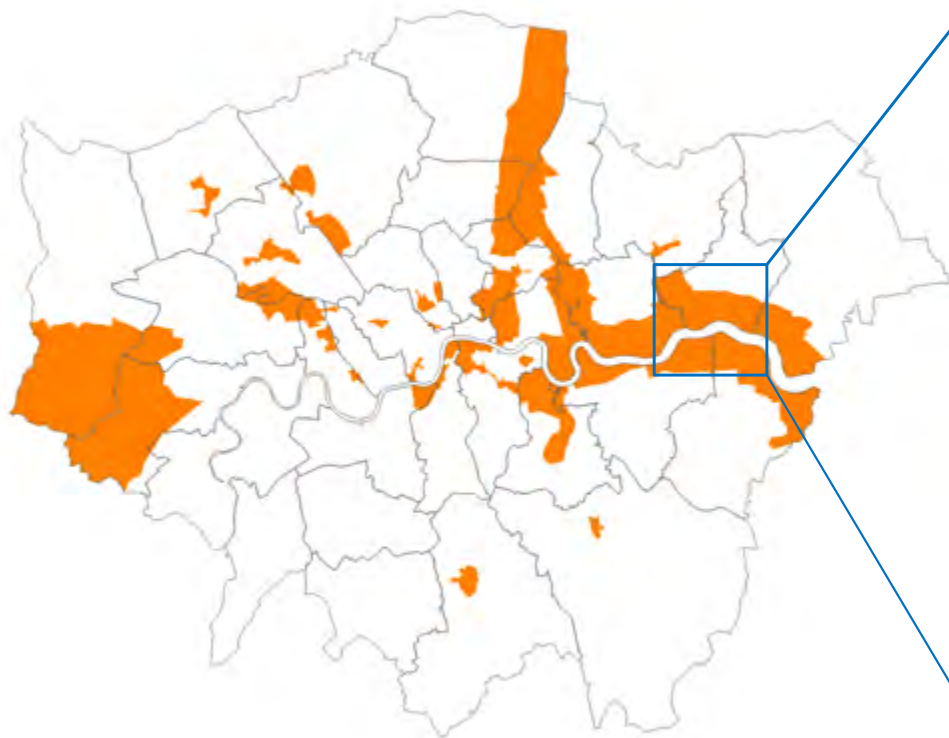
Number of jobs
accessible within 30 min



... adding a river crossing to Thamesmead creates accessibility within 30 mins to approx. **10,000** more jobs for people living in the highlighted area.

15

Housing capacity: **47,000 housing units**
at Thamesmead alone.



* As per SRQ matrix in SHLAA 2013, housing density assumes highest density for an urban setting based on PTAL (170 u/ha and 260 u/ha for PTAL 2-3 and 4-6 respectively)

 Opportunity areas
(FALP 2015)



 Vacant and agricultural land
(source: Urban Atlas 2010, Landsat 2011)

In Thamesmead, 47,000 housing units could be developed within a 2km radius of a proposed bridge – this is **one year of housing supply currently required for London's growth.***

16

Land value uplifts: +10%



**Millennium Bridge
London**

Opened June 2000
Pedestrians

Property price growth
(above market trend)

+ 9 - 10%



**Gateshead Millennium
Bridge
Newcastle upon Tyne**

Opened September 2001
Pedestrians/Cyclists

Property price growth
(above market trend)

+ 10%



**Infinity Bridge
Stockton-on-Tees**

Opened May 2009
Pedestrians/Cyclists

Property price growth
(above market trend)

+ 2 - 4.5%



**Garden Bridge
London**

Not constructed

Transport for London forecast
for projects property prices uplift
above market trend

+ 5 - 34%

A conservative estimate suggests a **10% land value uplift** above market trend for properties located within 10 and 15 minutes walking distance from a pedestrian bridge – bridges that include public transport connections will likely have higher land value uplifts.

17

Adding to the local economy

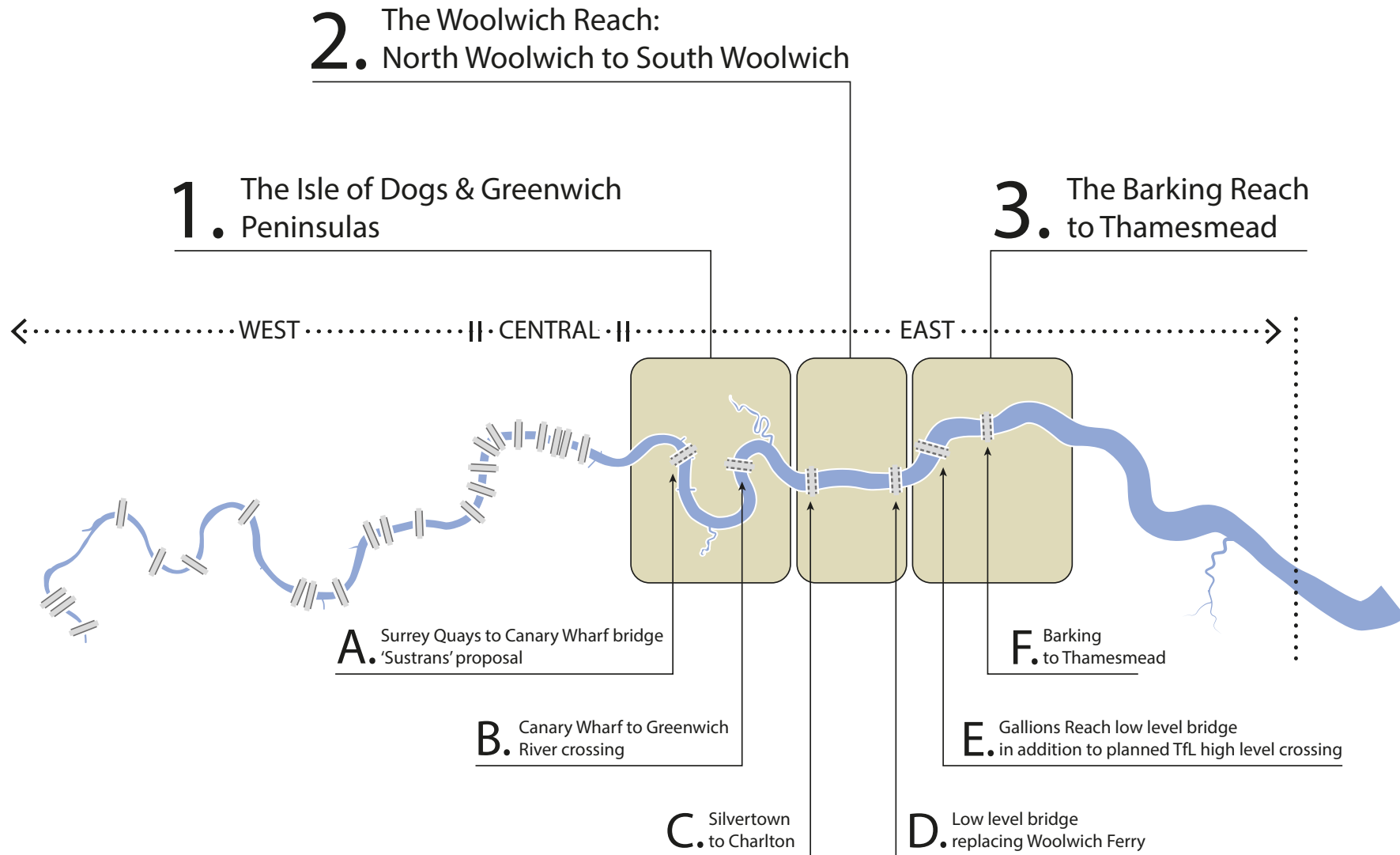


If 7,000 commuters pass the bridge each day, they'll spend an estimated £7 million per year in shops, bakeries, food stores, and pubs within the bridge's area of influence.

This translates into **188 jobs and £3.5 million value added to the local economy.**

18

We are looking at 3 different areas of the Thames
and 6 specimen crossing locations...



... each has differing growth and transport benefits.

Bridging East London

Unlocking housing capacity with
low-level river crossings



