

1.1.2 The Authority has undertaken a walking and cycling demand analysis to provide estimates of the number of users of each of these potential crossing options. An anticipated level of demand for a new crossing is derived from a forecast of the future volume of trips within the local area, the propensity to walk, cycle or use public transport, the comparative journey times (including waiting times, in the case of the ferry option), the disincentive to dismount to use a ferry, and availability of alternative public transport crossings. The Authority has used a bespoke spreadsheet forecasting model for the pedestrian forecasts.

1.1.3 Cynemon<sup>1</sup>, a network based cyclist assignment model that has recently been developed by the Authority using Citilabs' CUBE software, has been used for the cycling forecasts.

1.1.4 Forecast demand for the short list of options (in 2031) are:

- Navigable bridge: Approximately 1.5 million pedestrian trips are forecast per year and between 450,000 and 900,000 cycling trips.
- Enhanced ferry: Between 850,000 and 1.1 million pedestrian trips are forecast per year and up to 340,000 cycling trips.
- Tunnel: Approximately 1.6 million pedestrian trips are forecast per year and up to 900,000 cycling trips.

The Authority is seeking to appoint an economic consultant to support developing a robust Business Case for the scheme which includes the wider social, economic and regeneration benefits of a new river crossing, particularly in relation to maximising development and economic impact in the Rotherhithe area and beyond.

The project is in concept design stage, with the work and our findings undertaken to date currently out to public consultation. TfL are currently developing the Business Case for the proposal. A Strategic Outline Business Case has been developed which assesses the conventional transport benefits that are generated by the project. Given the nature of the scheme (improving accessibility to jobs in Canary Wharf from Rotherhithe, for example), there are likely to be wider economic and social benefits that are not currently considered within the Business Case.

## 1.2 Scheme Objectives

- a) To connect the two Opportunity Areas of Canada Water and the Isle of Dogs
- b) To improve connectivity from the Rotherhithe peninsula, particularly the area beyond the walking catchment of Canada Water Station

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<sup>1</sup> This tool is able to estimate cyclists' routes, flows and journey times. Cynemon can provide an understanding of patterns of cycling trips across London and how these patterns would be expected to change in response to network changes. It represents the movements of cyclists between origins and destinations across London and models their choice of route. It can be used to assess the impact of new schemes in terms of re-routing of existing cyclists. Cynemon looks at both route based (e.g. gradient) and link based (e.g. footpath/Cycle superhighway) penalties and weightings.

- c) To encourage more people to walk and cycle in the area
- d) To provide additional capacity and routes for cyclists as an alternative option to existing crossings in the area
- e) To produce a well-designed and convenient link which achieves value for money and is fundable
- f) To provide an alternative link to the Jubilee line between Canada water and Canary Wharf

### **1.3 Contract Objectives**

The overall objectives of the specification are as follows:

- To support TfL in developing and quantifying the wider social, economic and regeneration benefits of a new river crossing.
- To assist TfL in developing a robust Business Case for the scheme, through the identification, analysis and quantification of additional wider economic benefits.
- To support TfL, if necessary, in the lead up to and during the TWAO process. In particular, attendance at the Public Inquiry may be required.

Notice period for Authority to instruct the Service Provider on the Services – one week, unless otherwise agreed by Parties.

Notice period for the Service Provider's Key Personnel shall be available –one week, unless otherwise agreed by Parties.