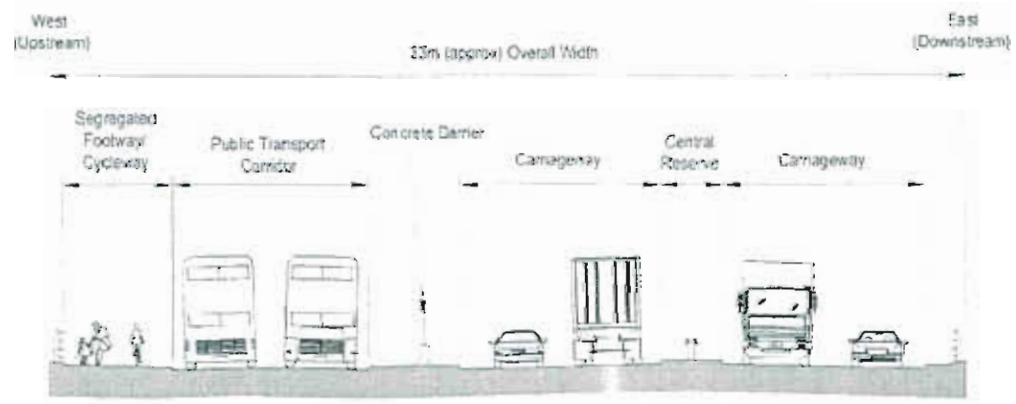


## Thames Gateway Bridge Public Transport Statement

### Introduction

The Thames Gateway Bridge is a proposed local crossing, connecting Beckton to Thamesmead in East London, with two segregated and dedicated public transport lanes and separate lanes for pedestrians and cyclists. The public transport lanes are designed to accommodate light rail vehicles should a decision be made to upgrade to rail based public transport.



Transport for London (TfL) has used detailed computer modelling to analyse future public transport needs in the area. Analysis has produced forecasts for the number of passengers using public transport and this research suggests that high frequency bus services crossing the bridge will be required using infrastructure built to Transit standards.

The bus network will reflect where people want to go - linking to the rail network, reducing travelling times, simplifying journeys with fewer interchanges and connecting new developments.

### Core Services

Core services will link local town centres and other employment and housing areas on either side of the Thames. Interchanges in key locations will facilitate these journeys north and south of the river.

Two core services have been identified:

- Barking - Gallions Reach – Thames Gateway Bridge – Woolwich
- Barking – Gallions Reach – Thames Gateway Bridge – Thamesmead - Abbey Wood

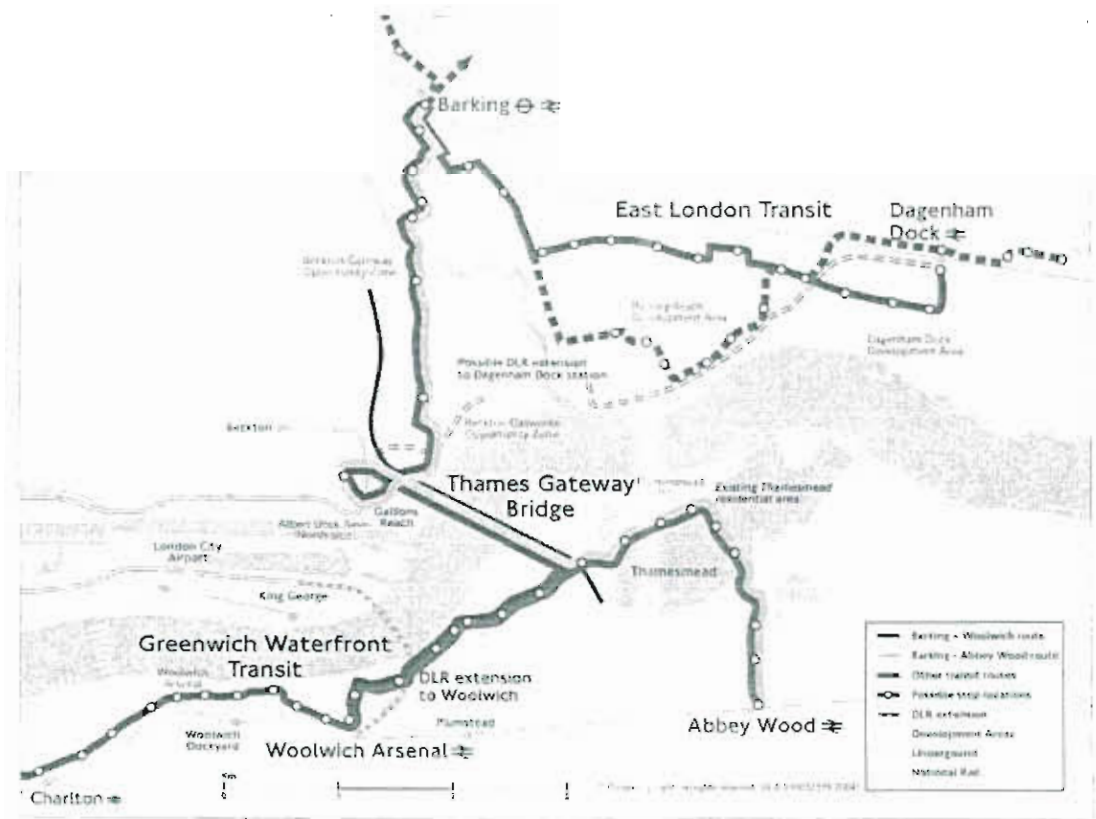


## Network Integration

Services crossing the bridge will be fully integrated with other bus services in the area, taking full advantage of the developing Thames Gateway transit alignments. The core services over the bridge and to the key interchanges either side will be wholly new, but any extensions beyond this core (for example, providing new direct links beyond Abbey Wood to Erith, or beyond Gallions Reach to Stratford) would lead to some recasting of parallel bus services. Additional bus services across the bridge, as more new routes or by amending existing bus services, will also be examined.

By linking to surrounding National Rail, Underground and Docklands Light Railway (DLR) stations, the services will also be fully integrated with the rail network. Besides the proposed transit services to the north and south of the bridge, other bus services and other transport modes, there will be full integration with other proposed public transport schemes such as the DLR extension to Barking Reach and Crossrail services.

The first phase of the East London Transit (ELT) between Ilford and Dagenham Dock via Barking Town Centre, north of the bridge, will be in operation by 2007. The next phase of ELT will connect Barking Town Centre to Thames Gateway Bridge at Gallions Reach. The first phase of Greenwich Waterfront Transit (GWT), between Abbey Wood and North Greenwich, to the south of the bridge, is expected to be in operation by 2008. GWT will provide high quality priority measures linking to the bridge.



## Review and development

All services operated for TfL are kept under continuous review including regular monitoring of service quality and capacity requirements. This makes sure that services are responsive to changes in the demand for travel, as regeneration takes place. As the Thames Gateway and use of the TGB develops, this will be fed into reviews of service patterns and frequencies. Full statutory consultation will take place before services are introduced and prior to any significant changes being made.

## Modern Vehicles

Low-floor vehicles will be used, with capacity sufficient to cater for demand at peak loading times. Engine technology will be to the latest standards, taking account of developments between now and the bridge opening.

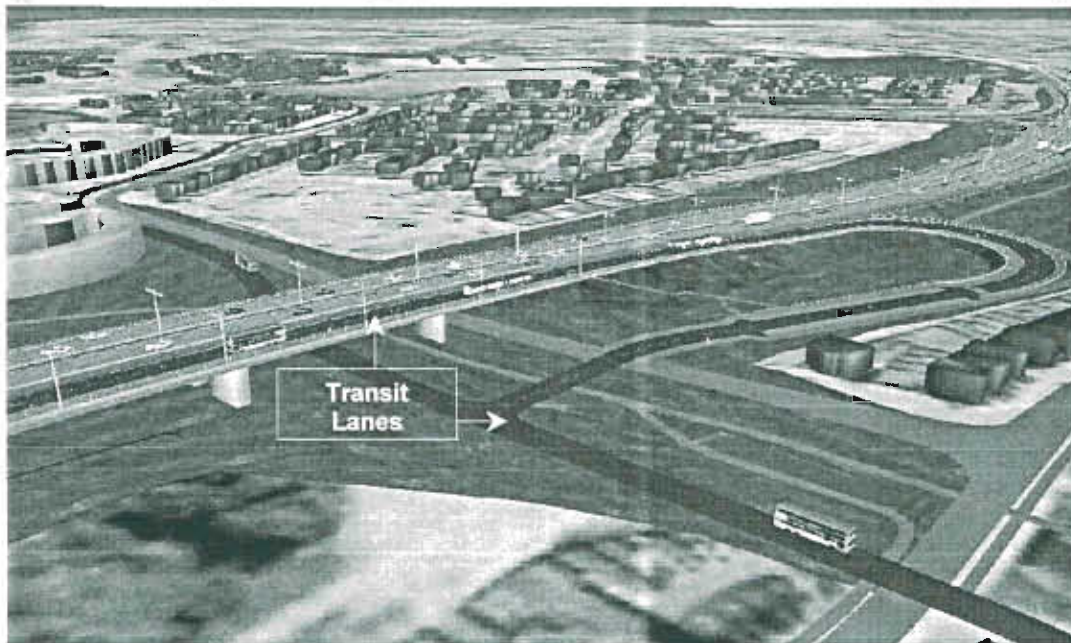


### Bus Priority

There will be segregated operation on the bridge but also on relevant sections of the Transit alignments north and south of the river. Bus priority will be implemented on other sections where this has not already been delivered as part of the Transit projects. Particular attention has been paid to priority at junctions where bridge ramps will meet routes north and south of the river speeding up journeys. Only buses operating TfL services will be able to use the dedicated lanes.

The construction and layout of the public transport lanes, makes it possible to convert from bus services to tram depending on future developments.

## Current Proposal



### **Ticketing**

Services will be fully integrated into the TfL network and will be subject to TfL fares and ticketing arrangements, including the Oyster card. Off-bus ticketing, in line with the rest of the London bus network, will make journeys even faster. TfL buses and their passengers will be exempt from bridge tolls.

### **Operator**

Operators will be selected through TfL's tendering process. Bids will be assessed against a detailed service specification with clear criteria and appropriate incentives for service quality standards.