

**From:** [REDACTED]  
**To:** [London Resort](#)  
**Subject:** Fwd: Major Concern Over Future Ferry Plans Between Tilbury And London Resort  
**Date:** 13 July 2021 16:49:56

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**Date:** 11 July 2021 at 23:17:42 BST

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**Subject: Major Concern Over Future Ferry Plans Between Tilbury And London Resort**

Dear Sir,

As you might recall I live in a flat overlooking Swanscombe Peninsula and the western end of Tilbury Docks and therefore witness the current issues with container ships, RORO ferries, oil tankers, tugs and Thursday night yacht club meetings! This without 42 - 350 extra ferry movements per day every day, to really stir things up.

Looking at your London Resort Environmental Statement Volume 1: Main Statement Chapter 16 - Air Quality. Doc Ref: 6.1.16 and specifically looking at the vessel emission risk assessment 16.156.

**Vessel emissions risk assessment**

*16.156 In line with the Navigational Risk Assessment (NRA), the following assumptions have been made with regards to anticipated vessel movements for logistics and passenger ferries:*

- 10 no of barge movements per day during the construction phase. It is noted that during the operational phase the number of barge movements is anticipated to reduce.*
- 27 no of passenger vessel movements per day between upstream and London Resort (extension of existing route)*
- 42 no of passenger vessel movements per day between London Resort and Tilbury (new shuttle service)*

Although written as an environmental statement rather than a logistics statement it should be able to be read as either, the facts don't change. This one highlighted inaccurate line of information, will create unbelievable problems on the river and disrupt so many people both in Kent and here in Thurrock Essex if it goes uncorrected. The inclusion of this statement also raises doubt on every other "FACT" that, in the majority of cases I am of course unable to challenge but, I instinctively know to be wrong. Alternatively, it would be disappointing if the lack of accuracy in this matter is because this is not a serious part of

the submission.

**Please follow my logic:**

42 passenger vessel movements between LR from Tilbury (and LR to Tilbury). I assume a vessel arriving at LR will not wait to be filled to return to Tilbury but in most cases will have to return empty as LR will not own 21 (or more) vessels to hang around all day waiting for the “home” trip. Therefore there are actually **21 FULL vessel movements** per day considered in your proposal as the other 21 will move empty. So 42 movements actually equates to 10 or 11 filled movements in each direction.

A LR guest arriving by car in Tilbury in the morning will need to be able to return to their car at any time during the day. (I once took my family to Legoland and my wife was taken ill. I took her back to our off-site hotel before returning later to pick-up the rest of the party/family. My wife won't be the only person wanting to leave a theme park earlier than LR would naturally plan.)

**London Resort - Is there a plan for a fleet of mini-ferry's to use in low-peak times? Perhaps the London/Swanscombe Uber's might also include the Swanscombe/Tilbury leg and back throughout the day to fill this role.**

The largest “covered - estuary faring - quick turnaround” ferry that I recognise only carry 222 people (largest of the Uber London Clippers) LR suggest larger 400 person boats. Have the dimensions of such a vessel been determined and advised to the PLA for their consideration? Larger boats mean longer loading times, possibly less desirable for LR guests. Confusion is caused in the submission as LR give the Uber Clipper timetable, implying they are going to use Uber Clippers (exclusively?).

If LR get permission to use 400 person boats with 21 fully occupied sailings = 8,400 passengers. 8,400 passengers equals only 4,200 guests. (I assume H&S don't allow extra passengers standing on the top deck!)

The LR Tilbury requirement assumptions states they will have 2,500 car park spaces and provision for 50 coaches per day. Also LR assumption is 3 guests per car, I suspect this is unrealistically low and should be nearer 4 people. Day trip coaches have 50 passengers on average. Based on these low end calculations,  $(2,500 \times 3) + (50 \times 50) = 10,000$  LR guests per day arriving in Tilbury (plus 2,000 boat based workers). There could also be walk-on passengers from the C2C (via Elizabeth Line) train or locally based Essex guests and Essex based LR staff. Maybe even Tilbury Cruise Terminal visiting or disembarking passengers to consider.

Also, my realistic assumption, guests travelling into Tilbury will be primarily day visitors. As such they will arrive between an hour before and an hour after opening time - 09:00 - 11:00. If enjoying themselves, most guests will leave over a 2 hour period - possibly between 20:00 - 22:00.

My assumption multi-day visitors will arrive by car at their hotel in Greenhithe. Unless greatly incentivised they will not hand carry overnight bags onto the ferry and then carry from the ferry terminal on the Peninsula to the hotel.

In total this calculation suggests the need for **over** 12,000 LR guests and workers per day from Tilbury. This equates to 24,000 passengers = a minimum of 60 full ferry (and 60 empty ferry) movements in a 4 hour period. This as a minimum would require 30 movements per hour in front of the docks.

**At any one moment there would be about 4 ferry's moving in front of the docks.**

**Tilbury Docks/PLA - with 4 ferry's passing the docks continuously for 4 hours per day! How will the container ships enter and exit your docks with their accompanying tugs?**

Assuming full capacity is not quite reached **150 ferry's in peak 4 hour period would be slightly more realistic**, this still assumes the boats wait to fill rather than have a timetable. A further skeleton service would still be needed for the remaining 10 non-peak hours.

**Would the PLA allow an un-timetable service?**

If the 400 person ferry's can not be sourced and only the 222 person clipper are selected the number of movements would need to increase to a staggering **350 ferry's per day**.

**Tilbury Docks** - what effect will 5,100 **extra** vehicles driving along Dock Road have on your operations? Remembering you are building up Tilbury2 and have the future Free Port hinterland traffic to consider. (To put this into perspective, the 4 lane QE2 Bridge running at 50mph only just manages to handles 80,000 vehicles per day in a full 24 hour period, which equates to iro 13,000 vehicles in a 4 hour period.) Dock Road is a 30mph single lane road with multiple mini roundabouts, lorry's queuing at rush hours. Noting most of the extra cars will be driven by "Sunday drivers" unfamiliar with the road system.

**London Resort** - what happens when the river can't be used for any reason? How will your guests and workers get to Swanscombe? Swimming is not an option! What safety precautions will be put in place to protect your guests and workers while dockside and travelling along the river? Perhaps you need to consider financing an RNLI station as they have in central London. I believe these issues should be addressed in the DCO submission as proof that this proposal was not simply just a temporary appeasement idea for the residents of Kent after their objections in the third and fourth consultation, only to be dropped if the OK is given.

**London Resort**, I await some sanity and honesty in your revised documentation to be submitted to the DCO by I believe September.

**Inspectorate** - please sanity check the facts being supplied. Examples 25% of the population of England will visit Swanscombe Penninsula each year, A13 & Dock Road etc can support the Essex bound visitors.

Regards  
Steve Catchpole

