

Application for Development Consent for the Silvertown Tunnel

Case Ref: TR010021

Panel's note of its third Unaccompanied Site Inspection

Monday 16 January 2017

Background

The Examining Authority ('the Panel') undertook an unaccompanied site inspection to support its examination of an application for development consent for the proposed Silvertown Tunnel ('the application') on Monday 16 January 2017.

The purpose of the site inspection was to note the characteristics of the road frontages and traffic flows of the roads that would link the northern portal of the proposed Silvertown Tunnel to the A13 for traffic to/from the east, the linking roads via the Lower Lea Crossing having been viewed during the minibus trip through the existing Blackwall Tunnel on the previous ASI.

Particulars of the Site Inspection

The visit was undertaken by two members of the Panel: Peter Robottom and Lillian Harrison. There were no other persons in attendance and the Panel did not encounter any Interested Parties during the Site Inspection.

The Inspection commenced shortly after 14.00 at the footbridge over the Becton branch of the DLR west of Royal Victoria station ended at this point shortly before 15.30. It could be undertaken on an unaccompanied basis as the route followed was entirely along public highways.

We walked northwards via Tarling Road, Jude Street and Shirley Street to Rathbone Street which is/would be the southbound slip road to Silvertown Way and the tunnel portal. While we noted the low rise residential housing in the adjoining roads, the accommodation on Rathbone Road was of a larger scale with residential units mainly elevated well above the road. In the inter-peak period traffic was generally light though with occasional platooning when HGVs were mixed in the traffic.

On reaching the A13 we turned west via the adjoining pedestrian and cycleway to the Canning Town Roundabout. We noted the complex layout beneath the A13 fly-over and the signal-controlled nature of the junction with further light-controlled crossings to the south which link to Canning Town station. Traffic was modest and appeared within the capacity of the junction with very limited movements to or from Barking Road (A124).

We turned east along Barking Road noting the mixed commercial, retail and community building nature of the frontages as we walked to Beckton Road. Traffic was light over the section up to Becton Road and traffic turning right to access the A13 eastbound was readily able to clear the traffic signals. A greater volume of traffic appeared to be travelling west bound along Barking Road towards the Canning Town Round about. Becton Road is in part fronted by residential accommodation. but this is generally set-back or partially screened.

We then crossed back under the A13 by subway and made our way back to Rathbone Street. On reaching that road we turned left and followed its continuation to Silvertown Way and proceeded southwards at low level along the viaduct section to the Dock Road roundabout, passing the Holiday Inn Express and new high rise residential developments under construction before returning to our starting point past the Hoola and Pump House developments. Traffic was light at the low level and no more than modest on the viaduct. It was very low on the link road between the Hoola and Pump House Developments.