



London Docklands

News Release

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Embargoed until 16 December 1991

13 December 1991

FREEMAN OPENS LOWER LEA CROSSING

Contract completed three months ahead of schedule

Transport Minister Roger Freeman is opening the £28 million Lower Lea Crossing in London Docklands on Monday, 16 December.

The crossing will provide the first ever direct connection between the Royal Docks and the Isle of Dogs, linking the London Boroughs of Tower Hamlets and Newham. The opening of the new Crossing is an important step in the economic regeneration of East London as the River Lea has been a major barrier to economic development.

As part of the LDDC's strategic highways programme the Lower Lea Crossing will help bring the Royal Docks within easy reach of the City by road. The programme will be complete by the summer of 1993 and is part of the £3.5 billion now being invested in infrastructure in London Docklands.

The Lower Lea Crossing will reduce journey times for all users of private and public transport. It will also form part of the new complimentary shuttle link operated by London City Airport (LCY). The LCY shuttle, which will be the first vehicle to cross the bridge after its opening, will run a high frequency connection between Canary Wharf Riverbus Pier and the Airport Terminal.

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Says Roger Freeman: "I congratulate the LDDC on the completion of the Crossing well ahead of schedule. This Crossing is a vital part of the LDDC's strategic road network which will be complete by 1993. A four lane dual carriageway will now sweep from the edge of the City 3.5 miles to the Royal Docks."

Adds David Hardy, Chairman of the LDDC: "The opening of the Lower Lea Crossing is a timely Christmas bonus for everyone. Not only will it give good access to the Royal Docks, but it will make travelling easier for residents and workers in the Docklands."

Coinciding with the opening of the Lower Lea Crossing is the completion of the West India Dock Road widening programme. Easing the traffic flow to the Isle of Dogs from 20 December, this project was completed six months ahead of schedule.

- ENDS -

NOTE TO EDITORS:

* The opening ceremony will take place between 9.30 - 11.00am on Monday, 16 December. Journalists are asked to assemble at LDDC Headquarters, Thames Quay, 191 Marsh Wall, London E14, at 9.15am. (Map attached).

* The timetable for the London Docklands transport system is:

1991

- Docklands Light Railway (DLR) Bank extension to the City opened July. Bank 2nd tunnel opened on 29 November:
- Lower Lea Crossing road linking the Isle of Dogs and Royals/London City Airport opens December.
- Widening of West India Dock Road completed on 20 December - six months ahead of schedule.
- Riverbus passengers for airport to take express shuttle bus from Canary Wharf Pier over Lower Lea Crossing.
- New bus services begin November: new line D10 from Liverpool Street via Bank, Canary Wharf and Leamouth.

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1992

- Major A13 road improvements.
- London City Airport begins to operate jet aircrafts such as the BAe 146 jets.
- DLR Beckton extension through Royal Docks completed.
- Upgraded signalling and control system for DLR becomes operational.
- Proposed start on Jubilee Line extension (opens July 1996).

1993

- Limehouse Link (City to the Isle of Dogs) opens.
- East India Dock Tunnel complete (Canning Town to Isle of Dogs).
- Docklands strategic highway programme completed.

* A sheet with technical data on the bridge is attached.

For further information contact:

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LOWER LEA CROSSING

CLIENT:	London Docklands Development Corporation
CONTRACTOR :	Norwest Holst Construction
CONSULTING ENGINEERS	Mott MacDonald Group
QUANTITY SURVEYORS	Franklin and Andrews

Basic Quantities

Total Project Cost (Including land acquisition, re-routing of gas, electricity, sewerage &c) - **approx £42 million**, of which the actual contract cost was **£28 million**.

Duration of Contract - **Just under two years (102 weeks)**.

Route length - **Approximately 1 kilometre (0.62 miles)**.

Type of road - **Trunk-road standard dual carriageway, with a separate footway and cycleway.**

Total length of new or reconstructed carriageway lanes - **9.2 km (5.75 miles)**.

Road width - **23.75 metres, inclusive of four traffic lanes, one cycleway and one pedestrian footway.**

Construction Timetable

Design began - **December 1985**.

Public Inquiry - **July 1987**, with decision **August 1988**.

Contract Tenders issued **August 1988**, with contract let **February 1989** and start on site **March 1989**.

Road opens three months early in **December 1991**, with all works complete by **March 1992**.

The Road

The Lower Lea Crossing is one of the five major elements of the *Roads In Docklands* highway programme, and the first to be completed. Cost of the total programme is some £650 million.

The road comprises a new route connecting the Isle of Dogs and Central London directly with the Royal Docks and London City Airport, leading from Leamouth Road, E14 to Silvertown Way, E16. The road thus links the London Boroughs of Tower Hamlets and Newham.

The principal feature of the Lower Lea Crossing is a new four-span bridge across the River Lea - hence the name. The main span over the river is 75 metres long with side spans of 60 metres, 55 metres and 45 metres. (A total length of 235 metres).

The road incorporates four further bridges and approximately 450 metres of elevated slip roads at the Silvertown Way Viaduct. Two of these bridges were required to allow the building of a new roundabout under Silvertown Viaduct, with the bridges being fabricated on site beside the viaduct and rolled into position over two weekends after the necessary portion of the viaduct had been demolished. The project has also included substantial repairs and refurbishment to approximately 400 metres of the existing Silvertown Way viaduct.

Much of the approach embankments to the main bridge is supported by "reinforced earth" construction. This technique limited the total land needed for the scheme and the loads imposed on existing river walls.

In addition to the road, cycleway and footway the bridge accommodates major services with access walkways under the bridge deck. These services include 132 and 11 kilovolt electricity cables, water mains and provision for gas pipes and telecoms cabling. Major diversions of existing services, costing some £7.5 million, were in fact required to allow the road to be built. This included the burying of 132 kilovolt high voltage electricity cables.

Landscape works to the areas adjacent to the new highway have already been started as part of the main contract and will continue under separate works through 1992. These works include a new riverside walkway and areas of tree and shrub planting.

