

Benefits were calculated for a bridge, tunnel and enhanced ferry. This work only considered the traditional transport benefits arising from the scheme and does not yet include wider economic benefits or regeneration benefits of the scheme. Further work is ongoing to address this.

The following table shows a summary of the user benefits for the options. The benefits are shown as Present Values in £m (2016 prices), discounted over a 60-year appraisal period.

Benefits	Navigable Bridge	Tunnel	Enhanced Ferry
Pedestrian journey time savings	107-143	143	43-67
Jubilee line crowding reduction	24-31	31	7-15
Cyclist journey time and ambience impacts	13-24	24	0-9
Private costs (fare cost savings to passengers and other business impacts)	36-45	45	8-25
Physical activity - walking	80-110	110	23-50
Physical activity - cycling	12-16	16	0-7
Total	272-369	369	81-173

The benefit categories are defined as follows:

Pedestrian journey time savings

Existing users of the cross-river ferry services will benefit from reduced journey times. The calculation of pedestrian journey times considers the routes taken to access the crossing, the waiting time (for the ferry) and a time penalty (for bridge openings). Journey time savings are calculated using standard TfL values of time, and following appraisal guidance contained in the TfL Business Case Development Manual.

Fare cost savings

Current users of the cross-river ferry services and the Jubilee Line who switch to use the new crossing would benefit from cheaper journeys. These benefits are not applied to hotel guests and staff as they can use the ferry free of charge.

Cyclist journey time and ambience impacts

The journey time savings of cyclists are calculated from the London's strategic cycling model (Cynemon). This model is calibrated to observed route choice preferences, and includes both journey time and quality attributes of infrastructure (e.g. level of segregation). Journey time savings are calculated using standard TfL values of time, and following appraisal guidance contained in the TfL Business Case Development Manual.

Jubilee line crowding reduction

The crowding reduction impact of the expected mode shift from the Jubilee Line has been estimated using the standard London Underground approach described in Appendix E3 of the TfL Business Case Development Manual.

Physical activity – walking and cycling

The physical activity benefits associated with new walking and cycling trips generated by the provision of a new crossing on this alignment have been calculated using the World Health Organisation Health Economic Assessment Tool (HEAT). The HEAT methodology is applied separately to existing and new pedestrian and cycling trips, with the highest increases in physical activity accruing to people switching to walking or cycling trips.