We are investigating how we will transport materials, equipment and people to and from our worksites during construction.

At sites near the river, we have the opportunity to move materials by barge to reduce the impact on the local road network. We propose to use the river to transport materials, particularly large volumes, to and from our worksites, where it is practical and cost-effective to do so.

Our proposed transport strategy maintains flexibility to find the most sustainable and economic solutions on a site-by-site basis. We propose to:

- use the river to transport the majority of excavated material from the tunnel at main tunnel drive sites next to the River Thames
- use the river to bring in and take away the majority of bulk material used to fill the cofferdam (a temporary enclosure built in the river to create a dry work area) at sites in the River Thames
- explore opportunities to use rail freight to move material to or from our sites
- work with the contractor to determine the most practical and cost-effective way of transporting other material and equipment. The preferred solution will take full account of the potential impact on the local road network.

Whether other materials are moved by road, rail or river will depend on factors, such as where the materials are coming from or going to, and what facilities are available near the river for processing materials prior to transporting.

By using the river to move excavated material we can reduce the number of lorry trips from our sites on the River Thames by up to two thirds.

While this graph only mentions road and river transport, we have not yet ruled out the use of rail freight and are currently exploring opportunities to use it.