



Bishopsgate Goodsynd Regeneration Ltd

BISHOPSGATE GOODSYARD PLOT 1

Transport Assessment



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WSP

**WSP House
70 Chancery Lane
London
WC2A 1AF**

Phone: +44 20 7314 5000

WSP.com



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1 INTRODUCTION

1.1 BACKGROUND

1.1.1 WSP has been appointed by Bishopsgate Goodsyard Regeneration Limited ('the Applicant') to provide transport planning services for the reserved matters application (RMA) for Plot 1 at the Bishopsgate Goodsyard site in the London Borough of Tower Hamlets (LBTH) and London Borough of Hackney (LBH).

1.1.2 This Healthy Streets Transport Assessment (TA) has been prepared for the Plot 1 RMA.

1.2 BISHOPSGATE GOODSYARD DEVELOPMENT SITE

1.2.1 The wider Bishopsgate Goodsyard site is located in the London Borough of Tower Hamlets (LBTH) and London Borough of Hackney (LBH). The wider Bishopsgate Goodsyard site is bounded by Bethnal Green Road and Sclater Street to the north; Brick Lane to the east, the rail line and Quaker Street to the south; and Shoreditch High Street to the west. Braithwaite Street runs in a north-south alignment through the centre of the site. Shoreditch High Street station is located in the northwest corner of the site, south of Bethnal Green Road and west of Braithwaite Street.

1.2.2 The wider Bishopsgate Goodsyard site location is shown in Figure 1-1.

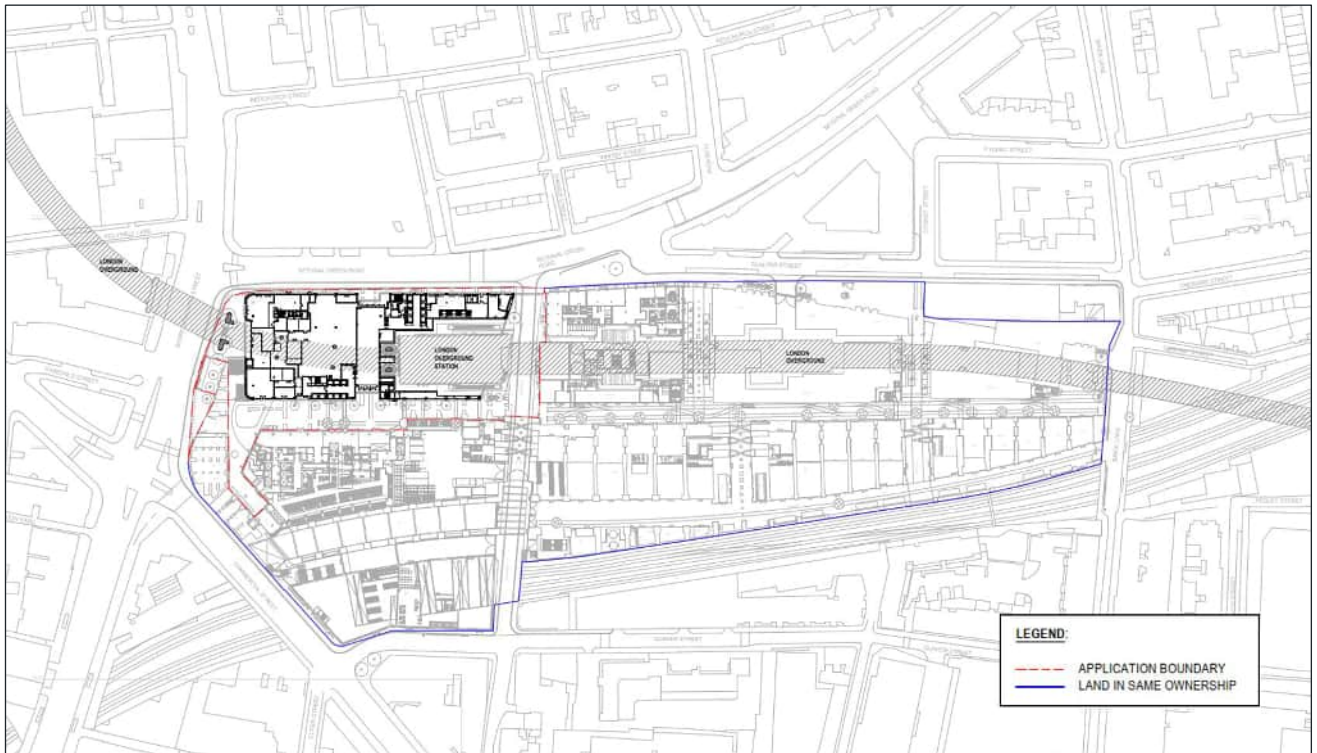


Figure 1-1 – Bishopsgate Goodsyard Site Location

1.2.3 The wider Bishopsgate Goodsyard site currently contains Shoreditch High Street station; Shoreditch Box Park retail units; all-weather football pitches; and some residential / office use along the south edge of Sclater Street.

1.3 PLANNING BACKGROUND

1.3.1 The hybrid planning application for the wider Bishopsgate Goodsyard site development proposals was consented in 2022, herein referred to as the Outline Planning Permissions (OPPs), with the planning application references shown below (not the Listed Building Consent references):

- LB Hackney – ref: 2014/2425
- LB Tower Hamlets – ref: PA/14/02011
- GLA – GLA/1200cd

1.3.2 The key transport related reports submitted for the OPPs included:

- Transport Assessment (WSP, September 2019)
- Transport Addendum Note (WSP, June 2020)
- Transport Note (WSP, August 2020)

1.3.3 It should be noted the OPPs have been amended by identical non-material amendments granted by LBH (2023/2566) and LBTH (ref. PA/23/02025). The scope of the non-material amendments was to amend the relevant consented parameter plans to reflect the proposed design submitted under the RMAs as follows:

Extensions beyond the Maximum Parameters:

1. Lobby extension at ground floor brought outwards to the east, closer to the London Overground Station;
2. Changes to the façade, services, structure and floorplate around the station and railway infrastructure. Previously the maximum parameters included a gap ('the exclusion zone') between the Plot 1 building and the overground box. This has been brought down to the top of overground box to allow the installation of services between the building and the overground box; and
3. Amendment to the northern façade to align the plinth and upper structure.

Reductions beyond the Minimum Parameters:

1. Amendment to the annotated minimum parameter to allow for curved corners of the building onto Shoreditch High Street;
2. Recessed façade on the southern side of the Plot 1 building at ground;
3. Additional space made for the loading bay at ground level; and
4. Approximately 400mm recess on the western elevation of levels 6 and 7 inside the minimum parameter.

1.3.4 As such, references throughout the RMAs to the 'OPPs' are in respect of the OPPs as amended by the non-material amendments.

1.4 WIDER BISHOPSGATE GOODSYARD SITE PROPOSALS

1.4.1 The wider Bishopsgate Goodsyard site comprises of several building plots including three office buildings, private and affordable housing, and areas of retail and leisure:

- Plot 1: Office use over the East London Line (ELL);
- Plot 2: Office use north of the main suburban line (SLT) and over 8 track reserve space;
- Plot 3: Office use in the southwest corner of the site;
- Plots 4,5 and 10: Residential buildings south of Sclater Street;
- Plot 6: Community use south of Sclater Street and west of Brick Lane;
- Plot 7: Retail use underneath the existing brick arches; and
- Plot 8: Residential and Hotel use west of Braithwaite Street.

1.4.2 Figure 1-2 shows the proposed sitewide Bishopsgate Goodsyard site development at ground floor level. This Transport Assessment focuses on the proposed development for Plot 1 only, with the Plot 1 site shown in the northwest corner of the site.

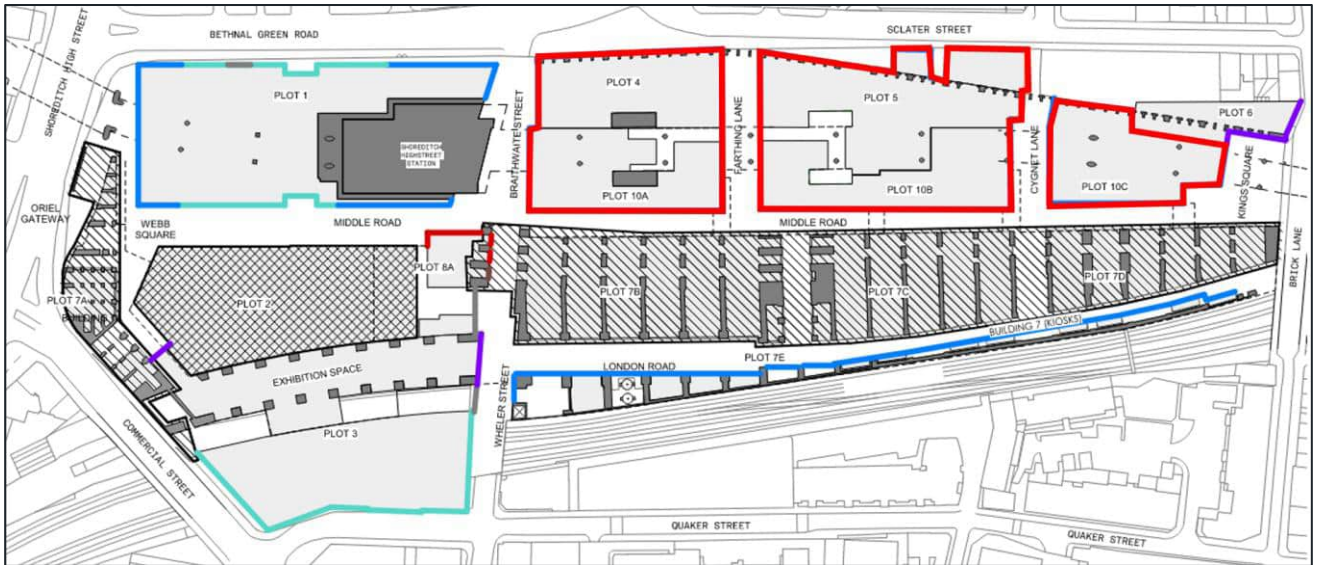


Figure 1-2 - Plan of Proposed Sitewide Development

1.5 PLOT 1 PROPOSED DEVELOPMENT

1.5.1 The Plot 1 proposed development is described below.

“Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) in respect of Plot 1, pursuant to LB Tower Hamlets outline planning permission ref PA/14/02011 (GLA ref. GLA/1200cd/12); LB Hackney planning permission ref. 2014/2427 (GLA reference GLA/1200cd/13) dated 25/03/2022, for the erection of a building comprising office floorspace (Class B1), retail uses (Use Class A1-A5), plant and ancillary space landscaping, public realm, and all associated works.” (“the Proposed Development”).

1.6 REPORT PURPOSE

1.6.1 This Transport Assessment has been prepared for the Plot 1 RMA only. The Transport Assessment will consider the accessibility of the Plot 1 site; set out the proposed Plot 1 development; present the estimated Plot 1 development trips by mode for the network peak hours; and assesses the impact of the Plot 1 development proposals on the surrounding transport network; outlining any mitigation required.

1.6.2 Following this introductory chapter, the report is structured as follows:

- Chapter 2 – Policy Review
- Chapter 3 – Transport Planning for People
- Chapter 4 – Site and Surroundings
- Chapter 5 – Development Proposals
- Chapter 6 – Active Travel Zone
- Chapter 7 – London Wide Network
- Chapter 8 - Effect on Local Transport Network
- Chapter 9 – Management Plans
- Chapter 10 – Summary

2 POLICY REVIEW

2.1 NATIONAL PLANNING POLICY FRAMEWORK

- 2.1.1 The National Planning Policy Framework (NPPF), updated in September 2023, sets out the Government’s planning policies for England and how they are expected to be applied.
- 2.1.2 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. “Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) the potential impacts of development on transport networks can be addressed;
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”
- 2.1.3 Section 9 of the NPPF deals with ‘Promoting Sustainable Transport’. Paragraph 103 states that: “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”
- Off-street parking provision is referred to by Paragraph 105, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.
- 2.1.4 Paragraph 106 states: “Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”
- 2.1.5 Paragraph 108 addresses the relationship between development and sustainable transport as follows:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

2.1.6 Paragraph 109 states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

2.1.7 Paragraph 110 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

2.1.8 Paragraph 111 states:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

2.2 NATIONAL PLANNING PRACTICE GUIDANCE

2.2.1 The guidance, updated in 2023, explains that when preparing Transport Assessments and Travel Plans the following key principles should be considered:

- “proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- established at the earliest practicable possible stage of a development proposal;
- be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);
- be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social exclusion, community cohesion and healthier communities).”

2.2.2 This guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- “encouraging sustainable travel;

- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.”

2.3 LONDON PLAN

2.3.1 The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor’s vision for Good Growth.

2.3.2 The following policy is considered as part of the Transport Assessment:

- Policy T1 Strategic approach to transport
- Policy T2 Healthy Streets
- Policy T3 Transport capacity, connectivity and safeguarding
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car parking
- Policy T6.2 Office parking
- Policy T6.3 Retail parking
- Policy T7 Deliveries, servicing and construction

2.4 HEALTHY STREETS APPROACH

2.4.1 The Healthy Streets approach forms the core theme of the London Plan and Mayor’s Transport Strategy. The Healthy Streets approach demonstrates the health benefits of more inclusive and healthier street environments, which are aimed to encourage a more active lifestyle. A transport behaviour shift is advocated to reduce Londoners’ dependency on the car by creating a better and healthier approach to street design, ensuring that the street is encouraging a healthy lifestyle. According to Healthy Streets, the street environment should be a pleasant and sustainable environment in which people can walk, cycle and use public transport safely.

2.4.2 ‘Policy T2 Healthy Streets’ of the London Plan outlines that development proposals should:

- Demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with TfL guidance;
- Reduce the dominance of vehicles on London’s streets whether stationary or moving; and
- Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

2.4.3 Figure 2-1 illustrates the ten Healthy Streets indicators outlined in the London Plan.



Figure 2-1 - Healthy Streets Indicators

2.4.4 The development proposals take into account the Healthy Streets indicators and will aim to achieve the following headline policy objectives:

- Patterns of land use that support active travel and public transport;
- Active modes are prioritised ahead of vehicular transport; and
- Active frontages, appropriate ground floor uses and natural surveillance of public spaces.

2.4.5 Best practice guidance and principles set in the Mayor of London’s Transport Strategy (MTS), Vision Zero and the Healthy Streets for London have been considered in the development of the proposed scheme.

2.5 VISION ZERO

2.5.1 Vision Zero is a key and ambitious element of the Mayor’s Transport Strategy. With Vision Zero, the Mayor aims to eliminate all deaths and serious injuries on London’s street network by 2041. This is an initiative being taken in major cities across the world, and within London the following elements are the cornerstones of the Vision Zero Action Plan:

- Safe speeds – encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits;
- Safe streets – designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes;

- Safe vehicles – reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London’s entire bus fleet and a new ‘Direct Vision Standard’ for Heavy Goods Vehicles;
- Safe behaviours – reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders; and
- Post-collision response – developing systematic information sharing and learning, along with improving justice and care for the victims of traffic collisions.

2.5.2 The proposed developments will assist with achieving the Vision Zero target, with the development being car-free, with all development trips being made by sustainable modes of travel.

2.6 MAYOR’S TRANSPORT STRATEGY

2.6.1 The Mayor’s Transport Strategy was produced in 2018, with a revision in 2022, and incorporates both the Healthy Streets and Vision Zero approaches, aiming to achieve:

- Active, inclusive and safe travel choices;
- A more efficient use of the street network; and
- Improvements to air quality and the environment.

2.6.2 Good Growth is a key concept of the Mayor’s Transport Strategy and involves ensuring that people have travel options other than driving. Indeed, Policy 21 states that:

The Mayor, through TfL and the boroughs, and working with stakeholders, will ensure that new homes and jobs in London are delivered in line with the transport principles of Good Growth for current and future Londoners by using transport to:

- a) *Create high density, mixed-use places, and*
- b) *Unlock growth potential in underdeveloped parts of the city.*

2.7 TOWER HAMLETS LOCAL PLAN 2031: MANAGING GROWTH AND SHARING BENEFITS (2020)

2.7.1 It should be noted the east part of the Plot 1 site is located in the London Borough Tower Hamlets.

2.7.2 Section 3: Policies provides a chapter (16) on improving connectivity and travel choice within the Borough. The chapter draws on Tower Hamlets being a well-connected part of London that enjoys an extensive public transport network. Policy S.TR1 relating to Sustainable travel states that:

- *Travel choice (including connectivity and affordability) and sustainable travel will be improved within the borough and to other parts of London, and beyond. Development will therefore be expected to:*
 - *prioritise the needs of pedestrians and cyclists as well as access to public transport, including river transport, before vehicular modes of transport*
 - *be integrated effectively alongside public transport, walking and cycling routes to maximise sustainable travel across the borough*
 - *be focused within areas with high levels of public transport accessibility and the town centre hierarchy, in respect of developments generating significant levels of trips, and*
 - *not adversely impact the capacity, quality, accessibility and safety of the transport network in the borough.*

- *Where appropriate, development must support and safeguard land for transport and freight infrastructure enhancements to meet the demands arising from future growth, including improvement to capacity, connectivity, quality and interchanges across the network.*

2.7.3 Section 3: Policies also discusses the implementation of transport assessments and travel plans, in line with The London Plan, and states that:

“Transport assessments and statements will be required to provide detailed information on the range of transport users and modes, including the movement of people and goods, both before and after a proposed development has been constructed. A transport assessment or statement should identify and address transport impacts on all modes of transport and set out the measures to avoid, remedy or mitigate identified impacts of the development.

Applicants/developers should also submit a travel plan alongside the planning application, where appropriate. The scale of development and the level of impact determined by the transport assessment or statement will dictate the type and scope of the travel plan. Transport for London provides guidance that sets out the requirements for each type of travel plan. Such plans must be action-orientated and provide a long-term strategy to meet sustainable transport objectives. They should contain a package of measures that will minimise the number of car-borne trips (e.g. restricting car parking provision), encourage use of sustainable transport and reduce the need to travel to and from the development. Travel plans must set targets, objectives and provide detail on implementation, funding and monitoring.”

2.7.4 Policy D.TR3 relating to Parking and permit-free states that:

- *Development is required to comply with the parking standards for vehicles and bicycles set out in Appendix 3.*
- *Residential development is required to be permit-free in terms of on-street car parking. All parking associated with a development will be required to be located off-street.*
- *Development is required to prioritise sustainable approaches to any parking through ensuring:*
 - *Priority is given to space for cycle parking*
 - *There are sufficient electric-charging points*
 - *Any parking spaces are distributed across all tenure types with priority given to family homes and accessible properties, and*
 - *Where suitable, publicly accessible shared cycle hire scheme docking station(s) are provided as part of the development (or through a financial contribution).*

2.8 HACKNEY LOCAL PLAN 2033

2.8.1 The west part of the Plot 1 site is located within the London Borough Hackney.

2.8.2 Chapter 10 of the Hackney Local Plan (2020) focuses on improving accessibility and promoting sustainable transport within the borough. The chapter draws on falling levels of car ownership, and increasing usage of walking. Policy LP41 states that:

New development and its associated transport systems should contribute towards transforming Hackney’s places and streets into one of the most attractive and liveable neighbourhoods in London.

2.8.3 In doing so, new developments must:

- *Create an environment where people actively choose to walk and cycle as part of everyday life.*

- *Reduce the dominance of the car both in terms of traffic and congestion on our roads and managing excessive parking on our streets.*
- *Contribute to the Healthy Streets approach to improve air quality, manage congestion and make Hackney's diverse communities become greener, healthier and more attractive places in which to live, play and do business.*
- *Contribute to a safe road environment where traffic accident casualties are steadily reduced supporting Vision Zero objectives.*
- *Contribute towards greening our neighbourhoods: creating a cleaner healthier environment that is able to cope with changes to the climate.*
- *Make improvements to the pedestrian environment including the provision of high quality public realm, safe road crossings, water fountains, seating, wayfinding and increased tree and vegetation coverage.*
- *Tackle poor air quality, seeking to reduce NOx emissions to achieve the National Air Quality objective and in particular reduce the exposure of children and vulnerable people to transport-related air pollution.*
- *Provide for and financially contributing towards measures to support Low Emission Neighbourhoods (LENs) including but not limited to the increased use of car sharing, low emission vehicles including taxis, freight consolidation and associated engagement with businesses, residents and other stakeholders to support these aims.*
- *Improve permeability and the reallocation of road space away from car use to promote walking, cycling and use of public transport.*

2.8.4 The plan also emphasises the important of promoting walking and cycling (LP42), protecting existing and proposed transport infrastructure (LP44) and reducing car usage through car-free development (LP45).

3 TRANSPORT PLANNING FOR PEOPLE

3.1 INTRODUCTION

3.1.1 This section presents the most up-to-date London travel trends and identifies the future occupiers of the proposed development, including:

- Frequent occupiers, such as employees
- Occasional occupiers, such as visitors

3.1.2 For each of the occupiers, this section will aim to identify the most likely travel patterns, with a focus on sustainable modes of travel (walking, cycling and public transport).

3.2 TRAVEL IN LONDON

3.2.1 The following sections outline the travel trends in London and set out the Borough specific context in relation to sustainable modes of travel and travel distances.

3.2.2 The London Travel Demand Survey Report 15 (LTDS, 2022) is the most recent publication of the annual report which examines and summarises trends and developments relating to travel in London. This document reports on the overall trend in travel demand and mode share.

Mode shares

3.2.3 In 2021, 29.2 per cent of journey stages in London were made by public transport, compared with 39.5 per cent by private transport. Public transport mode share increased slightly compared to 2020 but remained well below pre-pandemic levels.

3.2.4 There was a continuous year-on-year increase in the active, efficient and sustainable mode share between 2000 and 2019, averaging 0.6 percentage points per year, but with the pace of change slowing over more recent years. In 2021, the active, efficient and sustainable mode share declined by 2.2 percentage points, relative to 2020, to 57.7 per cent. This was mainly due to a weak recovery in public transport trips throughout 2021, compared to private transport trips which were much closer to pre-pandemic levels.

Travel Demand

3.2.5 Trip rates are an indicator of travel, they relate to the number of trips undertaken on an average day by Londoners. The LTDS has tracked a pattern of falling trip rates, mirrored by the same trend at a national level, meaning that people are travelling less.

3.3 TRANSPORT CLASSIFICATION OF LONDONERS (TCOL)

3.3.1 As part of the ongoing commitment to monitor London's travel trends, TfL published the Transport Classification of Londoners (TCoL) report in 2017. This is a multi-modal population segmentation tool that categorises Londoners based on the travel choices they make and the motivations for making these decisions.

3.3.2 The Transport Classification of Londoners Map places the proposed development in a pocket classified as 'Educational Advantage'. The characteristics of this classification is reported below.

3.3.3 Those in the Educational Advantage classification are highly educated and have above average incomes. Highlights of travel behaviour amongst this group are:

- Well below average car use
- Well above average bus, tube and walking use
- Above average cycling use
- Average rail use
- Well above average propensity to reduce car use
- Well above average propensity to increase walking
- Above average propensity to increase cycling

3.3.4 The 'Educational Advantage' segment comprise 16% of the LB Hackney population and 16% of the LB Tower Hamlets population. The borough profiles are mixed, with the 'Urban Mobility' group the largest classification at 37% of the LB Hackney population and the 'Affordable Transitions' group the largest classification at 57% of the LB Tower Hamlets population. These groups also have an above average propensity to change, with well above average propensity to increase the amount of walking trips.

3.4 PROPOSED DEVELOPMENT OCCUPIERS

Office Employees

3.4.1 The main component of the proposed Plot 1 development is the office element. The London Travel Demand Survey Report 15 (LTDS, 2022) suggests that the travel characteristics of these uses will be tidal in nature, with inbound employee trips taking place during the morning peak period and outbound employee trips taking place in the evening. A smaller number of trips will be taken throughout the day for employees going to meetings or appointments, whilst there will also be a spike in short distance trips to local eateries and facilities during the typical lunch hours.

3.4.2 It is envisaged that a large proportion of the trips to the development will be taken on public transport, using Shoreditch High Street station, Liverpool Street station, Old Street Station, and/or the bus services operating in the local area.

3.4.3 Based upon the site's proximity to public transport services, the car-free nature of the development, and the expected demographic of office users, it is anticipated that demand for car usage will be low and travel by public transport and active travel will be high.

Retail Employees

3.4.4 There will be a number of employees associated with the ancillary retail uses. Again, their mode of travel would predominantly be by active travel or public transport given no dedicated general car parking is proposed for these uses.

Visitors

3.4.5 Visitors to the development are likely to include:

- Office visitors
- Local office workers and pass-by visitors to the supporting retail facilities, with the highest numbers expected over the lunchtime period.

3.4.6 As the retail uses are to serve the local area, these trips would predominately be undertaken by active travel modes. Visitors who travel longer distance would be expected to use the London



Underground/Overground and rail network to reach the site from other transport terminals, owing to the proximity to Shoreditch High Street Station, Liverpool Street Station and Old Street Station.

4 SITE AND SURROUNDINGS

4.1 INTRODUCTION

4.1.1 In accordance with TfL guidance on Healthy Streets Transport Assessments, this chapter introduces the proposed development in the context of how people will travel within the existing transport networks surrounding the Plot 1 site.

4.2 PEDESTRIAN ACCESSIBILITY

4.2.1 The Plot 1 site is bordered by Bethnal Green Road to the north, Braithwaite Street to the east; and Shoreditch High Street to the west, with the south edge of the site bordering the wider Bishopsgate Goodsyards site, which includes the proposed Middle Road which will extend between Shoreditch High Street and Brick Lane.

4.2.2 Bethnal Green Road has footways on both sides of the carriageway, with pedestrian demand signalised crossing points at the junction with Shoreditch High Street. There is a pedestrian refuse on Bethnal Green Road, east of the junction with Ebor Street. There is also a pelican crossing on Bethnal Green Road, east of the junction with Sclater Street.

4.2.3 Braithwaite Street provides access to Shoreditch High Street Station, therefore is a busy pedestrian route. Braithwaite Street has footways on both sides of the carriageway, with dropped kerbs and tactile paving on Braithwaite Street, at the junction with Bethnal Green Road.

4.2.4 Shoreditch High Street has footways on both sides of the carriageway and pedestrian demand signalised crossing points at both the junction with Bethnal Green Road to the north and Commercial Street to the south.

4.2.5 As part of the 2019 Transport Assessment, a Pedestrian Comfort Level (PCL) assessment was undertaken on key links within the local area using pedestrian survey data from June 2018. The assessment was undertaken in accordance with TfL's 'Pedestrian Comfort Guidance for London' document. The results of the PCL assessment from the 2019 Transport Assessment are presented in Table 4-1.

Table 4-1 – Weekday PCL Assessment Results

Link	Footway width	AM peak	Lunchtime peak	PM peak
Bethnal Green Road (north side)	3.6m	A-	A-	B+
Bethnal Green Road (south side)	4m	A-	A	B-
Sclater Street (north side)	2.3m	A+	A+	A
Sclater Street (south side)	2.2m	A	A	A-
Brick Lane (east side)	2m	A	A	B
Brick Lane (west side)	2.1m	A	A-	B

Quaker Street (north side)	2m	A	A+	A-
Quaker Street (south side)	2.3m	A+	A+	A+
Commercial Street (north side)	2.2m	A	A	A-
Commercial Street (south side)	2.7m	A+	A+	A
Shoreditch High Street (east side)	3.5m	A-	A-	B-
Shoreditch High Street (west side)	3m	A	A	B+
Braithwaite Street (north of rail bridge)	8m	A	A+	A
Braithwaite Street (south of rail bridge)	10m	A+	A+	A+
Bishopsgate west side (lower walkway)	5m	C+	B-	C-
Bishopsgate west side (upper walkway)	4.5m	A	A	A

- 4.2.6 The results from the 2018 PCL assessment presented in Table 4-1 are considered valid and relevant due to likely reductions in travel in central London since the surveys, as identified in the LTDS, in addition to there being no significant changes to the footways assessed.
- 4.2.7 An Active Travel Zone (ATZ) assessment has been undertaken as part of the Transport Assessment. The ATZ assessment provides a qualitative assessment of the walking network and assists in the understanding of the proposed development potential to contribute to promoting sustainable travel.
- 4.2.8 Figure 4-1 shows the existing walking isochrones, measured from the site centre, up to a 30-minute walking time.

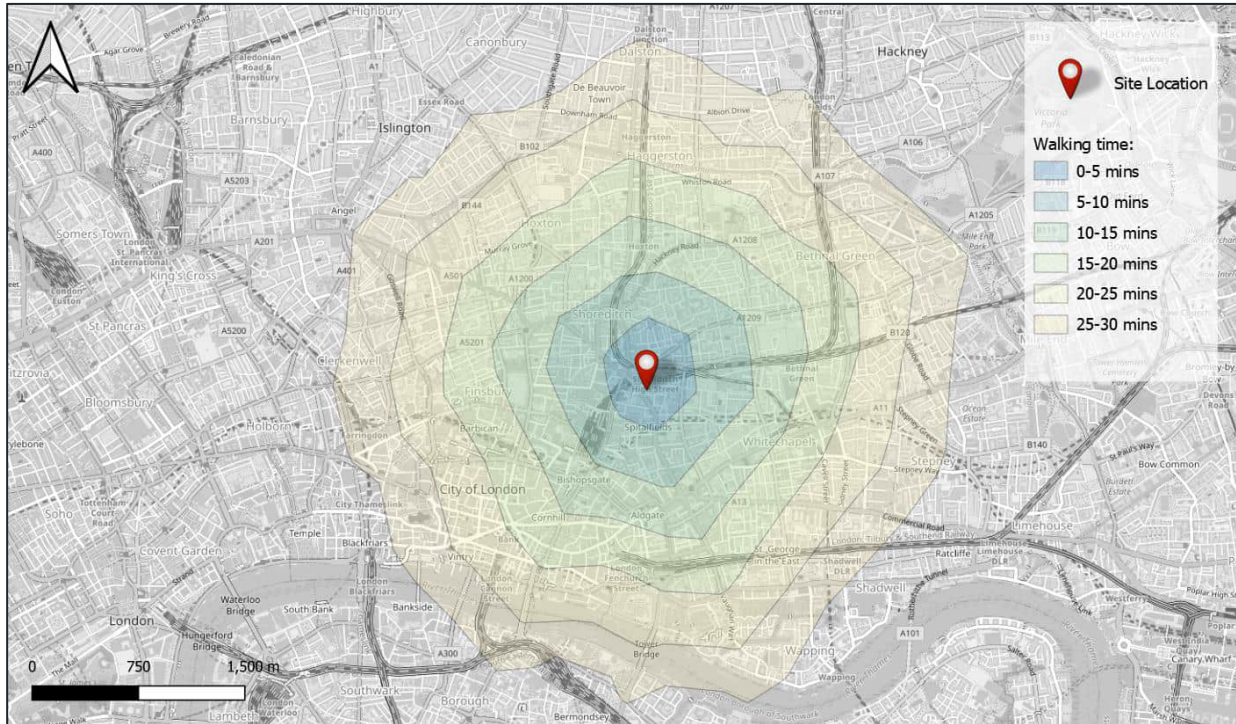


Figure 4-1 - Walking Isochrones

4.3 CYCLE ACCESSIBILITY

- 4.3.1 It is considered that cycling has the potential to substitute for short car trips, particularly those under five kilometres. This makes cycling to the site particularly attractive given its location in central London.
- 4.3.2 There is a TfL recommended quiet cycle route along Sclater Street, which is eastbound only, east of the junction with Cygnet Street, and two-way west of the Cygnet Street junction.
- 4.3.3 A further quiet cycle route recommended by cyclists for eastbound travel only is located on a section of Redchurch Street, approximately 150 metres to the north of the site. This cycle route connects with Chance Street to the east and Shoreditch High Street to the west.
- 4.3.4 Braithwaite Street is a signed cycle route which passes along the east edge of the Plot 1 site, extending north via Chance Street, and connecting with Commercial Street to the south.
- 4.3.5 Quaker Street is a signed cycle route, westbound only, between Braithwaite Street to the west and Grey Eagle Street to the east. Calvin Street is a signed cycle route running parallel to Quaker Street and provides an eastbound route for cyclists.
- 4.3.6 A two-way quiet cycle route recommended by cyclists is provided on Folgate Street approximately 250 metres to the south of the site. In addition, a two-way signed route for cyclists is located on Hanbury Street and Lamb Street, approximately 300 metres to the south of the site.
- 4.3.7 TfL are currently investigating cycle and pedestrian improvements at the junction between Shoreditch High Street, Great Eastern Street and Commercial Street. The proposed design would include improved facilities for cyclists in the form of a southbound cycle lane on Shoreditch High Street and turning movements reserved for cyclists.

- 4.3.8 Cycleway 13 is located approximately 450m north of the site along Rivington Street, Calvert Avenue, and Virginia Road.
- 4.3.9 Cycleway 1 is located approximately 450m west of the site, routing along Pitfield Street, Paul Stret, Moor Lane and Wood Street.
- 4.3.10 Figure 4-2 shows the cycling isochrones for the site which shows that much of central London is accessible to the site within a 15- minute journey time.

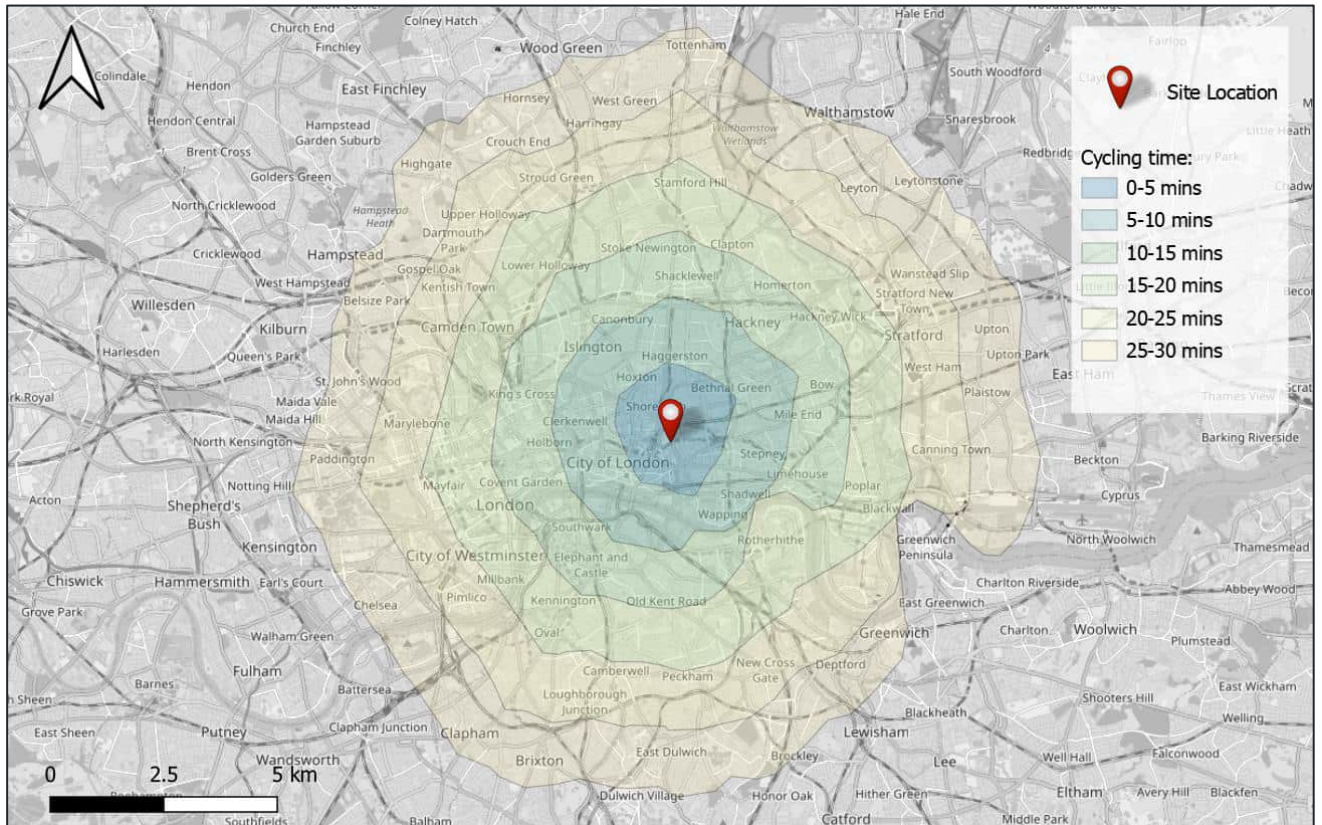


Figure 4-2 - Cycling Isochrones

- 4.3.11 Cycle parking is provided next to Shoreditch High Street station, accessed via Braithwaite Street, in the form of 20 Sheffield stands, providing cycle parking for 40 cycles.
- 4.3.12 In addition, sixteen Sheffield stands (32 cycle parking spaces) are located in the footway on both sides of Shoreditch High Street directly opposite the site. Sheffield stands are also provided on Brick Lane, just to the south of its junction with Buxton Street, approximately 150 metres to the south of the site.
- 4.3.13 Several cycle hire docking stations are located in close proximity to the Plot 1 site. There is a cycle hire station with 37 docking points located on the south edge of Bethnal Green Road, west of the junction with Sclater Street. There are also 22 docking points on the west edge of Brick Lane, north of the junction with Quaker Street. A further docking station with 16 docking points is located on Commercial Street, a short distance to the south of the site in proximity to the junction with Wheler Street.

4.3.1 Further to this, on-demand bikes, including electric bikes, for example Lime and Uber bikes, are readily available and can be located or reserved via an app.

4.4 PUBLIC TRANSPORT ACCESSIBILITY

PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

4.4.1 The PTAL methodology has been adopted by TfL to quantify and compare accessibility to public transport services for given sites. It considers the time taken to access the public transport network, including:

- The walk time to various public transport services;
- The average waiting time for each service; and
- The reliability of each service.

4.4.2 Using this methodology, the Plot 1 site has a PTAL score of 6b, indicating excellent public transport accessibility, as shown in Figure 4-3.

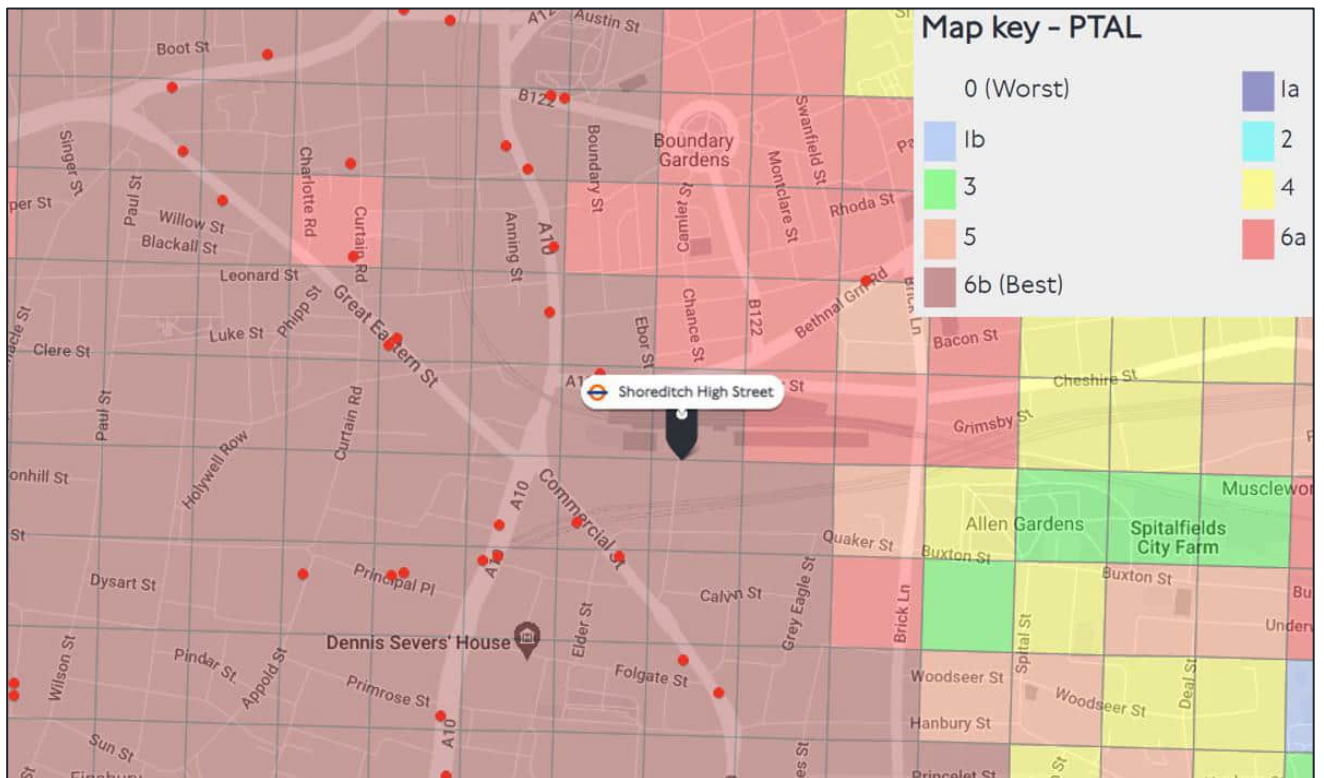


Figure 4-3 – Public Transport Accessibility Level

4.4.3 Public transport connections for the site are shown in Figure 4-4.



Figure 4-4 - Local Public Transport Services

MAINLINE RAIL / LONDON UNDERGROUND / LONDON OVERGROUND

- 4.4.4 Shoreditch High Street station is located within the Plot 1 site, providing London Overground services between Dalston Junction to the north and Surrey Quays to the south, where passengers can connect to destinations including New Cross, Crystal Palace, West Croydon, and Clapham Junction.
- 4.4.5 The nearest London Underground station is Liverpool Street which is located approximately 750m southwest of the site. Liverpool Street station is served by the Central Line, Circle Line, Elizabeth Line, Hammersmith & City Line and the Metropolitan Line.
- 4.4.6 Old Street Station is located approximately 1km northwest of the site, is served by the Bank branch of the Northern Line.
- 4.4.7 The nearest mainline rail station is Liverpool Street station, which is managed by Network Rail and operates Stansted Express, Greater Anglia and C2C services, providing services to destinations including Cambridge, Norwich and Colchester.

BUS

- 4.4.8 The nearest bus stops serving the site are located on Bethnal Green Road and Commercial Street. The bus stops on Bethnal Green Road provide access to bus routes 8, 388 and N8. The bus stops on the north and south side of Bethnal Green Road, stops J and K, provide seating and a bus shelter.

- 4.4.9 A bus stop is also located on the north side of Commercial Street, bus stop H, providing access to southbound services for bus route 242. Bus stop H has a shelter and seating for bus passengers. A bus stop for northbound services is located on the south side of Commercial Street, bus stop G, which also has a bus shelter and seating.
- 4.4.10 There are also bus stops on Shoreditch High Street, approximately 100 metres to the north and south of the site, providing access to numerous additional services for bus routes 26, 35, 47, 78, 149, 242, N26, and N242.

4.5 LOCAL HIGHWAY NETWORK

- 4.5.1 Shoreditch High Street forms part of the TfL Road Network (TLRN). At the northwest corner of the Plot 1 site, Shoreditch High Street forms a signal controlled junction with Bethnal Green Road. North of this junction, vehicular traffic flow, with the exception of taxis and buses, is southbound only. At the southwest corner of the wider Bishopsgate Goodsyards site, Shoreditch High Street forms a signal-controlled junction with Commercial Street, which permits two-way traffic flow through the junction.
- 4.5.2 Bethnal Green Road is a two-way carriageway with a single lane for general traffic in each direction, in addition to a bus lane for westbound services only which stops just to the west of the junction with Braithwaite Street.
- 4.5.3 Braithwaite Street is a two-way carriageway, however is a no through route with vehicle access control barrier underneath the rail arches stopping through movements between the junction with Bethnal Green to the north and the junction with Quaker Street to the south.

5 DEVELOPMENT PROPOSALS

5.1 INTRODUCTION

5.1.1 The chapter will provide an overview of the development proposals for Plot 1, including:

- Proposed development;
- Car parking;
- Vehicle access;
- Cycle parking;
- Delivery and servicing arrangements, including waste storage and collection;
- Fire tender access; and
- Public highway.

5.2 DEVELOPMENT PROPOSALS

5.2.1 The Plot 1 development proposals include office and retail use. Table 5-1 shows the proposed office floor areas at basement, ground floor and upper levels.

Table 5-1 – Plot 1 Proposed Office Development

Level	Office Floor Area (GEA)	Plant, Ancillary use & Services (GEA)	Total (GEA)
Basement Level	-	806 sqm	806 sqm
Ground Floor	1,335 sqm	1,302 sqm	2,637 sqm
Levels 1 – 16	49,698 sqm	2,990 sqm	52,688 sqm
Roof	-	1,294 sqm	1,294 sqm
Total	51,033 sqm	6,392 sqm	57,425 sqm

5.2.2 The development proposals include approximately 57,425 sqm GEA of office use, including plant, ancillary space and services. The office floor area shown in Table 5-1 includes plant at roof level of approximately 1,294 sqm, which will not be included in the office floor area for the purpose of this assessment. Therefore, an office floor area of 56,131 sqm GEA will be used for the purpose of this Transport Assessment.

5.2.3 The proposed retail use area is approximately 788 sqm GEA. The retail use will be provided at ground floor level only.

5.3 CAR PARKING

5.3.1 The Plot 1 office and retail uses will be car-free with no car parking proposed within the Plot 1 site, or any associated parking within the wider Bishopsgate Goodsyrd site.

- 5.3.2 With regard to policy, the London Plan refers to Policy T6.2 regarding office parking which recommends sites in inner London should be car-free with the exception of disabled persons parking, referring to Policy T6.5. The policy on non-residential disabled persons parking requires access to at least one on-street or off-street accessible parking bay, if no office car parking is provided.
- 5.3.3 Within the LB Hackney planning conditions for the OPPs, no. 67b states that each RMA shall be accompanied by a Parking Design and Management Plan which will set out measures to increase accessible car parking provision (for all uses) either on-site (including use of service bays) or off-site through the conversion of on-street bays. Schedule 8 in the S106 Agreement outlines the obligations regarding car parking, including notifying future occupiers of parking restrictions via freeholds, leaseholds, or licenses.
- 5.3.4 The proposals for Plot 1 do not include any on-site accessible parking for the office or retail uses. An alternative is to provide a single accessible parking bay on-street, ideally within a 50m walking distance of the main entrance, which would be subject to further discussions and agreement with LBTH. The only street close to the Plot 1 building entrance where on-street parking is feasible and permitted is Sclater Street. Parking beat surveys were undertaken on Thursday 28/02/19; Saturday 02/03/19; and Sunday 03/03/19 which showed some capacity on Sclater Street, approximately five standard bays.
- 5.3.5 It is proposed to repeat the parking beat surveys on Sclater Street closer to the time of the construction of the wider Bishopsgate Goodsyards site, to identify if any spare parking capacity. If the provision of some on-street blue badge parking bays is feasible, it would be proposed the developer pays a bond for converting standard bays to accessible bays. It is acknowledged these bays would be available for public use and subject to time restrictions, unless changes to the traffic regulation orders are made.

5.4 VEHICLE ACCESS

- 5.4.1 The Plot 1 building will be bordered by Bethnal Green Road to the north; Braithwaite Street to the east; the proposed new Middle Road to the south; and Shoreditch High Street to the west. The only point of vehicle access into the Plot 1 building would be via Bethnal Green Road.
- 5.4.2 The proposed vehicle access on Bethnal Green Road is approximately 9m in width and 34m east of the stop line on Bethnal Green Road, at the junction with Shoreditch High Street, measured from the centre of the proposed vehicles access. The proposed Plot 1 vehicle access is in the approximate location as set out in the OPPs.
- 5.4.3 An important consideration is to achieve adequate visibility between vehicles accessing the servicing yard and pedestrians on Bethnal Green Road, which would be achievable with the width of the access proposed between walls, at approximately 9m.
- 5.4.4 The Plot 1 site access layout would look to retain a continuous footway for pedestrians on Bethnal Green Road, therefore the access would be a crossover type arrangement which would be suitable for use by larger delivery vehicles in terms of loading and turning movements. It is anticipated a different surface treatment would be used in the footway to demarcate the path for vehicles and make pedestrians aware of the crossover.
- 5.4.5 The changes to the Bethnal Green Road as set out in the OPPs are still relevant and would need to be reviewed and discussed with the Boroughs and TfL. With regard to the existing bus stops and bus lane, the proposals include relocating the existing bus stop (J) and bus cage further east to improve

access in and out of the Plot 1 service yard and reduce any impact on bus operations. It should be noted delivery vehicles turning right out of the site onto Bethnal Green Road would still overrun the relocated bus cage for bus stop J, as it sits within the carriageway in the eastbound lane, therefore service vehicles would need to wait for buses to exit the bus cage before exiting the site.

- 5.4.6 The proposals would include extending the westbound bus lane along the south edge of Bethnal Green Road, up to the location of the proposed service yard access. This would reduce the risk of left-turning vehicles entering the site obstructing westbound buses. This proposal should be discussed further with TfL, London Buses, and the Boroughs, as it would reduce queuing space for general traffic westbound on Bethnal Green Road, however the proposal will reduce the risk of any potential delay to buses. The proposals would not impact the location of the existing bus stop K, servicing westbound buses on Bethnal Green Road, which would be retained in the current location.
- 5.4.7 The proposals would also include the provision of a yellow box markings in the westbound lane on Bethnal Green Road, to ensure right-turn manoeuvres into and out of the site are not impeded by westbound queuing traffic on Bethnal Green Road, including buses. Again, this would be discussed further with TfL, London Buses, and the Boroughs.
- 5.4.8 A Stage 1 Road Safety Audit was undertaken in January 2020 as part of the OPPs to review the proposed Plot 1 site accesses and proposed works to the public highway outlined above. A copy of the Stage 1 Road Safety Audit and WSP Designer's Response is provided as Appendix A. The Stage 1 Road Safety Audit reviewed the proposals for the Plot 1 vehicle access and identified the following problems (with the WSP Designer's Response following each item):

- Problem 1: The eastbound bus stop on Bethnal Green Road is proposed to be relocated eastwards to accommodate the access to the service yard for the north-west section of the development. The proposed location for the bus stop is adjacent to an area fronting a garage used for deliveries, with the area flush with the carriageway. It is not clear from the drawings whether the access is remaining, but if so, bus passengers alighting or boarding in this location will be doing so from carriageway level. This could lead to bus passengers falling while boarding or alighting the bus in this location and is especially an issue for mobility impaired pedestrians, who will be unable to get on or off a bus here.

WSP Designer's Response: The dropped kerb on the north edge of Bethnal Green Road, along the front of no. 9 – 11, was previously used to provide a vehicle access. It is anticipated the vehicle crossover is no longer required, therefore can be removed and a footway reinstated as part of the proposed bus stop relocation. The recommendation to provide a kerb at least 100mm in height is accepted, subject to detailed design, and further discussion with the Boroughs and TfL.

- Problem 2: Bethnal Green Road is currently two lanes westbound and one lane eastbound, with the nearside westbound lane a bus lane. The eastbound bus stop is to be relocated from its current location as per Problem 1 and this will bring it closer to the westbound bus stop, which is to remain in its current location opposite Ebor Street. There is a gap in the centre line separating the eastbound and offside westbound lane, and either side of the gap the centre line does not line up. The eastbound lane is wide enough for vehicles to pass the bus stop at its western end, but after the gap at the eastern end of the bus stop, the bus stop takes up the whole width of the lane. This could lead to a lack of driver understanding over which direction the lane is for. An

eastbound driver may try and pass a stationary bus at the bus stop in this location as it is not clear the lane adjacent to the bus stop is for westbound traffic. This could lead to a head-on collision. A westbound driver will have to make a sudden change of direction here the centre line tapers. A head-on collision, or side swipes with cyclists / motorcyclists and other permitted vehicles using the bus lane may also occur.

WSP Designer's Response: The proposals will include a review of the current centre line alignment which would be clearly marked on the carriageway. It is anticipated traffic in the eastbound lane would need to wait behind any buses waiting in bus stop J before proceeding, in order to avoid driving in the opposing lane. It is expected eastbound vehicles would be unable to overtake a bus waiting in bus stop J due to vehicle queues in the westbound lane caused by the signals at the junction with the A10 Shoreditch High Street. It should be noted the proposals to relocate bus stop J further east would increase the area for vehicle eastbound queues to avoid the risk of vehicles queuing back to the junction with the A10 Shoreditch High Street.

- 5.4.9 The Stage 1 Road Safety Audit is still valid for the Plot 1 RMA and will require further discussion with TfL, the Boroughs and London Buses. The agreed highway works along Bethnal Green Road to accommodate the proposed Plot 1 vehicle access would form part of the s278 works agreement between the Applicant and the highway authorities.
- 5.4.10 It is assumed the service yard access would remain open during operational hours only, however would have gates to secure the service yard when the service yard is closed.

5.5 CYCLE PARKING

- 5.5.1 The Transport Assessment submitted as part of the OPPs stated cycle parking would be provided in accordance with the London Plan (then in draft) with adequate long-stay and short-stay cycle parking provided on-site.
- 5.5.2 The planning condition regarding cycle parking for the OPPs state '*Each Reserved Matters application shall include sufficient detail to demonstrate that a policy compliant level of cycle parking is provided, including detailed drawings, access and shower / changing facilities for non-residential uses*' (Planning condition 17 for LBTH and planning condition 18 for LBH).

LONG-STAY CYCLE PARKING

- 5.5.3 The long-stay cycle parking provision for the Plot 1 RMA is based on 56,131 sqm GEA of office use, including plant, ancillary and services, and a retail use floor area of 788 sqm GEA.
- 5.5.4 Table 5-2 shows the number of long-stay cycle parking spaces required in accordance with the London Plan minimum cycle parking standards. It should be noted, as set out in the Transport Assessment submitted as part of the OPPs, to estimate cycle parking for the retail uses, a split of 35% food; 35% non-food; and 30% A2-A5 has been applied.

Table 5-2 – Long-stay Cycle Parking Required in accordance with London Plan

Use	Long-stay spaces
Office (56,131 sqm GEA)	748 spaces
Retail (35% Food; 35% Non-Food; 30% A2-A5 for 788 sqm GEA)	4 spaces

- 5.5.5 The London Plan makes reference to the use of space for folding bicycles for long-stay cycle parking provision, stating: *‘The provision of space for folding bicycles is generally not an acceptable alternative to conventional cycle parking. An exception may be applied in office developments in the CAZ, where the location of rail termini lends itself to greater levels of folding bicycle use. This should only be applied for up to 10 per cent of long-stay spaces and where the full provision could not otherwise be provided’*. To assist in achieving the number of long-stay cycle parking spaces, the proposed Plot 1 layout does include the provision of lockers for folding bicycles.
- 5.5.6 The proposed long-stay cycle parking for the office use will be provided on Level 01, which would be accessed via two dedicated cycle lifts and a gullied stair. The two dedicated cycle lifts and a gullied stair would be accessed via a dedicated cycle access on Bethnal Green Road.
- 5.5.7 The long-stay office cycle parking will total 784 spaces and will include a mix of two-tiered cycle racks; standard Sheffield stands; enlarged Sheffield stands for non-standard cycles; and lockers for folding cycles. The breakdown of each type of long-stay cycle parking spaces is as follows:
- Two-tiered spaces - 626 spaces (80%)
 - Standard Sheffield stand spaces - 38 spaces (5%)
 - Enlarged Sheffield stand spaces for non-standard cycles - 42 spaces (5%)
 - Lockers for folding cycles - 78 spaces (10%)
- 5.5.8 Figure 5-1 shows the proposed long-stay cycle parking layout, with all long-stay cycle parking provided at Level 01.
- 5.5.9 The standard Sheffield stands are highlighted blue, and those highlighted green are enlarged Sheffield stand spaces for non-standard cycles.
- 5.5.10 The two lifts and stairs are shown in Figure 5-1 next to the enlarged Sheffield stand spaces for non-standard cycles.

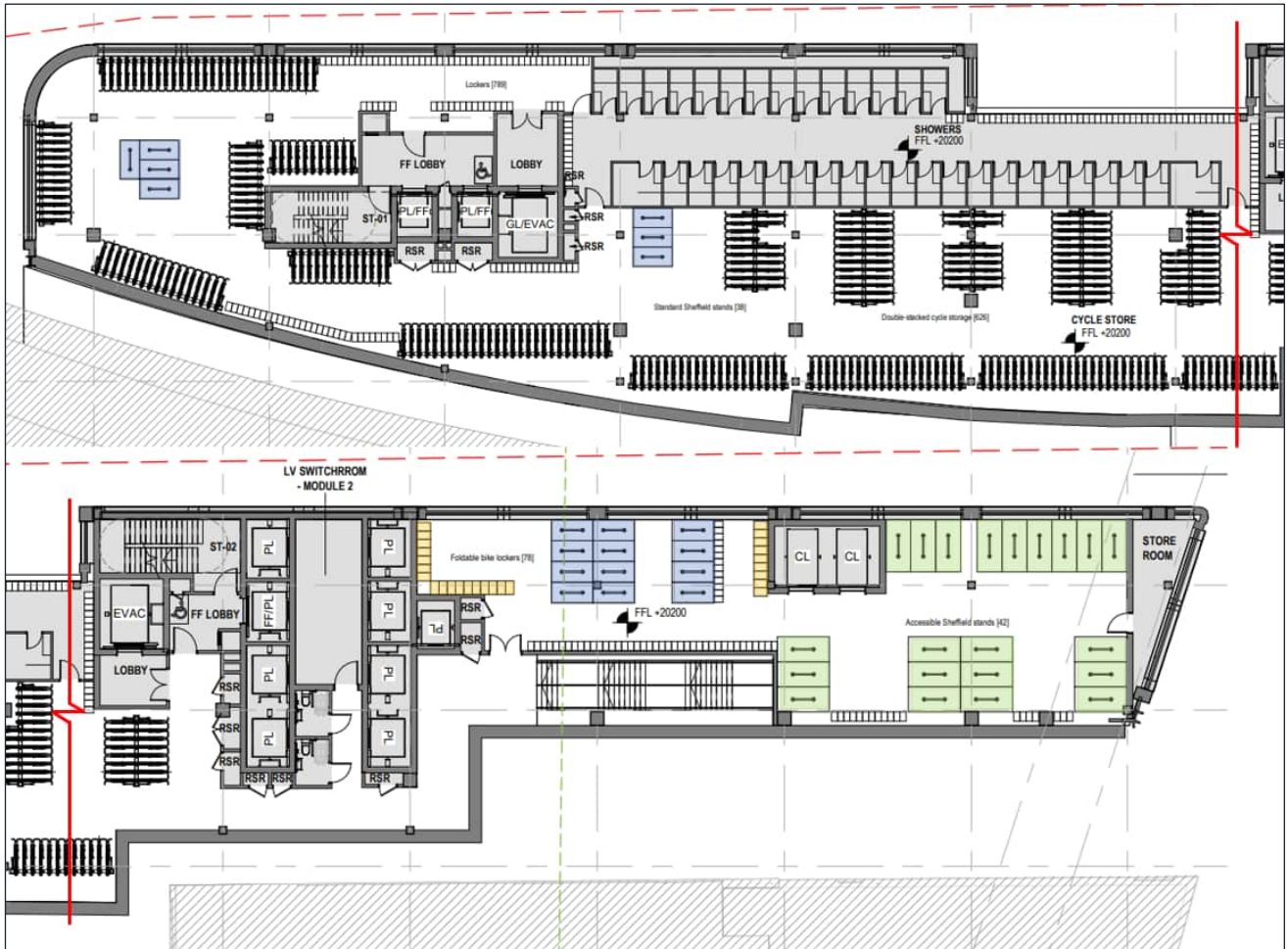


Figure 5-1 – Proposed long-stay cycle parking layout at Level 01

- 5.5.11 The proposed layout follows the best practice guidelines set out in LCDS.
- 5.5.12 With regard to the long-stay cycle spaces required for the proposed retail use, which would be approximately 4 spaces, it is proposed to provide these spaces within the main Cycle Hub(s) on the wider Bishopsgate Goodsyrd site, as retail staff are unlikely to have access to back-of-house areas within the Plot 1 building.

SHORT-STAY CYCLE PARKING

- 5.5.13 Table 5-3 shows the number of short-stay cycle parking spaces required in accordance with the London Plan minimum cycle parking standards. It should be noted, as set out in the Transport Assessment submitted as part of the OPPs, to estimate cycle parking for the retail uses, a split of 35% food; 35% non-food; and 30% A2-A5 has been applied.

Table 5-3 – Short-stay Cycle Parking Required in accordance with London Plan

Use	Short-stay spaces	Short-stay spaces (70% provision)
Office (56,131 sqm GEA)	20 spaces	14 spaces
Retail (35% Food; 35% Non-Food; 30% A2-A5 for 788 sqm GEA)	30 spaces	21 spaces

- 5.5.14 Further to pre-application discussions with TfL, LBH and LBTH for the OPPs, it was agreed to provide 70% of the minimum policy requirement to ensure the new pedestrian streets on-site would not be cluttered with visitor cycle parking. It was agreed that the use of the short-stay cycle parking would be monitored and if there is demand for additional short-stay cycle spaces these would be provided.
- 5.5.15 In the Transport Assessment for the OPPs, Table 9.2 set out the short-stay cycle parking required, applying the maximum quantum of development for each use. As the London Plan standards apply thresholds for the first 750 sqm of floor area for A1 food and the first 1,000 sqm for floor area for A1 non-food uses, the method did not account for the breakdown of retail units into smaller building footprints as part of each Plot RMA, i.e. when the A1-A5 uses are broken down into smaller units across the site for each Plot as part of the RMAs, the cumulative number of short-stay spaces would significantly increase.
- 5.5.16 Therefore, it is proposed to provide a total of 334 short-stay spaces across the wider Bishopsgate Goodsyrd site, as set out in Table 9.2 of the Transport Assessment submitted as part of the OPPs. The total number of short-stay cycle spaces, 334, would then be divided proportionally between the Plots and uses based on the proposed quantum of development.
- 5.5.17 Therefore, for Plot 1, the following short-stay cycle parking would be proposed:
- Office – 10 short-stay cycle spaces
 - Retail – 14 short-stay cycle spaces
- 5.5.18 Figure 5-2 shows the proposed ground floor layout surrounding the Plot 1 building, which includes approximately 62 short-stay cycle spaces.

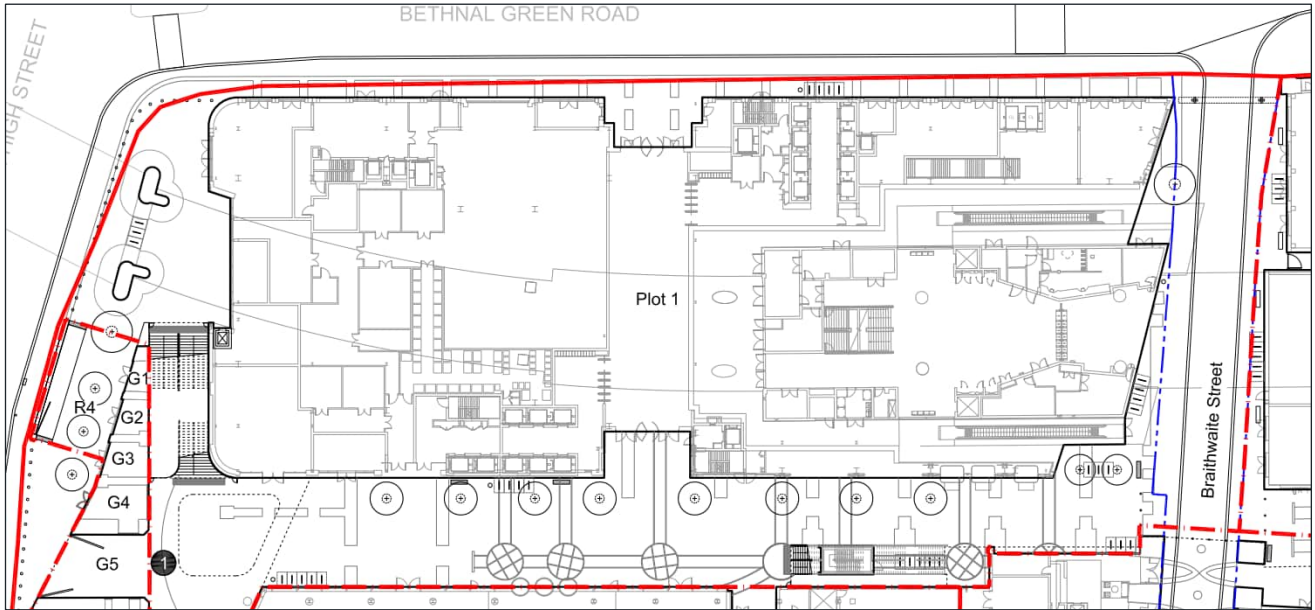


Figure 5-2 – Proposed Ground Floor Layout

5.5.19 The short-stay cycle spaces would be provided in the form of Sheffield stands, which are shown in the following locations:

- Bethnal Green Road – x4 Sheffield stands (8 spaces)
- Braithwaite Street - x4 Sheffield stands (8 spaces)
- Middle Road – x20 Sheffield stands (40 spaces)
- Shoreditch High Street – x3 Sheffield stands (6 spaces)

5.5.20 It should be noted, short-stay cycle parking would be a site wide proposal, therefore not all the proposed 62 spaces are assigned to the Plot 1 development proposals.

TFL CYCLE HIRE

5.5.21 With regard to TfL Cycle Hire, Schedule 7 in the S106 Agreement outlines the contributions owed and timing of these obligations. The First Cycle Docking Station Contribution is for the sum of £220,000 and is owed prior to the commencement of Plot 2. The Second Cycle Docking Station Contribution is for the sum of £220,000 and is owed prior to the commencement of Plot 3. The location of the TfL Cycle Hire docking station is still to be confirmed.

5.6 DELIVERY & SERVICING

SERVICE YARD

5.6.1 The proposals include a service yard at ground floor level, accessed via Bethnal Green Road, as set out in the OPPs.

5.6.2 The proposed service yard layout is approximately 18m in width (east-west) and 24m in depth (north-south), providing five loading bays (1 x 11m long loading bay; 2 x 8m long loading bays; 2 x 6m long loading bays). The service yard access width is shown as 9m wall-to-wall.

- 5.6.3 The clear height for vehicles underneath the London Overground Line was planned to be 4.5m, which would have been achieved by lowering the level of the service yard floor, however this is no longer feasible, therefore the maximum clear height for vehicles underneath the London Overground Line would be 4.2m. A clear height of 4.2m for delivery and servicing vehicles, including waste collection vehicles, is regarded as adequate.
- 5.6.4 Figure 5-3 shows the proposed service yard layout which would allow vehicles to enter and exit the site in a forward gear.

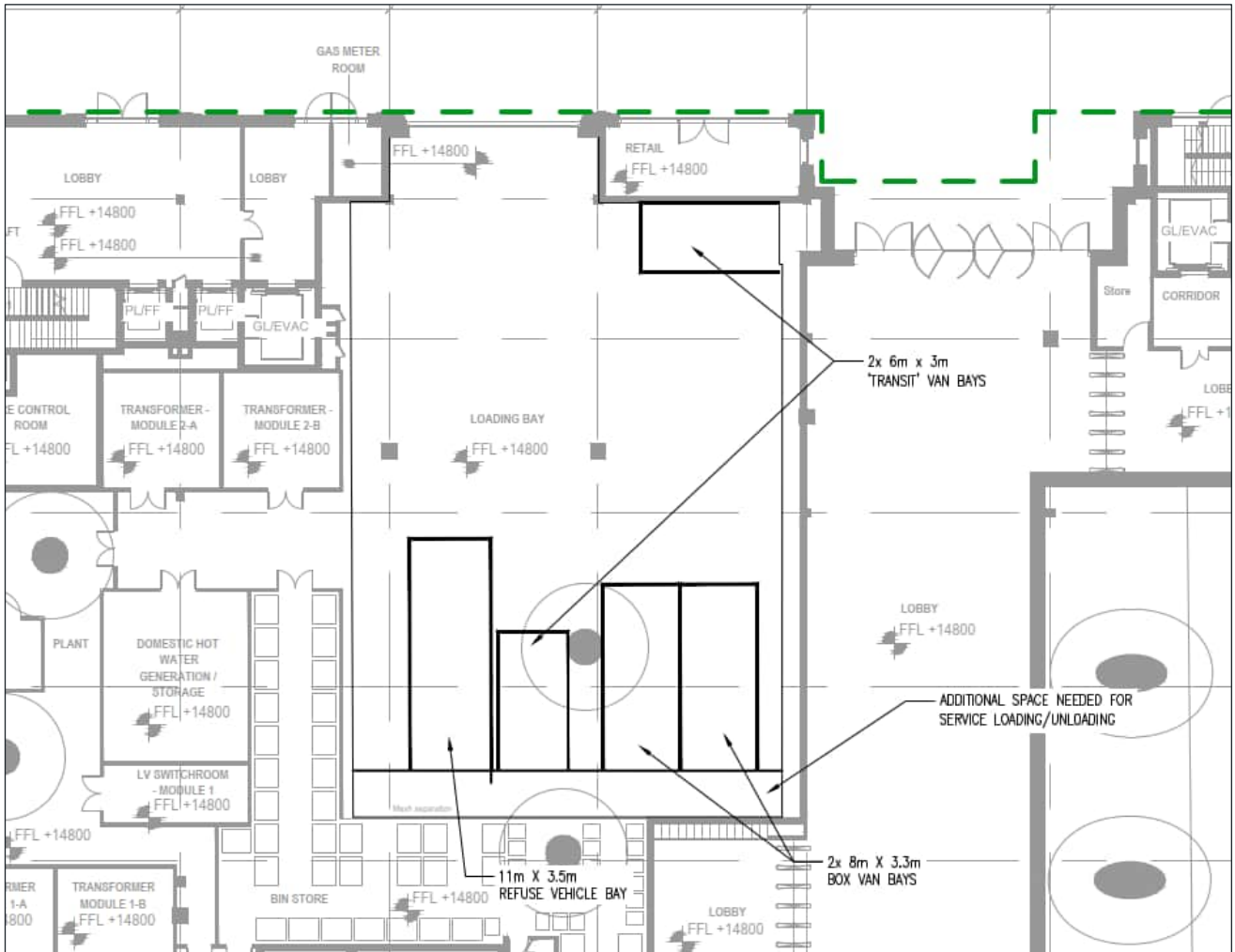


Figure 5-3 – Proposed Plot 1 Service Yard Layout

- 5.6.5 The plans showing swept path assessments of delivery vehicles accessing the service yard are provided as Appendix B.
- 5.6.6 As part of the OPPs, the Section 106 Agreement included a Site-Wide Delivery and Servicing Strategy, set out in Schedule 10. The 'Site-Wide Delivery and Servicing Strategy' (DSS) is defined as a package of best practice measures to be adopted by the owner for the management of the deliveries and servicing. The objectives of the Site-Wide Delivery and Servicing Strategy will be to ensure a delivery vehicle trip cap shall not be exceeded, and that a trip reduction target is achieved.
- 5.6.7 The trip cap for Plot 1 is set at 126 two-way trips a day in the Section 106 Agreement, with an additional trip reduction target for a future year.

5.6.8 The proposed layout would accommodate cargo bikes which would use the smaller transit bay in the north-east corner of the service yard, if required.

WASTE STORAGE

5.6.9 The options for waste storage have been reviewed which concluded the only option is for waste storage in bins. With the clear height restriction under 5m, it would not be feasible to store and collect waste in portable compactors.

5.6.10 Waste will be stored in a dedicated waste storage area at Ground Floor level next to the service yard. The waste would be stored and collected uncompacted.

5.6.11 The waste storage area has been designed to accommodate the number of bins required for a daily collection, and Figure 5-3 show the proposed location of the store, highlighted in green.

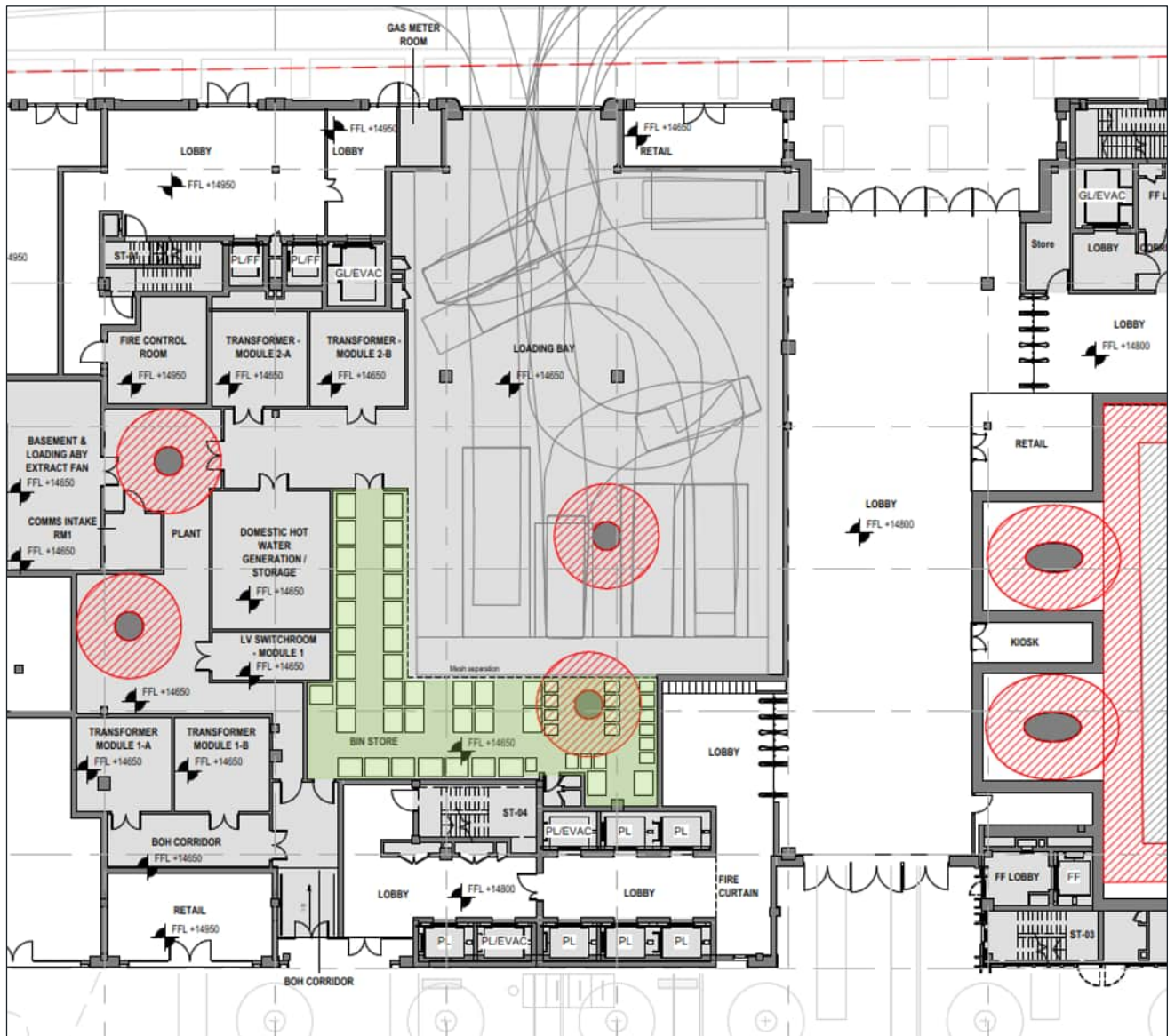


Figure 5-4 – Waste Store Room at Ground Floor Level south of the Service Yard

WASTE COLLECTION

- 5.6.12 Waste will be collected from within the Plot 1 service yard by a private waste contractor. The office waste will be collected daily. The clear height restriction for waste collection vehicles will be approximately 4.2m.

5.7 FIRE TENDER ACCESS

- 5.7.1 The fire tender access plan submitted as part of the OPPs showed the main routes through the site along the proposed new Middle Road, providing an east-west route; and along Braithwaite Street, via the Plot 2 and 8 service yard, to provide a north-south route through the site.
- 5.7.2 The only significant change to these proposals would be to now route fire tender vehicles along the full length of Braithwaite Street, underneath the brick arches, instead of routing fire tender vehicles through the Plot 2 and 8 service yard. The revised proposals are regarded as an improved route, however the vehicle access control arrangement on Braithwaite Street, public highway maintained by LBTH, will need to be considered as Braithwaite Street is a no through route.
- 5.7.3 With regard to fire tender access across the site, the location of wet / dry risers is to be confirmed for some of the buildings, however fire tenders will have access to all sides of the Plot 1 building, including Bethnal Green Road; Braithwaite Street; the proposed new Middle Road; and Shoreditch High Street.
- 5.7.4 The fire tender will be able to access Plot 1 from Middle Road, via either Quaker Street; Brick Lane; or Bethnal Green Road.
- 5.7.5 It should be noted there is no fire tender access proposed on London Road.
- 5.7.6 The fire tender swept path assessment plan is provided as Appendix C.

5.8 PUBLIC HIGHWAY

- 5.8.1 The proposed Plot 1 building would not oversail or undersail the public highway at any point around the perimeter of the Plot 1 site.
- 5.8.2 However, the proposed development does include a gateway signage structure over Braithwaite Street, as shown in Figure 5-5.

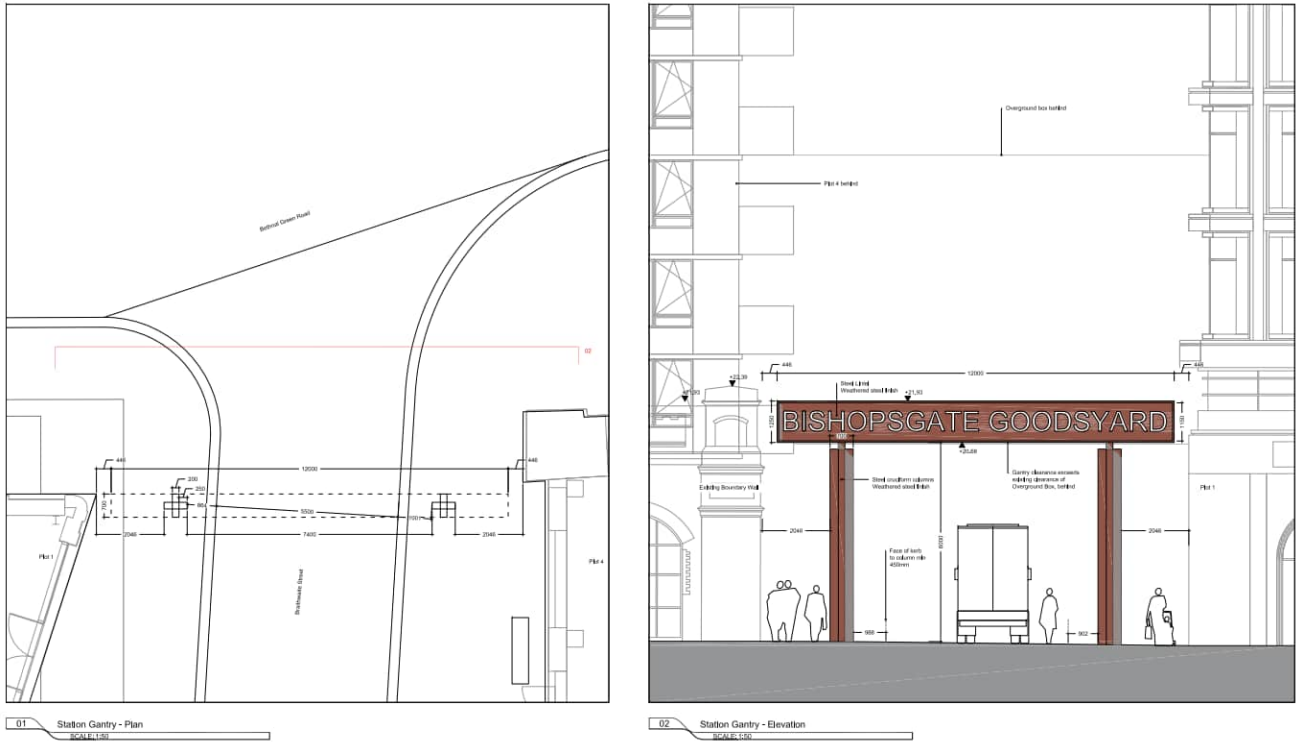


Figure 5-5 – Proposed Signage Structure over Braithwaite Street

- 5.8.3 The proposed signage structure would be approximately 6m above the carriageway and footway, therefore would not restrict vehicle access along Braithwaite Street.
- 5.8.4 It should be noted the existing LO line, which currently traverses Braithwaite Street, is less than 6m above the Braithwaite Street carriageway and footway.

6 ACTIVE TRAVEL ZONE

6.1 INTRODUCTION

6.1.1 The Active Travel Zone (ATZ) assessment is a qualitative analysis of the cycle and walking network surrounding the proposed development, the methodology has been developed by TfL to support the Healthy Streets approach and Vision Zero. The ATZ assessment is carried out to assist the understanding of the proposed development potential to contribute to promoting sustainable travel.

6.1.2 The ATZ assessment comprises a site visit during which Point of View (PoV) photo records of the key routes are taken at circa 150m intervals. The photographic survey of the routes is then benchmarked against Healthy Streets indicators 3-10 as follows:

- Easy to cross
- People feel safe
- Things to see and do
- Places to stop and rest
- People feel relaxed
- Not too noisy
- Clean air
- Shade and shelter

6.1.3 The ATZ is defined as the area that stretches around the proposed development encompassing a zone within a 20-minute cycle journey. The ATZ for the proposed development is illustrated in Figure 6-1.

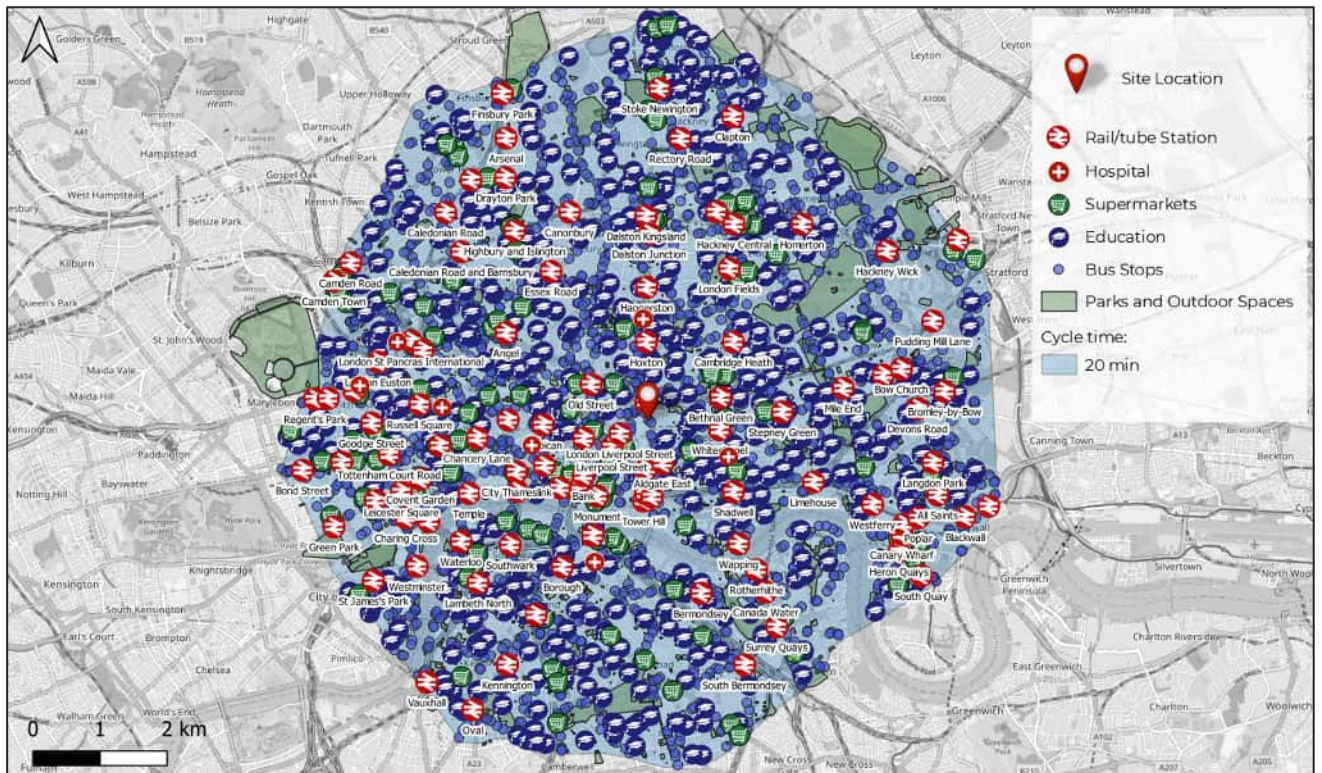


Figure 6-1 - Active Travel Zone

- 6.1.4 It is understood TfL and the GLA have recently been working on improvements to the ATZ methodology that would focus on inclusive spaces and gender differences in the use of space. Therefore, TfL has requested the ATZ assessment place more of an emphasis on personal safety, groups within communities, and 24/7 access to areas. TfL has suggested a nighttime survey as a means to help cover some of these items. It is understood the ATZ methodology may be updated in the future to reflect these wider issues.
- 6.1.5 The ATZ undertaken was during the daytime largely due to the time of year which the assessment was undertaken. With regard to addressing inclusive spaces and safety, the development proposals will inherently activate the site through the proposed mixed uses across the wider Bishopsgate Goodsyrd site and will significantly improve the site and area in terms of usability and reducing people being inconvenienced. The proposed development includes new routes through the site which have been developed with the GLA, the Boroughs, and relevant design groups with regard to safety. In addition, the proposed wider Bishopsgate Goodsyrd development will enhance existing routes on the perimeter of the site including Bethnal Green Road, Sclater Street, Brick Lane, Quaker Street and Shoreditch High Street.

6.2 MOST IMPORTANT DESTINATIONS

Neighbourhood Scale

- 6.2.1 It is acknowledged in the TfL guidance that the ATZ extends for a distance equivalent to 20 minutes cycling from the site. Within London, however, most people will rely on a smaller area for access to key destinations by active travel, often as a secondary 'first mile / last mile' mode of transport to reach their primary public transport mode (e.g. bus or rail service).
- 6.2.2 The BREEAM 2016 standard recognises the proximity of amenities as an index of sustainability and the amenities benchmark distance is 500m to 1,000m depending on the type of development. Another indication of the ATZ neighbourhood extent in London could be the willingness to walk to a public transport station which according to TfL is 960m or up to 12 minutes walking. A similar approach could be taken for cycling (e.g. 10 minutes cycling).
- 6.2.3 Nevertheless, the extent of each ATZ neighbourhood varies depending on the context (central, suburban, etc.), the proposed land uses and the density of amenities. The TfL guidance refers to this area as the ATZ 'neighbourhood' area.
- 6.2.4 Within this neighbourhood area the key destinations should include transport hubs and facilities, town centres and amenities and access to a cycle network.

Key destinations within the ATZ

- 6.2.5 The key destinations have been prioritised, as shown in Table 6-1, based on the expected main users of the site and their most common journeys.

Table 6-1 – Key Destinations

Destination Type	Destination	Priority	Included in ATZ
Public transport stops (bus stops)	Shoreditch High Street, Commercial/Worship Street	High	Yes
Public transport stations	Shoreditch High Street, Old Street, Liverpool Street	High	Yes
Current and future strategic cycle network	Cycleway 1, Cycleway 13	High	Yes
Parks	Weaver's Fields	High	Yes
Supermarkets	Tesco Express (Shoreditch High Street)	High	Yes

6.2.6 The proposed ATZ routes for the assessment at a neighbourhood scale is therefore shown in **Figure 6-2**.

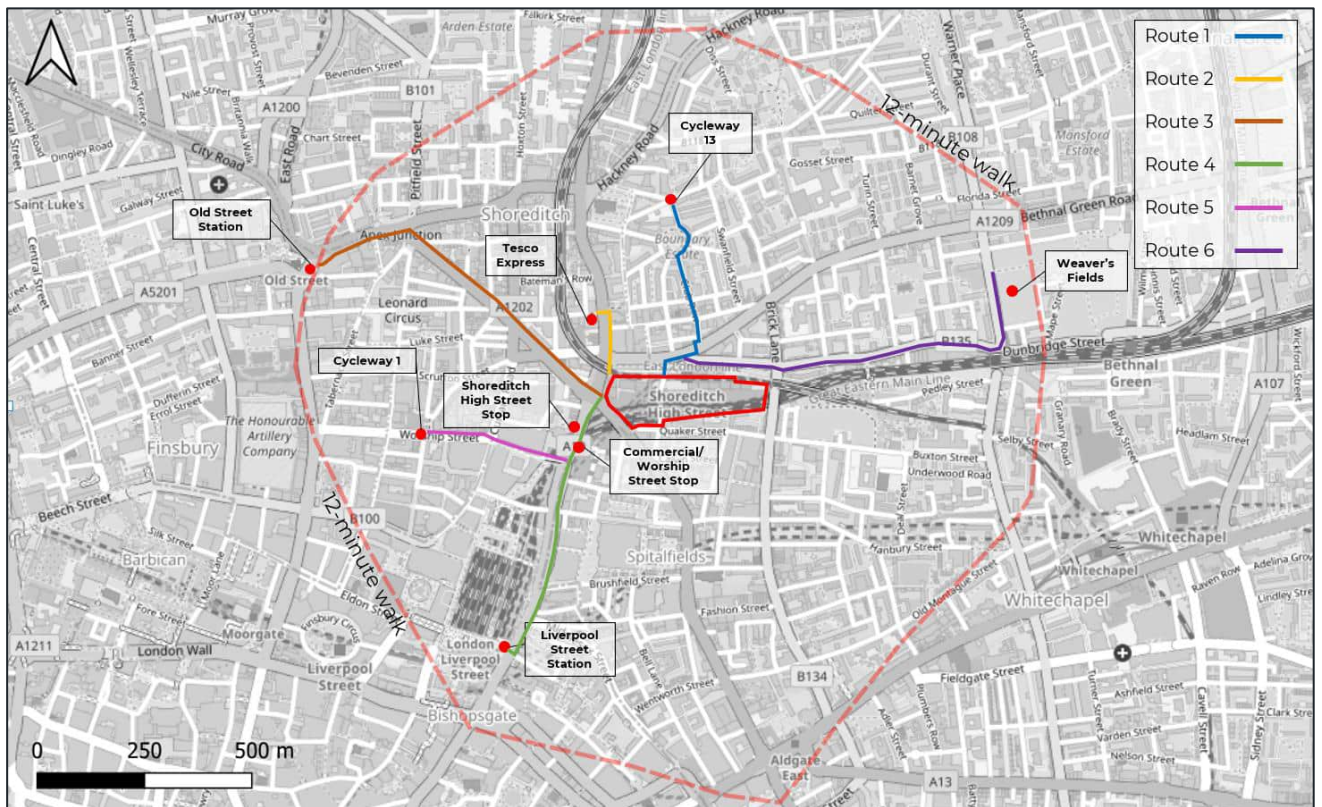


Figure 6-2 - ATZ Key Destinations and Routes

6.3 VISION ZERO SAFETY REVIEW

6.3.1 To understand local impacts of these journeys on travel safety, Personal Injury Accident (PIA) data will be obtained from TfL for the latest five year-year period, between and including 2018 and 2022. As part of the next stage of the ATZ assessment, the ATZ will be remapped at a more local scale which focuses on travel safety. This assessment focuses on the immediate area surrounding the application site. Figure 6-3 shows the location of the PIAs.

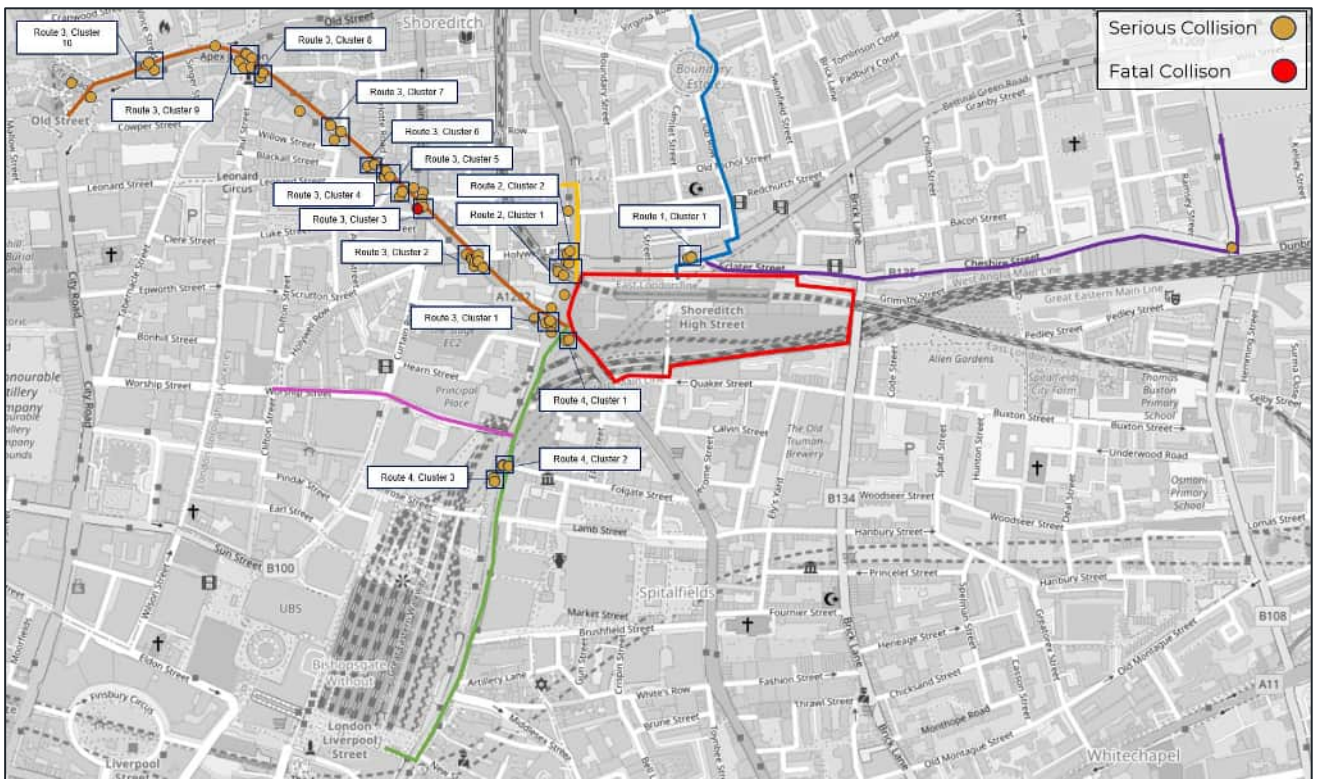


Figure 6-3 – Location of Personal Injury Accidents

6.3.1 As illustrated, the PIA analysis demonstrates some clusters of accidents within the study area. This assessment will focus on the serious collision clusters on Route 1, 2, 3 and 4.

Route 1 – Serious Collision Cluster 1

6.3.2 Two serious collisions occurred on Route 1 on Bethnal Green Road, near the junction with Chance Street. The collision on 10/08/2019 occurred when a vehicle travelling eastbound on Bethnal Green Road was turning left into Chance Street collided with a cyclist also travelling eastbound, hitting the rear of the bicycle with the right side of the cars bumper. The collision on 06/08/2022 occurred when a car collided with a pedestrian. No further details of how the collision occurred are known.

6.3.3 From assessing the collisions, where accident information is available, collisions occurred due to pedestrian/driver error rather than defects with the local highway network.

Route 2 – Serious Collision Cluster 1

6.3.4 Four serious collisions occurred on Route 2 on Shoreditch High Street, near the junction with Bethnal Green Road. The collision on 17/08/2022 occurred when a car collided with a cyclist. The collision on 23/02/2021 occurred when a car collided with a cyclist. The collision on 16/06/2022 occurred when a car collided with a cyclist. The collision on 12/09/2022 occurred when a car collided with a cyclist. No further details of how the collisions occurred are known. No further details of how the collisions occurred are known.

Route 2 – Serious Collision Cluster 2

6.3.5 Two serious collisions occurred on Route 2 on or near the junction between Shoreditch High Street and Holywell Lane. The collision on 01/09/2018 occurred when a vehicle travelling eastbound on Holywell Lane, progressed up the street to the ATS, which displayed a green light. When passing this, a cyclist collided with the driver side door of the vehicle, causing the cyclist to fall off the bicycle. The collision on 04/01/2021 occurred when a goods vehicle (over 3.5 tonnes and under 7.5 tonnes) collided with a cyclist. No further details of how the collisions occurred are known.

Route 2 Assessment Note

6.3.6 From assessing the collisions, where accident information is available, collisions occurred due to pedestrian/driver error rather than defects with the local highway network.

Route 3 – Serious Collision Cluster 1

6.3.7 Three serious collisions occurred on Route 3 on or near the junction between Shoreditch High Street and Great Eastern Street. The collision on 27/10/2019 occurred when a vehicle travelling northbound turned left at the junction and collided with a cyclist. The collision on 18/02/2019 occurred when vehicle 1 was travelling southbound and stopped, indicating right to turn into Great Eastern Street. Vehicle 2 (motorcycle) overtook a vehicle in the northbound carriageway. As vehicle 1 turned into Great Eastern Street, it collided head-on with vehicle 2 and the rider was thrown from the vehicle. The collision on 30/06/2018 occurred when vehicle was travelling southbound on Shoreditch High Street and approached the green light. The driver heard a siren and slowed for the junction. A pedestrian went to cross at the crossing, walking from east to west and the vehicle collided with the pedestrian.

Route 3 – Serious Collision Cluster 2

6.3.8 Eight serious collisions occurred on Route 3 on Great Eastern Street, near the junction with Holywell Lane. The collision on 25/01/2022 occurred when a pedestrian and vehicle collided. No further details of how the collision occurred are known. The collision on 05/07/2022 occurred when a motorcycle and pedestrian collided. No further details of how the collision occurred are known. The collision on 05/04/2019 occurred when a vehicle driving south-east to north-west on Great Eastern Street continued to progress past the green light and collided with a pedestrian that was crossing. The collision on 14/09/2018 occurred when a vehicle travelling south-east on Great Eastern Street approached the green light. A pedestrian stepped out into the carriageway, looking southeast and the vehicle collided with the pedestrian. The collision on 24/04/2023 occurred when a car, motorcycle and pedestrian collided, seriously injuring the pedestrian. No further details of how the collision occurred are known. The collision on 25/11/2023 occurred when a car and pedestrian collided. No further details of how the collision occurred are known. 06/03/2022 occurred when a vehicle and pedestrian collided.

No further details of how the collision occurred are known. The collision on 08/12/2020 occurred when a car and pedestrian collided. No further details of how the collision occurred are known.

Route 3 – Serious and Fatal Collision Cluster 3

- 6.3.9 Two serious and one fatal collision occurred on Route 3 on Great Eastern Street near the junction with Curtain Road. The fatal collision on 04/02/2022 occurred when a bus/coach collided with a pedestrian. The collision on 04/12/2022 occurred when a private hire vehicle collided with a pedestrian. No further details of how the collisions occurred are known. The collision on 09/02/2019 occurred when a vehicle travelling south-eastbound on Great Eastern Street, observing the green light, when a pedestrian ran out into the carriageway and collided with the vehicle.

Route 3 – Serious Collision Cluster 4

- 6.3.10 Two serious collisions occurred on Route 3 on Great Eastern Street northwest of the junction with Curtain Road. The collision on 08/10/2021 occurred when a van/goods vehicle (under 3.5t) collided with a cyclist. The collision on 13/11/2021 occurred when a car collided with a pedestrian. No further details of how the collisions occurred are known.

Route 3 – Serious Collision Cluster 5

- 6.3.11 Four serious collisions occurred on Route 3 on Great Eastern Street near the junction with Leonard Street. The collision on 20/05/2018 occurred when vehicle 1 and vehicle 2 were travelling north-west. Due to traffic, vehicle 3, travelling in the opposite direction, performed a 'U' turn. Vehicle 1 stopped in time but obscured the vision of vehicle 2, which collided with vehicle 1. The collision on 15/12/2021 occurred when a goods vehicle and cyclist collided. The collision on 11/09/2021 occurred when a car and cyclist collided. The collision 14/08/2022 occurred when a car and cyclist collided. No further details of how the collisions occurred are known.

Route 3 – Serious Collision Cluster 6

- 6.3.12 Two serious collisions occurred on Route 3 on Great Eastern Street near the junction with Charlotte Road. The collision on 31/05/2021 occurred when two cars and a cyclist collided. The collision on 17/07/2020 occurred when a car and cyclist collided. No further details of how the collisions occurred are known.

Route 3 – Serious Collision Cluster 7

- 6.3.13 Three serious collisions occurred on Route 3 on Great Eastern Street near the junction with Garden Walk. The collision on 24/07/2021 occurred when cyclist and private hire vehicle collided. No further details of how the collisions occurred are known. The collision on 12/07/2018 occurred when a vehicle collided with a pedestrian, who ran from the driver's offside across four lanes of traffic. The driver's view was obscured by a vehicle in another lane, who braked to avoid the pedestrian. The collision on 05/06/2021 occurred when a car and motorcycle collided. No further details of how the collisions occurred are known.

Route 3 – Serious Collision Cluster 8

- 6.3.14 Two serious collisions occurred on Route 3 on Great Eastern Street approximate 50m east of the junction with Old Street. The collision on 07/03/2021 occurred when a car, private hire vehicle and

pedestrian collided. The collision on 07/12/2021 occurred when a car and motorcycle collided. No further details of how the collisions occurred are known.

Route 3 – Serious Collision Cluster 9

- 6.3.15 Five serious collisions occurred on Route 3 on near the junction between Old Street and Great Eastern Street. The collision on 15/02/2019 occurred when a driver on Great Eastern Street progressed past the green light onto Old Street. A cyclist approaching from Pitfield street continued despite a red light and collided with the driver side window. The collision on 31/01/2020 occurred when a vehicle and cyclist collided. No further details of how the collisions occurred are known. The collision on 10/11/2021 occurred when a cyclist and private hire vehicle collided. No further details of how the collision occurred are known. The collision on 31/08/2019 occurred when a car travelling north-westbound on Great Eastern Steet collided with a pedestrian who had ran out into the road. The collision on 06/05/2021 occurred when a car and cyclist collided. No further details of how the collision occurred are known.

Route 3 – Serious Collision Cluster 10

Four serious collisions occurred on Route 3 on Old Street near the junction with Vince Street. The collision on 26/01/2023 occurred when a bus/coach and pedestrian collided. No further details of how the collision occurred are known. The collision on 16/10/2022 occurred when a car and motorcycle collided. No further details of how the collision occurred are known. The collision on 12/10/2019 occurred when a pedestrian crossed, noticing the light for traffic were still red. When crossing, a refuse vehicle collided with the pedestrian, who had assumed the refuse vehicle would stop. The collision on 29/10/2021 occurred when a goods vehicle (over 3.5t and under 7.5t) collided with a pedestrian. No further details of how the collision occurred are known.

Route 3 Assessment Note

- 6.3.16 From assessing the collisions, where accident information is available, collisions occurred due to pedestrian/driver error rather than defects with the local highway network. It is deemed that adequate and appropriate crossings are present on the route.

Route 4 – Serious Collision Cluster 1

- 6.3.17 Two serious collisions occurred on Route 4 near the junction between Shoreditch High Street and Commercial Street. The collision on 01/08/2020 occurred when two cars and a pedestrian collided. No further details of how the collision occurred are known. The collision on 04/06/2019 occurred when a vehicle travelling southbound on Shoreditch High Street entered the slip road to turn left into Commercial Street when a pedestrian walked out into the carriageway and collided with the nearside wing mirror of the vehicle.

Route 4 – Serious Collision Cluster 2

- 6.3.18 Three serious collisions occurred on Route 4 on Norton Folgate at or near the junction with Folgate Street. The collision on 01/06/2021 occurred when a bus/coach and cyclist collided. The collision on 10/02/2022 occurred when a motorcycle and private hire car collided. No further details of how the collision occurred are known. The collision on 22/02/2019 occurred when a vehicle travelling southbound turned left into Folgate Street and in doing so, the cyclist that was travelling on the nearside of the vehicle collided with the passenger door as it turned.

Route 4 – Serious Collision Cluster 3

- 6.3.19 Two serious collisions occurred on Route 4 on Norton Folgate. The collision on 03/02/2022 occurred when a bus/coach and a cyclist collided. The collision on 04/08/2021 occurred when a car and cyclist collided. No further details of how the collisions occurred are known.

Route 2 Assessment Note

- 6.3.20 From assessing the collisions, where accident information is available, collisions occurred due to pedestrian/driver error rather than defects with the local highway network. It is deemed that adequate and appropriate crossings are present on the route.

6.4 MOST IMPORTANT JOURNEYS ASSESSMENT

- 6.4.1 As part of the Active Travel Zones assessment, on-site studies are taken for the route to each key active travel destination. These routes, as illustrated in **Figure 6-2** are as follows:

- Route 1: Towards Cycleway 13 via Bethnal Green Road, Club Row and Arnold Circus.
- Route 2: Towards Tesco Express via A10.
- Route 3: Towards Old Street Station via Great Eastern Street and Old Street.
- Route 4: Towards Shoreditch High Street Stop, Commercial/Worship Street Stop and Liverpool Street Station via A10.
- Route 5: Towards Cycleway 1 via Principal Place and Worship Street.
- Route 6: Towards Weavers Fields via Sclater Street, Cheshire Street and Vallance Road.

- 6.4.2 As outlined, point of view photographs have been taken every 150m along each route and related back to each of the Healthy Streets indicators. The pictures were taken on 31/08/2023 between 9:00 and 11:00 and included at Appendix D.

- 6.4.3 Characteristics of healthy and active neighbourhoods, such as green spaces, permeable neighbourhoods, public transport and cycle routes, have been identified surrounding the site, as shown in Figure 6-4.

- 6.4.4 Accessible and high-quality public transport, well-connected streets and green spaces for people to exercise in encourages the uptake of more sustainable modes of travel. The site benefits from a variety of public transport services within walking distance, with Liverpool Street Station approximately a 9 minute walk away, Old Street Station a 12 minute walk away, and bus stops located within less than a two minute walk. It also benefits from a variety of green spaces for users to exercise in, with Weaver's Fields accessible in less than 8-minute walk.

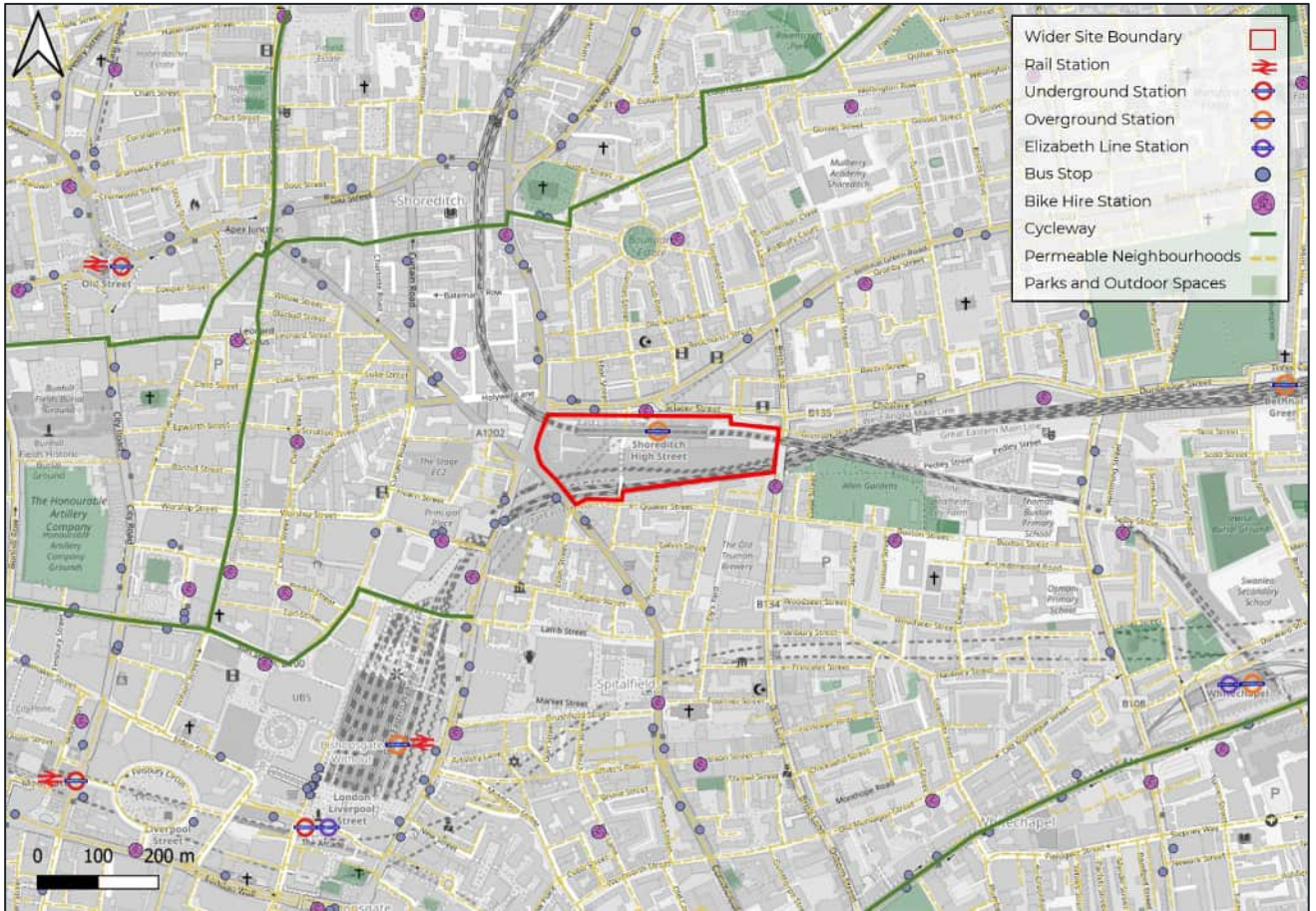


Figure 6-4 – Characteristics of healthy and active neighbourhoods

ATZ ROUTE 1

6.4.5 Figure 6-2 shows the route towards Cycleway 13 via Bethnal Green Road, Club Row and Arnold Circus which is a 450m journey equivalent to a 6-minute walk or a two-minute cycle. The journey is reviewed against each Healthy Streets indicator as shown by Table 6-2.

Table 6-2 – Healthy Streets Analysis of Route 1 towards Cycleway 13 via Bethnal Green Road, Club Row and Arnold Circus

Healthy Streets Indicator	Observations	Areas for Improvement
Clean Air	Well-established trees line the route and provide filtration of the air.	Traffic reductions - this is likely to be achieved through initiatives in the Mayors Transport Strategy to reduce reliance on private vehicles.
People feel safe	The route is generally well overlooked, with building frontages offering natural surveillance and artificial surveillance in the form of CCTV in places.	No area for improvement.

Healthy Streets Indicator	Observations	Areas for Improvement
Not too noisy	The road is pleasant, with low levels of traffic and speed humps slow traffic.	No area for improvement
Easy to cross	Crossings are located on desire lines, for example, from Bethnal Green Road to Club Row. Crossings are appropriate to the nature of the road, with signalised crossings on busy sections and dropped curbs elsewhere.	No area for improvement.
Places to stop and rest	The route benefits from external seating at cafes and benches in Arnold Circus.	No area for improvement.
Shade and shelter	Shade and shelter are offered by buildings themselves, which line mostly both sides of the road, and well-established trees.	No area for improvement.
People feel relaxed	The route is pleasant and well-lined with vegetation. In places pavements are cracked and undulating.	In places, general pavement maintenance is needed, with loose paving slabs and undulating surfaces posing potential risks, particularly to mobility impaired users.
Things to see and do	The route passes vibrant cafes and a park.	No area for improvement.

ATZ ROUTE 2

6.4.6 Figure 6-2 shows the route towards Tesco Express via A10 which is a 150m journey equivalent to a two-minute walk or a one-minute cycle. The journey is reviewed against each Healthy Streets indicator as shown by Table 6-3.

Table 6-3 – Healthy Streets Analysis of Route 2 towards Tesco Express via A10

Healthy Streets Indicator	Observations	Areas for Improvement
Clean Air	Traffic levels are high, but it is appreciated that the site is adjacent to a key junction and road.	Traffic reductions - this is likely to be achieved through initiatives in the Mayors Transport Strategy to reduce reliance on private vehicles.
People feel safe	The route has some secluded areas that may cause feelings of unsafety, for example, under the East London Line. However, the route is well-lit and benefits from natural surveillance from building	No area for improvement.

Healthy Streets Indicator	Observations	Areas for Improvement
	frontage, as well as some artificial surveillance. It is also appreciated that the route is short, and trips are likely to be undertaken in the day during the lunchtime peak.	
Not too noisy	Given the route passes along a busy key road, as well as under rail lines, traffic is noisy. However, the level of noise is deemed appropriate for the nature of the route. Bus, taxi and cyclist only lane offer some separation from traffic along sections of the route.	Traffic reductions - this is likely to be achieved through initiatives in the Mayors Transport Strategy to reduce reliance on private vehicles.
Easy to cross	Crossings are frequent and are located on desire lines, including at the entrance to Tesco.	No area for improvement.
Places to stop and rest	The route is short in nature and benefits from seating at sheltered bus stops.	No area for improvement.
Shade and shelter	Shade and shelter are offered by tall buildings themselves, which line mostly both sides of the road.	No area for improvement.
People feel relaxed	In general, the route is acceptable, passing shops and eateries. Cyclists benefit from a bus, taxi and cyclist only lane for much of the route.	No area for improvement
Things to see and do	The route is lined with numerous shops, restaurants and cafes.	No area for improvement.

ATZ ROUTE 3

6.4.7 Figure 6-2 shows the route towards Old Street Station via Great Eastern Street and Old Street which is a 1km journey equivalent to a 12-minute walk or a four-minute cycle. The journey is reviewed against each Healthy Streets indicator as shown by Table 6-4.

Table 6-4 – Healthy Streets Analysis of Route 3 towards Old Street Station via Great Eastern Street and Old Street

Healthy Streets Indicator	Observations	Areas for Improvement
Clean Air	The route has high levels of traffic, particularly surrounding Old Street Station. There is some planting, for example some well-established trees at the junction	Traffic reductions - this is likely to be achieved through initiatives in the Mayors Transport Strategy to reduce reliance on private vehicles. There is potential for further planting where pavement

Healthy Streets Indicator	Observations	Areas for Improvement
	between Old Street and great Eastern Street.	width allows, particularly on approach to Old Street Station.
People feel safe	In general, the route is overlooked and lit. The route has some secluded areas that may cause feelings of unease.	The route could benefit from additional artificial surveillance in places to increase feelings of safety and deter crime
Not too noisy	The route passes along a busy key road traffic is noisy, particularly around Old Street Station. However, the level of noise is deemed appropriate for the nature of the route.	Traffic reductions - this is likely to be achieved through initiatives in the Mayors Transport Strategy to reduce reliance on private vehicles.
Easy to cross	Crossings are frequent and appropriate to the nature of the road, with signalised crossings on key desire lines	No area for improvement.
Places to stop and rest	The route benefits from benches, sheltered bus stops and informal low walls.	No area for improvement.
Shade and shelter	Shade and shelter are offered by tall buildings themselves, which line mostly both sides of the road, and well-established trees in places.	No area for improvement.
People feel relaxed	Pavements are generally wide and well-maintained. Cyclists benefit from segregated lanes in places and separate crossing facilities, for example, at the junction between Old Street and Great Eastern Street	No area for improvement
Things to see and do	The route is lined with numerous shops, eateries and bars.	No area for improvement.

ATZ ROUTE 4

6.4.8 Figure 6-2 shows the route towards Shoreditch High Street bus stops, Commercial/Worship Street bus stops and Liverpool Street station via A10 which is a 750m journey equivalent to a nine-minute walk or a three-minute cycle. The journey is reviewed against each Healthy Streets indicator as shown by Table 6-5.

Table 6-5 – Healthy Streets Analysis of Route 4 towards Shoreditch High Street Stop, Commercial/Worship Street Stop and Liverpool Street Station via A10

Healthy Streets Indicator	Observations	Areas for Improvement
Clean Air	Well-established trees are present in places route and act as a green screen. The route is busy but it is noted there are traffic restrictions that limit private car use.	Traffic reductions - this is likely to be achieved through initiatives in the Mayors Transport Strategy to reduce reliance on private vehicles.
People feel safe	The route is well overlooked, with building frontages offering natural surveillance and artificial surveillance in the form of CCTV in places.	No area for improvement.
Not too noisy	Traffic is noisy in places but the level of noise is deemed appropriate to the nature of the road.	Traffic reductions - this is likely to be achieved through initiatives in the Mayors Transport Strategy to reduce reliance on private vehicles.
Easy to cross	Crossings are frequent and are located on desire lines, for example, at the entrance to Liverpool Street Station. Crossings are appropriate to the nature of the road, with signalised crossings on busy sections and formal pedestrian priority crossings. In addition to this, the central reservation acts as a refuge island for those crossing elsewhere.	No area for improvement.
Places to stop and rest	The route benefits from sheltered bus stops and informal low walls.	No area for improvement.
Shade and shelter	Shade and shelter are offered by buildings themselves, which line both sides of the road, and well-established trees.	No area for improvement.
People feel relaxed	The route is pleasant with wide, well-maintained pavements. Cyclists benefit from traffic restrictions to private vehicles.	No area for improvement.
Things to see and do	The route is lined with numerous shops, restaurants and pubs.	No area for improvement.

ATZ ROUTE 5

6.4.9 Figure 6-2 shows the route towards Cycleway 1 via Principal Place and Worship Street which is a 450m journey equivalent to a six-minute walk or a two-minute cycle. The journey is reviewed against each Healthy Streets indicator as shown by Table 6-6.

Table 6-6 – Healthy Streets Analysis of Route 5 towards Cycleway 1 via Principal Place and Worship Street

Healthy Streets Indicator	Observations	Areas for Improvement
Clean Air	There are well-established trees and additional planting on Principal Place and Worship Street.	Traffic reductions - this is likely to be achieved through initiatives in the Mayors Transport Strategy to reduce reliance on private vehicles.
People feel safe	The route is well-lit and benefits from artificial surveillance in the form of CCTV in places.	No area for improvement.
Not too noisy	The route benefits from low levels of traffic on Principal Place and Worship Street.	No area for improvement.
Easy to cross	Crossings are appropriate to the nature of the route and located on desire lines, for example, adjacent to the junction between Bishopsgate and Principal Place.	No area for improvement.
Places to stop and rest	The route benefits from informal low walls and outdoor seating at eateries.	No area for improvement.
Shade and shelter	Shade and shelter are offered by buildings themselves and well-established trees.	No area for improvement.
People feel relaxed	Cyclists benefit from cycle lanes and a dedicated right turn facility onto Principal Place. Pavements are wide and well-maintained	No area for improvement
Things to see and do	The route is lined with numerous shops, restaurants and pubs.	No area for improvement.

ATZ ROUTE 6

6.4.10 Figure 6-2 shows the route towards Weavers Fields via Sclater Street, Cheshire Street and Vallance Road which is a 450m journey equivalent to an eight-minute walk or a four-minute cycle. The journey is reviewed against each Healthy Streets indicator as shown by Table 6-7.

Table 6-7 – Healthy Streets Analysis of Route 6 towards Weavers Fields via Sclater Street, Cheshire Street and Vallance Road

Healthy Streets Indicator	Observations	Areas for Improvement
Clean Air	There is some planting and trees along Sclater Street and Cheshire Street. Vallance Road is lined with trees and green spaces. In general, traffic levels are low.	No area for improvement.
People feel safe	There are places where the route could benefit from increased surveillance, particularly where there are secluded areas.	There is potential for introduction of further surveillance, particularly along Sclater Street and Cheshire Street.
Not too noisy	Traffic is generally low on the route.	No area for improvement
Easy to cross	Crossings are appropriate to the nature of the road, with formal pedestrian crossings and informal crossings with dropped kerbs, tactile paving and refuge islands. There is a formal pedestrian crossing at the entrance to Weaver's Fields.	No area for improvement.
Places to stop and rest	The route benefits from sheltered bus stops and informal low walls.	No area for improvement.
Shade and shelter	Shade and shelter are offered by buildings themselves and well-established trees.	No area for improvement.
People feel relaxed	In general, the route is pleasant passing shops, eateries and green spaces. In places, pavements are cracked and undulating.	In places, general pavement maintenance is needed, with undulating surfaces posing potential risks, particularly to mobility impaired users.
Things to see and do	The route is passes shops, eateries and green spaces.	No area for improvement.

6.5 ASSESSMENT NOTE

- 6.5.1 The ATZ assessment is carried out to assist the understanding of how active and sustainable travel in the local area may be promoted and encouraged. The improvements and recommendations identified in this assessment could be investigated further and if deemed appropriate funded through CIL.

7 LONDON WIDE NETWORK

7.1 INTRODUCTION

7.1.1 Following the Healthy Streets Transport Assessment guidance, this chapter will set out the forecast trip generation by mode of travel for the Plot 1 site.

7.2 ESTIMATED TRAVEL DEMAND

7.2.1 The trip rates and mode share used in the Transport Assessment (WSP, 2019), submitted as part of the OPPs, will be applied to estimate trips by mode for the Plot 1 development proposals included as part of the RMA. It should be noted the office trip rates used for the OPPs was applied to the proposed GEA.

7.2.2 Table 7-1 shows the total person office trip rates from the OPPs applied to the proposed Plot 1 office GEA to provide person trips estimates.

Table 7-1 – Estimated Total Person Trips

Mode	Weekday AM Peak hour			Weekday PM Peak hour		
	In	Out	Two-way	In	Out	Two-way
Total Person Trip Rate (per 100 sqm)	2.675	0.078	2.753	0.055	1.916	1.971
Total Person Trips (56,131 sqm GEA)	1,502	44	1,545	31	1,075	1,106

7.2.3 In the Transport Assessment (WSP, 2019) submitted for the OPPs, the forecast mode share was estimated using Census data which was adjusted to reflect the car-free nature of the development. The estimated mode share has been applied to the weekday peak hour total person trips to derive trips by mode of travel for the proposed office use. The office mode share is shown in Table 7-2.

Table 7-2 – Office Mode Share

Mode	Mode Share from Census Data	Adjusted Modal Share
Underground	32.07%	34.14%
Train	51.36%	54.67%
Bus	4.88%	5.20%
Motorcycle	1.53%	1.53%

Car Driver	4.89%	0.00%
Car Passenger	0.61%	0.00%
Taxi / Minicab	0.72%	0.72%
Bicycle	1.06%	1.06%
Walk	2.69%	2.69%
Other	0.19%	0.00%
Home	0.01%	0.00%
Total	100%	100%

7.2.4 Following the methodology outlined above, Table 7-3 shows the estimated trips by mode of travel.

Table 7-3 –Trip Generation by Mode of Travel

Mode	Mode share	AM Peak hour			PM Peak hour		
		In	Out	Two-way	In	Out	Two-way
Underground	34.14%	513	15	528	11	367	378
Train	54.67%	821	24	845	17	588	605
Bus	5.20%	78	2	80	2	56	58
Motorcycle	1.53%	23	1	24	0	16	17
Car Driver	0.00%	0	0	0	0	0	0
Car Passenger	0.00%	0	0	0	0	0	0
Taxi / Minicab	0.72%	11	0	11	0	8	8
Bicycle	1.06%	16	0	16	0	11	12
Walk	2.69%	40	1	42	1	29	30
Other	0.00%	0	0	0	0	0	0
Home	0.00%	0	0	0	0	0	0
Total	100%	1,502	44	1,545	31	1,075	1,106

7.2.5 The results outline a total of 1,545 two-way total person trips in the AM peak and 1,106 in the PM peak associated with the proposed office use.

7.2.6 It is considered that the retail trips are ancillary to the proposed office use, and the wider Bishopsgate Goodsyrd development site. The proposals show 788 sqm GEA of retail use for Plot 1 which is considered minimal. It is considered the proposed retail use, due to the size, would not attract primary new trips to the site.

7.3 ESTIMATED DELIVERY & SERVICING VEHICLE TRIPS

7.3.1 The proposed Plot 1 development will be car-free, with no on-site car parking proposed, however the proposed office and retail use will generate delivery vehicle trips.

7.3.2 As part of the OPPs, the Section 106 Agreement included a Site-Wide Delivery and Servicing Strategy, set out in Schedule 10. The 'Site-Wide Delivery and Servicing Strategy' is defined as a package of best practice measures to be adopted by the owner for the management of deliveries and servicing.

7.3.3 The objectives of the Site-Wide Delivery and Servicing Strategy is to ensure a vehicle trip cap shall not be exceeded, and that a reduction target is achieved. The delivery vehicle trip cap for Plot 1 is set at 126 two-way trips a day in the Section 106 Agreement, with an additional trip reduction target applied in the future year.

7.3.4 Therefore, the estimated number of delivery and servicing vehicle trips for Plot 1 is unlikely to exceed 63 vehicle arrivals a day.

8 EFFECT ON LOCAL TRANSPORT NETWORK

8.1 INTRODUCTION

8.1.1 This chapter provides an assessment of the change in trips and the effect on the local highway network and public transport network.

8.2 ACCESSIBILITY BY FOOT AND PUBLIC TRANSPORT

WALKING

8.2.1 Table 8-1 shows the estimated walking and public transport trips combined for the proposed Plot 1 development.

Table 8-1 – Forecast Walking and Public Transport Trips

Mode	AM Peak hour			PM Peak hour		
	In	Out	Two-way	In	Out	Two-way
Forecast Walking & Public Transport Trips	1,452	42	1,494	30	1,040	1,070

8.2.2 The proposed development results in a total of 1,494 and 1,070 two-way walking and public transport trips in the AM and PM peak hour, respectively. This equates to 25 and 18 trips per minute, respectively.

8.2.3 The estimated number of walking trips as a main mode would be relatively low, however walking as a final / first mode forms the majority of the overall trips due to the high number of people expected to use public transport. The Plot 1 site is accessible via public transport due to bus stops on Bethnal Green Road, Commercial Street and Shoreditch High Street; Shoreditch High Street station; Liverpool Street station; and Old Street station.

8.2.4 Walking to and from bus stops located near the Plot 1 site would be a relatively short distance, therefore the impact on existing footways would be expected to be low. In addition, the proposals include a new route through the wider Bishopsgate Goodsyrd site, Middle Road, which would provide a new route for pedestrians.

8.2.5 With regard to walking trips to stations, Shoreditch High Street is within the Plot 1 site, therefore would be a short distance with people likely to use both Bethnal Green Road and the new Middle Road to access the adjacent station. Pedestrian routes to Old Street station would likely be via Great Eastern Street; and routes to Liverpool Street station would be via Shoreditch High Street, therefore pedestrian trips would be dispersed across footways and pedestrian crossing points.

BUS

8.2.6 Table 8-2 shows the forecast bus trips for the proposed Plot 1 development.

Table 8-2 – Forecast Bus Trips

Mode	Weekday AM Peak hour			Weekday PM Peak hour		
	In	Out	Two-way	In	Out	Total
Forecast Bus Trips	78	2	80	2	56	58

- 8.2.7 The proposed development results in a total of 80 and 58 two-way bus trips in the AM and PM peak hours, respectively.
- 8.2.8 The nearest bus stops to the site are located on Bethnal Green Road, Commercial Street, and Shoreditch High Street. These three bus stops accommodate a total of eight bus routes, which would equate to an average of 10 passenger trips per route over the AM peak hour and 7 passenger trips per route in the PM peak hour, which would have a minimal impact.
- 8.2.9 The bus routes 8 and 388, which use the bus stops on Bethnal Green Road, operate between destinations in east London (Bow and Stratford) and central London (Tottenham Court Road and London Bridge), therefore serving key centres. Bus routes 8 and 388 operate approximately six services each an hour during the AM and PM peaks.
- 8.2.10 The estimated additional bus trips would have a minimal impact on bus services operating in the area due to the high number of routes and high service frequency.

MAINLINE RAIL / LONDON UNDERGROUND

- 8.2.11 Table 8-3 shows the forecast rail and London Underground combined trips associated with the proposed Plot 1 development.

Table 8-3 – Forecast Rail / London Underground Trips

Mode	Weekday AM Peak hour			Weekday PM Peak hour		
	In	Out	Two-way	In	Out	Total
Forecast Rail/Underground Trips	1,333	39	1,372	27	955	982

- 8.2.12 The development results in a total of 1,372 and 982 two-way rail and London Underground trips in the AM and PM peak hours, respectively.
- 8.2.13 Given the number and frequency of existing services available at Shoreditch High Street station, Liverpool Street station and Old Street station, it is considered that the forecast passengers trips would result in an immaterial effect on the existing rail and London Underground networks.
- 8.2.14 With regard to Shoreditch High Street station, the Plot 1 development proposals safeguard areas around the existing station building to enhance capacity in the future if required. The safeguarded areas include provision for new platform escalators to enhance capacity between the concourse and platforms; and a safeguarded area along the south edge of the existing station building to provide additional ticket gates if required in the future.

8.3 CYCLE NETWORK

- 8.3.1 Table 8-4 shows the forecast cycle trips for the proposed Plot 1 development.

Table 8-4 – Forecast Cycle Trips

Scenario	Weekday AM Peak hour			Weekday PM Peak hour		
	In	Out	Two-way	In	Out	Total
Forecast Cycle Trips	16	0	16	0	12	12

8.3.2 The Plot 1 site is well connected to the strategic cycle network, with Cycleway 13 located approximately 450m north of the site and Cycleway 1 located approximately 450m west of the site. In turn, these provide further connections to Cycleway 11 and Quietway 11.

8.4 HIGHWAY NETWORK

- 8.4.1 The proposed Plot 1 development will be car-free and will not provide any car parking on-site.
- 8.4.2 The proposed office and retail uses will generate delivery and servicing vehicle trips. As part of the OPPs, the Section 106 Agreement includes a vehicle trip cap which shall not be exceeded and a subsequent reduction target.
- 8.4.3 The delivery vehicle trip cap for Plot 1 is set at 126 two-way trips a day. Therefore, the estimated number of delivery and servicing vehicle trips for Plot 1 is unlikely to exceed 63 vehicle arrivals a day. This number of vehicles over a day would not impact the local highway network.
- 8.4.4 A Delivery & Servicing Strategy will be developed and implemented as part of the S106 for the OPPs.

9 MANAGEMENT PLANS

9.1 TRAVEL PLAN

9.1.1 A Travel Plan has been prepared as part of the Plot 1 RMA and is provided as Appendix E.

9.2 DELIVERY AND SERVICING PLAN

9.2.1 A Delivery and Servicing Plan has been prepared as part of the Plot 1 RMA and is provided as Appendix F.

9.3 CAR AND CYCLE PARKING MANAGEMENT PLAN

9.3.1 A Car and Cycle Parking Management Plan has been prepared as part of the Plot 1 RMA and is provided as Appendix G.

9.4 OUTLINE CONSTRUCTION LOGISTICS PLAN

9.4.1 An outline Construction Logistics Plan has been prepared as part of the Plot 1 RMA and is provided as Appendix H.

10 SUMMARY

- 10.1.1 WSP has been appointed by Bishopsgate Goodsyard Regeneration Limited ('the Applicant') to provide transport planning services for the Plot 1 RMA, part of the wider Bishopsgate Goodsyard site in the London Borough of Tower Hamlets (LBTH) and London Borough of Hackney (LBH).
- 10.1.2 The Plot 1 site benefits from excellent public transport services within walking distance, with Liverpool Street station a 9 minute walk, Old Street station a 12 minute walk, and bus stops located within less than a two minute walk. It also benefits from a variety of green spaces for users to exercise in, with Weaver's Fields accessible within an 8-minute walk.
- 10.1.3 This Healthy Streets Transport Assessment identifies the key transport impacts and proposed mitigations which confirm the proposed development's acceptability in transport terms, as shown in Table 8-1.

Table 10-1 – Healthy Streets Transport Assessment Conclusions

Considerations	Key Transport Issue	Strategy & Policy Compliance
Site and surroundings	Public realm and permeability of the site.	The proposed development will provide betterment in the provision and condition of the public realm, within and around the site. The proposals seek to improve permeability and connectivity.
	Providing policy-compliant cycle parking and associated end of trip facilities for cyclists required for a high-density scheme.	Cycle parking provide 784 long stay cycle parking spaces for office use and 10 short stay cycle parking spaces for office use. There are a total of 334 short stay spaces across the wider site. It is considered that the provision of good quality cycle parking facilities in line with LCDS would encourage cycling to and from the site.
Active Travel and Vision Zero	Journeys to key destinations follow desire lines and are generally along routes of acceptable quality.	The site's location benefits from excellent access to walking and cycling facilities, with a PTAL rating of 6b, defined as 'best'. Liverpool Street station and Old Street station are located within a nine and twelve-minute walk of the site, respectively. Shoreditch High Street station is located within the Plot 1 site.
	Accidents in the surrounding area.	The ATZ assessment reviewed the accident data in the area and identified no incidents of concern that may suggest defects within the highway.
London Wide & Borough Analysis	The development proposals will generate additional trips to the highway and public transport network.	The trip generation assessment demonstrates that the development proposals would result in a total of 1,545 and 1,106 two-way trips in the AM and PM peak hours, respectively. As demonstrated by this Transport Assessment, this level of trips when distributed across modes would not have a material impact on transport infrastructure.



10.1.4 This Transport Assessment has demonstrated that the proposed development will prioritise active and sustainable travel and supports national, regional and local policy requirements. The assessment demonstrates that the transport demand generated by the proposed development can be accommodated within the surrounding network and is acceptable in terms of transport.



APPENDIX A – STAGE 1 RSA



Bishopsgate Goodsynd Regeneration Ltd

BISGOPSGATE GOODSYND

Designer's Response to Stage 1 Road Safety
Audit





Bishopsgate Goodsynd Regeneration Ltd

BISGOPSGATE GOODSYARD

Designer's Response to Stage 1 Road Safety Audit

PROJECT NO. 70040342

OUR REF. THE GOODSYARD SITE

DATE: FEBRUARY 2020



2. CONTENTS

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1. INTRODUCTION

1.1. INTRODUCTION

- 1.1.1. WSP has been commissioned by the applicant for the The Goodsyard site to assist with the planning application in the London Borough of Tower Hamlet and London Borough of Hackney.
- 1.1.2. As part of the planning application a Stage 1 Road Safety Audit (RSA) was commissioned by WSP.
- 1.1.3. This report provides a designers response to the Stage 1 RSA comments received.
- 1.1.4. The London Borough of Tower Hamlet and London Borough of Hackney are the local planning authorities and highway authorities for the relevant areas identified in the Stage 1 RSA. TfL is the highway authority of the A10 Shoreditch High Street.

1.2. ROAD SAFETY AUDITS

- 1.2.1. The following extracts from 'Manual for Streets 2 (2010) highlight the role and relevance of RSAs:

“4.5.1 The aim of Road Safety Audit (RSA) is to check that the design has adequately addressed all safety issues in order to minimise the number and severity of situations in which road users are injured whilst using the public highway. This task is undertaken by an experienced road safety practioners who examine new schemes and highway improvements during the design and construction stages (IHT RSA Guidelines 2008)

4.5.2 The RSA process involves the preparation of an audit brief and commissioning of an independent audit team to carry out the audit. The designer responds to the audit recommendations, and the client determines whether to undertake the audit recommendations in the light of the design response. As noted in MfS 1, there is no sense in which a scheme ‘passes’ or ‘fails’ the RSA process.

4.5.6 The RSA procedures set out in DMRB are a formal requirement for trunk roads. Whilst RSA have never been mandatory on local roads, many local authorities have adopted the process. The 2008 IHT (now CIHT) Guidelines advise that local highway authorities should undertake RSA, but set out a more flexible approach than that prescribed for trunk roads.”

1.3. REPORT STRUCTURE

- 1.3.1. This Designers Response has been prepared in response to the independent Road Safety Audit dated January 2020. The remainder of this report is set out as follows:
 - Section 2 responds to comments and recommendations made in the RSA; and
 - Section 3 draws conclusions.

2. PROBLEMS, RECOMMENDATIONS & ACTIONS

2.1. INTRODUCTION

- 2.1.1. The RSA identifies potential 'problems' and makes associated 'recommendations' for each. These are considered in turn below, and where necessary the resultant actions are set out.

2.2. PROBLEMS & RECOMMENDATIONS

PROBLEM 1

RSA Problem:

Location - Bethnal Green Road north of proposed location of eastbound bus stop

Summary - Proposed bus stop adjacent to flush area leading to potential bus passenger trips and falls.

The eastbound bus stop on Bethnal Green Road is being relocated eastwards to accommodate the access to the service yard for the north-west section of the development.

The proposed location for the bus stop is adjacent to an area fronting a garage used for deliveries, with the area flush with the carriageway. It is not clear from the drawings whether the access is remaining, but if so, bus passengers alighting or boarding in this location will be doing so from carriageway level.

This could lead to bus passengers falling while boarding or alighting the bus in this location and is especially an issue for mobility impaired pedestrians, who will be unable to get on or off a bus here.

RSA Recommendation:

It is recommended that a kerb at least 100mm in height is installed at the proposed location for the bus stop.

Designers Response Action:

- 2.2.1. The dropped kerb on the north edge of Bethnal Green Road, along the front of no. 9 – 11, was previously used to provide a vehicle access. As shown in the image below, it is anticipated the vehicle crossover is no longer required, therefore can be removed and a footway reinstated as part of the proposed bus stop relocation.
- 2.2.2. The recommendation to provide a kerb at least 100mm in height is accepted, subject to detailed design, and further discussion with the Boroughs and TfL.

Image 1: Existing crossover at nos. 9-11 Bethnal Green Road



PROBLEM 2

RSA Problem:

Location - Bethnal Green Road north of proposed access to service yard

Summary - Lack of clarity about lane direction leading to potential head-on collisions.

Bethnal Green Road is currently two lanes westbound and one eastbound, with the nearside westbound lane a bus lane. The eastbound bus stop is to be relocated from its current location as per Problem 1 and this will bring it closer to the westbound bus stop, which is to remain in its current location opposite Ebor Street.

There is a gap in the centre line separating the eastbound and offside westbound lane, and either side of the gap the centre line does not line up. The eastbound lane is wide enough for vehicles to pass the bus stop at its western end, but after the gap at the eastern end of the bus stop, the bus stop takes up the whole width of the lane. This could lead to a lack of driver understanding over which direction the lane is for.

An eastbound driver may try and pass a stationary bus at the bus stop in this location as it is not clear the lane adjacent to the bus stop is for westbound traffic. This could lead to a head-on collision.

A westbound driver will have to make a sudden change of direction where the centre line tapers. A head-on collision, or side swipes with cyclists / motorcyclists and other permitted vehicles using the bus lane may also occur.

RSA Recommendation:

It is recommended that the road markings shown on the drawings are adjusted to make the direction of each lane clear to all road users.

It is recommended that the number of buses using the eastbound stop and the number of vehicles movements at the access to the service yard are reviewed, and if practical, the bus stop is retained in its current location to reduce the potential for conflict where the lane designations change at the end of the bus lane.

Designers Response Action:

- 2.2.3. The proposals will include a review of the current centre line alignment which would be clearly shown on the carriageway.
- 2.2.4. It is anticipated traffic in the eastbound lane would need to wait behind any buses waiting in bus stop J before proceeding, in order to avoid driving in the opposing lane.
- 2.2.5. It is expected eastbound vehicles would be unable to overtake a bus waiting in bus stop J due to vehicle queues in the westbound lane caused by the signals at the junction with the A10 Shoreditch High Street.
- 2.2.6. It should be noted the proposals to relocate bus stop J further east would increase the area for vehicle eastbound queues to avoid the risk of vehicles queuing back to the junction with the A10 Shoreditch High Street.

PROBLEM 3**RSA Problem:**

Location - Proposed Zebra crossing on Bethnal Green Road east of Ebor Street.

Summary - Pedestrians crossing between slow or stationary traffic at Zebra crossing potentially struck.

A Zebra crossing is proposed for Bethnal Green Road east of Ebor Street, where there is currently an informal dropped kerb crossing with a pedestrian refuge island. The refuge island is proposed to be removed.

The proposed Zebra crossing extends over three lanes of traffic on Bethnal Green Road, one of which is a bus lane. If there is queuing traffic, pedestrians may have to cross a long distance between slow or stationary traffic at the crossing, or stationary traffic in one direction but free flowing traffic in the other. There may also be faster moving cycles, motorcycles and other permitted vehicles in the bus lane passing stationary traffic in the westbound lane.

This could lead to pedestrians being struck at the crossing after crossing unseen from behind a stationary vehicle (especially a bus).

RSA Recommendation:

It is recommended that a pelican crossing is installed instead of a Zebra, or a pedestrian refuge island is retained in the middle of the Zebra crossing.

Designers Response Action:

- 2.2.7. It is agreed a Zebra crossing would not be suitable for reasons of safety and due to the expected volume of pedestrian flows causing delays to vehicles on Bethnal Green Road at peak times.
- 2.2.8. The proposals should be revised to provide a toucan crossing, for both pedestrians and cyclists, if regarded as suitable by the local highway authorities.

PROBLEM 4**RSA Problem:**

Location - Proposed Zebra crossing on Bethnal Green Road east of Ebor Street.

Summary - Reduced crossing control area due to short zig zags, resulting in pedestrians being struck.

The proposed Zebra crossing includes only two zig zags on each approach, instead of the standard eight markings. The zig zag markings convey a message to the driver that they should not stop or pass another vehicle on the approach to the crossing. Reducing the extent of the controlled area could lead to pedestrians being struck at the crossing if drivers overtake stationary vehicles in traffic, or parked on the approach.

RSA Recommendation:

It is recommended that the zig zags markings are extended to the standard eight markings, particularly on the westbound approach where there are two lanes.

Designers Response Action:

- 2.2.9. The proposals would be revised to include a toucan crossing, if agreed with the local highway authority, with the required road markings.
- 2.2.10. Recommendation accepted.

PROBLEM 5**RSA Problem:**

Location - Proposed junction with Brick Lane and access road running east to west through site.

Summary - Proposed location for junction on Brick Lane may have restricted visibility leading to collisions with pedestrians.

The proposed access road running east to west through the site begins at a junction with Brick Lane to the east of the site. The junction is shown to be north of the disused railway line structure and south of the overground line. The proposed access road is intended for emergency vehicle use only, however, no details have been provided about how access via Brick Lane will be enforced, so the route may be used by other vehicles.

The existing structures may restrict visibility in and out of the proposed junction of and for pedestrians using the western footway of Brick Lane. Brick Lane can get very busy with pedestrians in this location, for example on Sundays when a street market is held here.

The lack of visibility into and out of the junction could lead to collisions between turning vehicles and pedestrians.

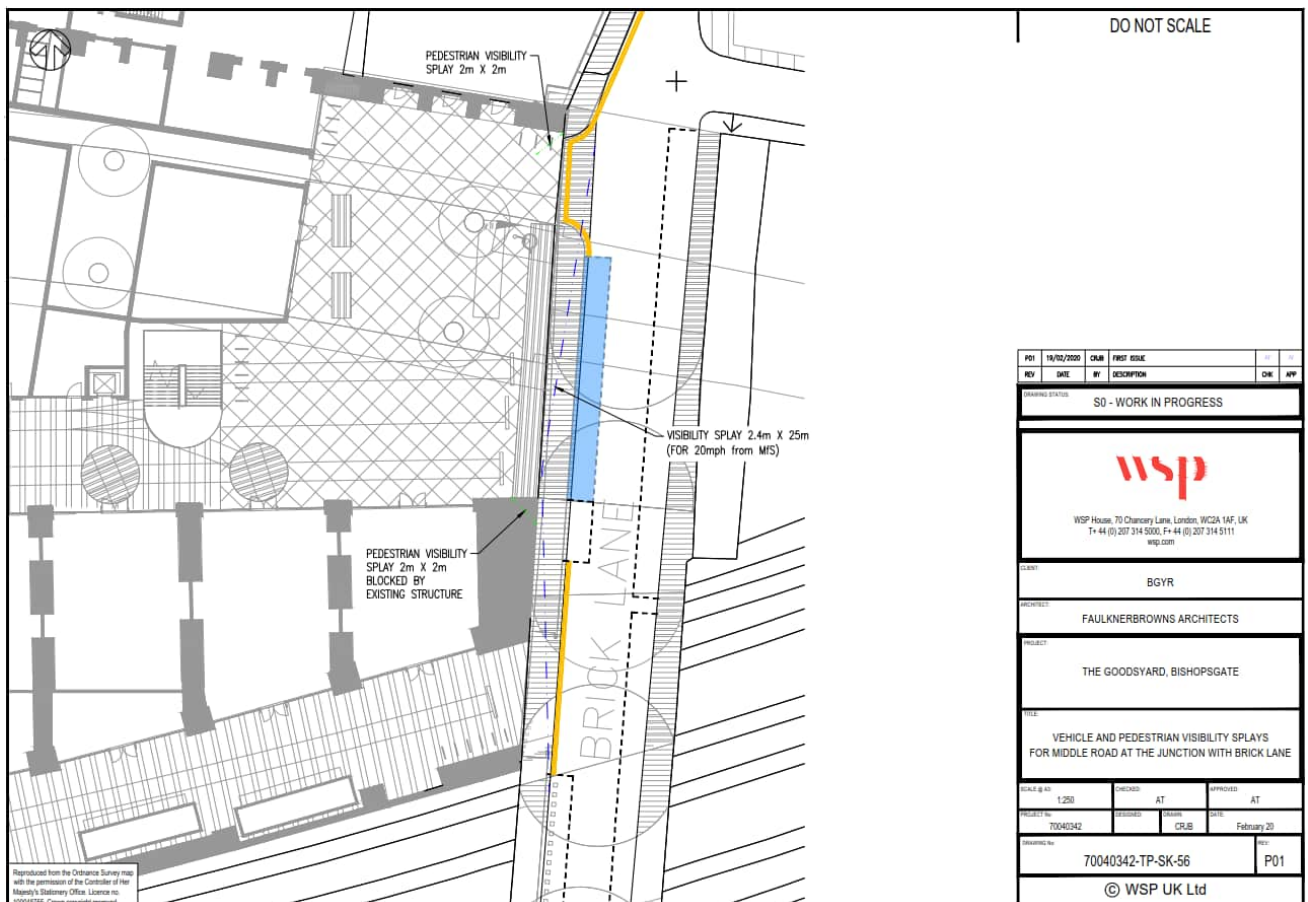
RSA Recommendation:

It is recommended that the vehicle access is raised to provide a continuous footway across the access junction at Brick Lane, with signs warning of pedestrians crossing in advance of the egress onto Brick Lane. This will encourage drivers to slow down on the approach and give way to pedestrians.

Designers Response Action:

- 2.2.11. The proposed access on Brick Lane will provide access to servicing vehicles, estimated at 60 arrivals a day, and emergency access.
- 2.2.12. The access would be two-way and controlled to prohibit access for general traffic.
- 2.2.13. Image 2 shows the vehicle visibility splays at the proposed site access, showing an x distance of 2.4m and a y distance of 25m, for the 20 mph road speed on Brick Lane.

Image 2: Visibility splays for vehicles at proposed site access on Brick Lane



- 2.2.14. With regard to the pedestrian visibility splays, these would be impeded by existing structure, however the alignment of vehicles exiting the site would be in the centre or on the left-side of the Middle Road access, therefore would provide adequate visibility of pedestrians on Brick Lane.
- 2.2.15. The proposals would require the removal of existing on-street parking bays on the west edge of Brick Lane, and would be subject to further discussions and agreement with LB Tower Hamlets as the highway and parking authority.
- 2.2.16. Recommendation accepted.

PROBLEM 6

RSA Problem:

Location - Proposed access road running east to west through site.

Summary - Poor visibility at entrance/exit of tunnel leading to collisions between pedestrians or cyclists and vehicles using access road.

The proposed access road running east to west through the site from its proposed junction with Brick Lane intersects Braithwaite Street directly north of the existing disused railway tunnel that will continue to be used by pedestrians and cyclists in the future. The proposed access road is intended for emergency vehicle use only, however, no details have been provided about how access via Brick Lane will be enforced, so the route may be used by other vehicles.

Cyclists and pedestrians emerging from the tunnel will not be seen by vehicles using the access road due to the sides of the tunnel which block visibility to the left and right. Pedestrians and cyclists will be close to the walls of the tunnel due to the gate which prevents them from using the centre, meaning that they will be unseen by vehicles using the access road.

This could lead to pedestrians or cyclists being struck at the entrance to the tunnel.

RSA Recommendation:

It is recommended that the gate at the tunnel entrance is removed and a level surface is provided through the tunnel, with other street furniture placed at the sides of the tunnel to encourage pedestrians and cyclists to use the central area where there is better visibility.

Designers Response Action:

- 2.2.17. The section of Braithwaite Street at the junction with Middle Road will be closed to vehicles, therefore only pedestrians and cyclist would be using this section of Braithwaite Street.
- 2.2.18. The proposed Middle Road will provide access to servicing vehicles, estimated at 60 arrivals a day, and emergency access. Middle Road would be two-way and controlled to prohibit access for general traffic.
- 2.2.19. The width of Braithwaite Street at the tunnel is approximately 9m, and 6m on Middle Road. The proposals will include street furniture to keep pedestrians and cyclist in the centre of Braithwaite Street and improve visibility with vehicles on Middle Road.

- 2.2.20. It should be noted vehicle speeds on Middle Road would be low because of the inherent nature of the street.
- 2.2.21. Recommendations accepted.

PROBLEM 7

RSA Problem:

Location - Proposed southernmost service yard accessed off Wheler Street.

Summary - Reversing manoeuvres at service yard access leading to conflict and potential collisions with pedestrians and cyclists.

The southernmost service yard is accessed off Wheler Street, north of the junction with Quaker Street. It is not clear how many or which vehicles will use this service yard, however, the swept path analysis drawing shows that two refuse vehicles are unable to manoeuvre simultaneously into and out of the access.

If a large vehicle entering is met by another vehicle exiting the service yard, there will not be enough space for it to enter. This will lead to reversing manoeuvres taking place in a constrained area which experiences high flows of pedestrians and cyclists, and potential collisions as a result.

RSA Recommendation:

It is recommended that the frequency of vehicles accessing this yard is reviewed and an appropriate form of access control is provided – the existing access to the north of this has part-time traffic lights.

Designers Response Action:

- 2.2.22. The proposed servicing area on London Road, serving Plot 3, is estimated to attract 42 daily arrivals, with a peak of 6 arrivals in the development peak hour.
- 2.2.23. With the estimated low volume of servicing trips, it is anticipated the likelihood of two vehicles meeting at the access would be low, however a management strategy would be put in place to prohibit vehicles reversing on the public highway, instead, the vehicle on-site would manoeuvre to allow priority for the vehicle entering.
- 2.2.24. The proposed servicing area would have vehicle access controls, therefore ingress could be controlled, with the Management Team ensuring there is adequate room on-site for service vehicles to enter.
- 2.2.25. In addition, it is anticipated the servicing area would have a delivery booking schedule to manage the arrival and departure of service vehicles in order to avoid peaks in demand where possible.

PROBLEM 8

RSA Problem:

Location - Bethnal Green Road.

Summary - Signalised and Zebra crossings in both proximity leading to drivers not stopping and potential collisions at the Zebra crossing.

As described in Problem 3, a Zebra crossing is proposed for Bethnal Green Road east of Ebor Street and west of Braithwaite Street. This will provide an additional crossing to the signalised crossing over Bethnal Green Road between Sclater Street and Club Row.

Drivers approaching from Shoreditch High Street have been passing through a signalised environment for a long distance before arriving at this Zebra crossing, with no change in the character of the street scene at this point.

Traffic signals provide a positive instruction to drivers – either “Red – STOP”, or “Green – GO”, with very little decision-making process involved. A Zebra crossing relies on the driver observing road conditions and identifying that a pedestrian is present and wishes to cross, before requiring the driver to decide to stop. This is a much more complex process than required at traffic signals, and some drivers will not automatically adjust without other prompts such as a change in the character of the environment. Further east along Bethnal Green Road, where there are several Zebra crossings, the environment is quite different with lower buildings, residential frontage, set back further from the road, and more trees.

Drivers may fail to stop, at risk of hitting a pedestrian, or brake sharply if the decision is made late, increasing the risk of shunts involving vehicles following behind.

RSA Recommendation:

It is recommended that a pelican crossing is installed instead of a Zebra crossing.

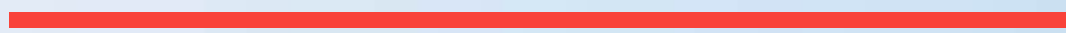
Designers Response Action:

- 2.2.26. It is agreed a Zebra crossing would not be suitable for safety reasons as reliant on driver discretion.
- 2.2.27. The proposals should be revised to provide a toucan crossing, if agreed with the local highway authority.

3. CONCLUSIONS

- 3.1.1. The Stage 1 Road Safety Audit identifies no fundamental or insuperable issues. In response to comments made, the design will be reviewed.
- 3.1.2. Other actions will be carried forwards in the Stage 2 Detailed Design.

Appendix A



ROAD SAFETY AUDIT



Bishopsgate Goodsyrd Regeneration Ltd

BISHOPSGATE GOODSYARD

Stage 1 Road Safety Audit





Bishopsgate Goodsyrd Regeneration Ltd

BISHOPSGATE GOODSYARD

Stage 1 Road Safety Audit

FINAL

PROJECT NO. 70040342

OUR REF. NO. 70040342_RSA_1_001

DATE: JANUARY 2020

WSP

WSP House







70 Chancery Lane

London

WC2A 1AF



Quality Control

Issue/revision	Revision 1	Revision 2	Revision 3
Remarks	Final	Final	
Date	07/01/2020	07/01/2020	
Prepared by	Thomas Curson	Thomas Curson	
Signature			
Checked by	Jackie Ackland	Jackie Ackland	
Signature			
Authorised by	Jackie Ackland	Jackie Ackland	
Signature			
Project number	70040342	70040342	
Report number	70040342_RSA_1_001	70040342_RSA_1_001	
File reference	As above	As above	



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3. PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT	3
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APPENDICES

APPENDIX A

DOCUMENT LIST

APPENDIX B

PROBLEM LOCATION PLAN

1. INTRODUCTION

- 1.1.1. This report results from a Stage 1 Road Safety Audit carried out on the proposed works associated with the development of Bishopsgate Goodsyard in Shoreditch, London, on behalf of George Buxton, WSP, on behalf of Tony Coughlan, Audit Project Sponsor, Bishopsgate Goodsyard Regeneration Ltd (BGR). The Road Safety Audit was carried out in December 2019.
- 1.1.2. The Road Safety Audit Team was as follows:
- Audit Team Leader: Jackie Ackland MCIHT MSoRSA
- Audit Team Member Thomas Curson BSc (Hons), MCIHT, MSoRSA
- 1.1.3. The audit took place in WSP offices in Croydon and Chancery Lane in December 2019. The Road Safety Audit was undertaken in accordance with the Road Safety Audit brief provided by email by George Buxton of WSP on behalf of BGR.
- 1.1.4. The Audit Team visited the site together on 17 December 2019 between 11.30am and 12.30pm. The weather was cold and dry and the road surface wet throughout the site visit following rain the previous day. There was high flow of pedestrians and vehicles on Bethnal Green Road and moderate flow of cyclists. Flows were lower elsewhere.
- 1.1.5. The Road Safety Audit also comprised of an examination of the documents and drawings supplied to the Road Safety Audit Team, referenced in Appendix A of this report.
- 1.1.6. All comments and recommendations are referenced to the design drawings and the locations have been indicated on the plan located in Appendix B.
- 1.1.7. The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard GG 119 Road Safety Audit.
- 1.1.8. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.1.9. No Departures from Standards relating to the scheme were provided to the Audit Team.
- 1.2. Audit Administration
- 1.2.1. This Audit Report has been submitted to the Overseeing Organisation for consideration. A copy of this RSA report should then be passed onto the design organisation to allow a RSA response report to be produced. This should be completed within 1 month of the issue of the RSA report and copied to the Audit Team and the Overseeing Organisation should then provide a copy to the RSA team for information.
- 1.2.2. The Overseeing Organisation is responsible for identifying any misinterpretations of the highway scheme proposals or if any problem or recommendation is not accepted.
- 1.2.3. Safety issues identified during the audit and site inspection which the Terms of Reference exclude from this report, but which the audit team wishes to draw to the



attention of the Overseeing Organisation, will be set out in a separate letter. Maintenance issues should be reported directly to the maintaining agent.

1.3. Purpose of the Scheme

1.3.1. The purpose of the scheme is to provide vehicular access to the proposed development at Bishopsgate Goodsyrd in Shoreditch, London.

1.3.2. The development is proposed to be a mix of commercial, retail and residential land uses, with 500 homes and a 150-room hotel included in the proposals. Public realm improvements will also be implemented.

2. PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

2.1.1. The audit team have not been made aware of any previous road safety audits.

3. PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1. PROBLEM 1

Location: Bethnal Green Road north of proposed location of eastbound bus stop

Summary: Proposed bus stop adjacent to flush area leading to potential bus passenger trips and falls.

The eastbound bus stop on Bethnal Green Road is being relocated eastwards to accommodate the access to the service yard for the north-west section of the development.

The proposed location for the bus stop is adjacent to an area fronting a garage used for deliveries, with the area flush with the carriageway. It is not clear from the drawings whether the access is remaining, but if so, bus passengers alighting or boarding in this location will be doing so from carriageway level.

This could lead to bus passengers falling while boarding or alighting the bus in this location and is especially an issue for mobility impaired pedestrians, who will be unable to get on or off a bus here.

RECOMMENDATION:

It is recommended that a kerb at least 100mm in height is installed at the proposed location for the bus stop.

3.2. PROBLEM 2

Location: Bethnal Green Road north of proposed access to service yard

Summary: Lack of clarity about lane direction leading to potential head-on collisions.

Bethnal Green Road is currently two lanes westbound and one eastbound, with the nearside westbound lane a bus lane. The eastbound bus stop is to be relocated from its current location as per Problem 1 and this will bring it closer to the westbound bus stop, which is to remain in its current location opposite Ebor Street.

There is a gap in the centre line separating the eastbound and offside westbound lane, and either side of the gap the centre line does not line up. The eastbound lane is wide enough for vehicles to pass the bus stop at its western end, but after the gap at the eastern end of the bus stop, the bus stop takes up the whole width of the lane. This could lead to a lack of driver understanding over which direction the lane is for.

An eastbound driver may try and pass a stationary bus at the bus stop in this location as it is not clear the lane adjacent to the bus stop is for westbound traffic. This could lead to a head-on collision.

A westbound driver will have to make a sudden change of direction where the centre line tapers. A head-on collision, or side swipes with cyclists / motorcyclists and other permitted vehicles using the bus lane may also occur.

RECOMMENDATION:

It is recommended that the road markings shown on the drawings are adjusted to make the direction of each lane clear to all road users.

It is recommended that the number of buses using the eastbound stop and the number of vehicles movements at the access to the service yard are reviewed, and if practical, the bus stop is retained in its current location to reduce the potential for conflict where the lane designations change at the end of the bus lane.

3.3. PROBLEM 3

Location: Proposed Zebra crossing on Bethnal Green Road east of Ebor Street

Summary: Pedestrians crossing between slow or stationary traffic at Zebra crossing potentially struck.

A Zebra crossing is proposed for Bethnal Green Road east of Ebor Street, where there is currently an informal dropped kerb crossing with a pedestrian refuge island. The refuge island is proposed to be removed.

The proposed Zebra crossing extends over three lanes of traffic on Bethnal Green Road, one of which is a bus lane. If there is queuing traffic, pedestrians may have to cross a long distance between slow or stationary traffic at the crossing, or stationary traffic in one direction but free flowing traffic in the other. There may also be faster moving cycles, motorcycles and other permitted vehicles in the bus lane passing stationary traffic in the westbound lane.

This could lead to pedestrians being struck at the crossing after crossing unseen from behind a stationary vehicle (especially a bus).

RECOMMENDATION:

It is recommended that a pelican crossing is installed instead of a Zebra, or a pedestrian refuge island is retained in the middle of the Zebra crossing.

3.4. PROBLEM 4

Location: Proposed Zebra crossing on Bethnal Green Road east of Ebor Street

Summary: Reduced crossing control area due to short zig zags, resulting in pedestrians being struck.

The proposed Zebra crossing includes only two zig zags on each approach, instead of the standard eight markings. The zig zag markings convey a message to the driver that they should not stop or pass another

vehicle on the approach to the crossing. Reducing the extent of the controlled area could lead to pedestrians being struck at the crossing if drivers overtake stationary vehicles in traffic, or parked on the approach.

RECOMMENDATION:

It is recommended that the zig zags markings are extended to the standard eight markings, particularly on the westbound approach where there are two lanes.

3.5. PROBLEM 5

Location: Proposed junction with Brick Lane and access road running east to west through site

Summary: Proposed location for junction on Brick Lane may have restricted visibility leading to collisions with pedestrians.

The proposed access road running east to west through the site begins at a junction with Brick Lane to the east of the site. The junction is shown to be north of the disused railway line structure and south of the overground line. The proposed access road is intended for emergency vehicle use only, however, no details have been provided about how access via Brick Lane will be enforced, so the route may be used by other vehicles.

The existing structures may restrict visibility in and out of the proposed junction of and for pedestrians using the western footway of Brick Lane. Brick Lane can get very busy with pedestrians in this location, for example on Sundays when a street market is held here.

The lack of visibility into and out of the junction could lead to collisions between turning vehicles and pedestrians.

RECOMMENDATION:

It is recommended that the vehicle access is raised to provide a continuous footway across the access junction at Brick Lane, with signs warning of pedestrians crossing in advance of the egress onto Brick Lane. This will encourage drivers to slow down on the approach and give way to pedestrians.

3.6. PROBLEM 6

Location: Proposed access road running east to west through site

Summary: Poor visibility at entrance/exit of tunnel leading to collisions between pedestrians or cyclists and vehicles using access road.

The proposed access road running east to west through the site from its proposed junction with Brick Lane intersects Braithwaite Street directly north of the existing disused railway tunnel that will continue to be used by pedestrians and cyclists in the future. The proposed access road is intended for emergency vehicle use only, however, no details have been

provided about how access via Brick Lane will be enforced, so the route may be used by other vehicles.

Cyclists and pedestrians emerging from the tunnel will not be seen by vehicles using the access road due to the sides of the tunnel which block visibility to the left and right. Pedestrians and cyclists will be close to the walls of the tunnel due to the gate which prevents them from using the centre, meaning that they will be unseen by vehicles using the access road.

This could lead to pedestrians or cyclists being struck at the entrance to the tunnel.

RECOMMENDATION:

It is recommended that the gate at the tunnel entrance is removed and a level surface is provided through the tunnel, with other street furniture placed at the sides of the tunnel to encourage pedestrians and cyclists to use the central area where there is better visibility.

3.7. PROBLEM 7

Location: Proposed southernmost service yard accessed off Wheler Street

Summary: Reversing manoeuvres at service yard access leading to conflict and potential collisions with pedestrians and cyclists.

The southernmost service yard is accessed off Wheler Street, north of the junction with Quaker Street. It is not clear how many or which vehicles will use this service yard, however, the swept path analysis drawing shows that two refuse vehicles are unable to manoeuvre simultaneously into and out of the access.

If a large vehicle entering is met by another vehicle exiting the service yard, there will not be enough space for it to enter. This will lead to reversing manoeuvres taking place in a constrained area which experiences high flows of pedestrians and cyclists, and potential collisions as a result.

RECOMMENDATION:

It is recommended that the frequency of vehicles accessing this yard is reviewed and an appropriate form of access control is provided - the existing access to the north of this has part-time traffic lights.

3.8. PROBLEM 8

Location: Bethnal Green Road

Summary: Signalised and Zebra crossings in both proximity leading to drivers not stopping and potential collisions at the Zebra crossing.

As described in Problem 3, a Zebra crossing is proposed for Bethnal Green Road east of Ebor Street and west of Braithwaite Street. This will provide

an additional crossing to the signalised crossing over Bethnal Green Road between Sclater Street and Club Row.

Drivers approaching from Shoreditch High Street have been passing through a signalised environment for a long distance before arriving at this Zebra crossing, with no change in the character of the street scene at this point.

Traffic signals provide a positive instruction to drivers - either "Red - STOP", or "Green - GO", with very little decision-making process involved. A Zebra crossing relies on the driver observing road conditions and identifying that a pedestrian is present and wishes to cross, before requiring the driver to decide to stop. This is a much more complex process than required at traffic signals, and some drivers will not automatically adjust without other prompts such as a change in the character of the environment. Further east along Bethnal Green Road, where there are several Zebra crossings, the environment is quite different with lower buildings, residential frontage, set back further from the road, and more trees.

Drivers may fail to stop, at risk of hitting a pedestrian, or brake sharply if the decision is made late, increasing the risk of shunts involving vehicles following behind.



RECOMMENDATION:

It is recommended that a pelican crossing is installed instead of a Zebra crossing.

End of problems identified during this Stage 1 Road Safety Audit report



4. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with GG 119.	
ROAD SAFETY AUDIT TEAM LEADER	
Name:	Jackie Ackland
Signed:	
Position:	Associate
Organisation:	WSP
Date:	07/01/2020
ROAD SAFETY AUDIT TEAM MEMBER(S)	
Name:	Thomas Curson
Signed:	
Position:	Senior Transport Planner
Organisation:	WSP
Date:	07/01/2020



Appendix A

DOCUMENT LIST



Documents

- N/a

Drawings

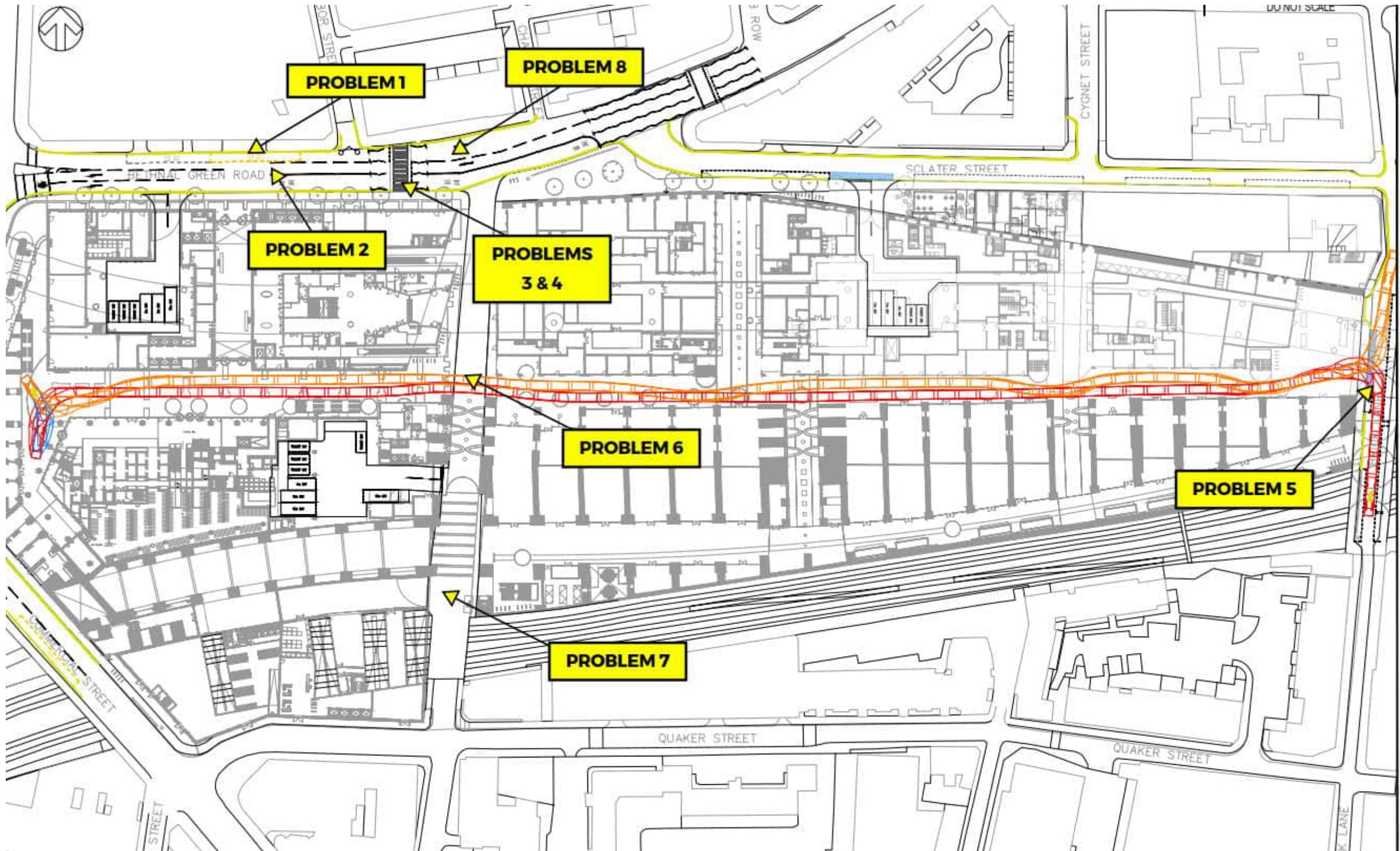
- 70040342-TP-SK-31 Proposed Refuse Collection Swept Path Analysis Sheets 1-2
- 70040342-TP-SK-41 Proposed Refuse Collection Swept Path Analysis
- 70040342-TP-SK-42 Middle Road Refuse Collection Swept Path Analysis
- 70040342-TP-SK-43 Proposed Refuse Collection Swept Path Analysis
- 70040342-TP-SK-44 Proposed Refuse Collection Swept Path Analysis



Appendix B

PROBLEM LOCATION PLAN







WSP House
70 Chancery Lane
London
WC2A 1AF

wsp.com

CONFIDENTIAL



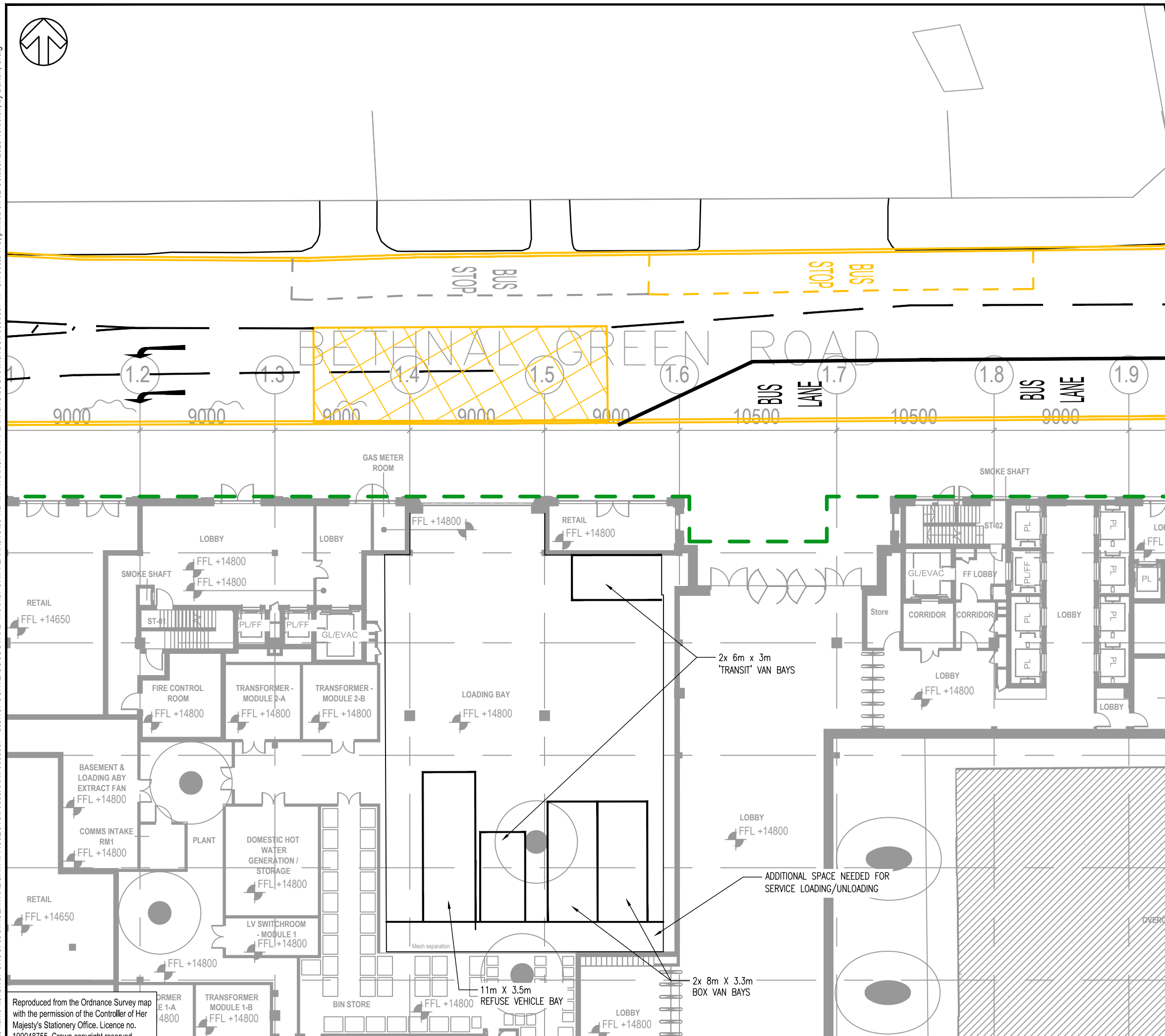
APPENDIX B – SERVICE YARD SWEPT PATH ASSESSMENTS

File name \\UK.WSPGROUP.COM\CENTRAL_DATA\PROJECTS\70099687 - BISHOPSGATE GOODSYARD TRANSPORT PLANNING\03 WIP\TP TRANSPORT PLANNING\03 DRAWINGS\70099687-TP-SK-009.DWG, printed on 02 October 2023 15:00:07, by Burton, Craig



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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	02/10/2023	CRJB	COORDINATES OF ARCHITECTS LAYOUT UPDATED	AT	AT
P02	26/09/2023	CRJB	UPDATED TO LATEST ARCHITECTS LAYOUT	AT	AT
P01	18/01/2023	RDS	FIRST ISSUE	AT	AT

DRAWING STATUS: S2 - FOR INFORMATION

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

CLIENT: BISHOPSGATE GOODSYARD REGENERATION LTD

ARCHITECT: BALLYMORE AND HAMMERSON

PROJECT: BISHOPSGATE GOODSYARD TRANSPORT PLANNING

TITLE: GENERAL ARRANGEMENT OPTION B

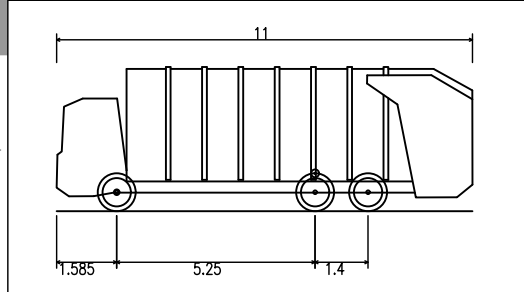
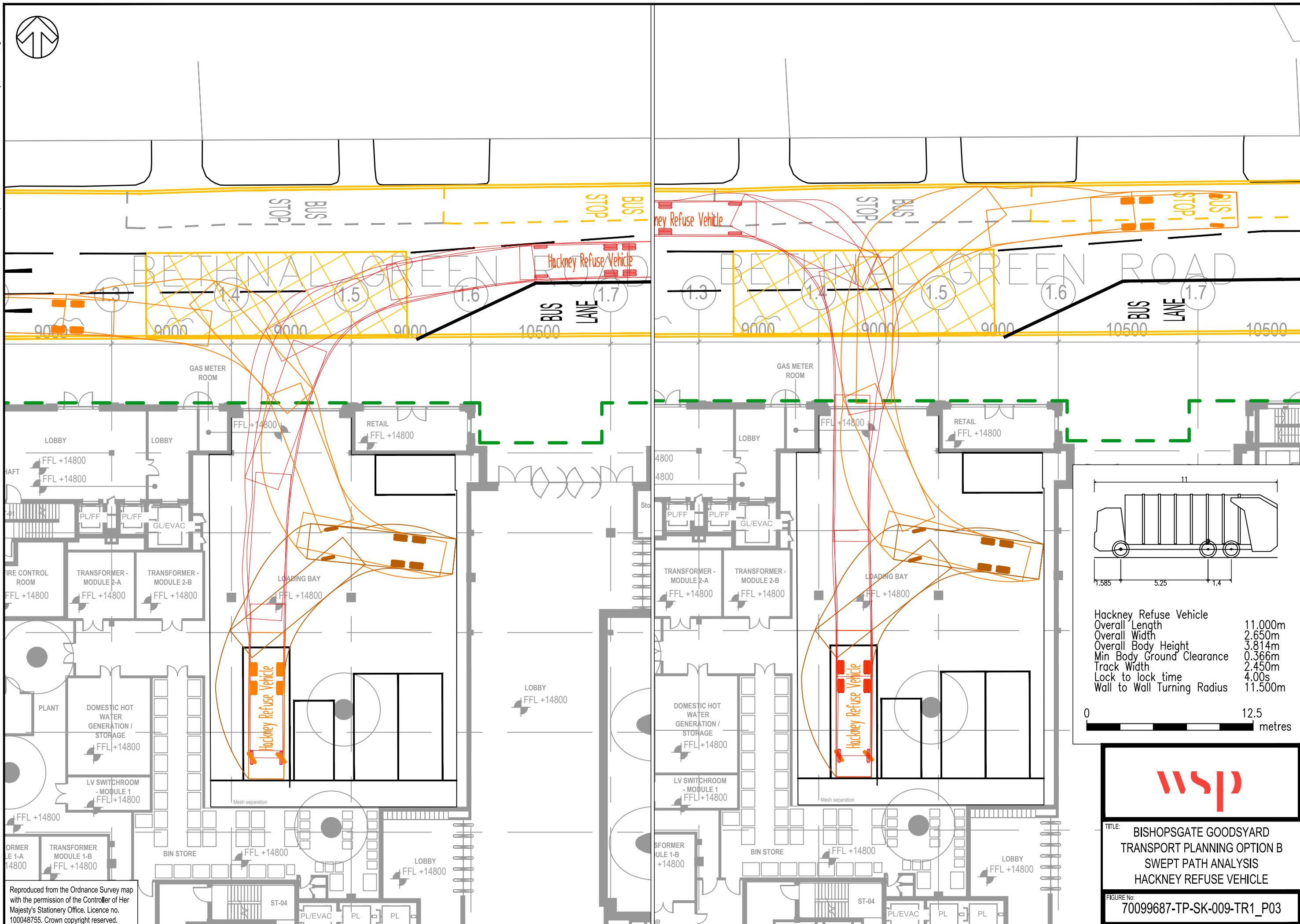
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1:250	AT	AT

PROJECT No:	DESIGNED:	DRAWN:	DATE:
70099687	RDS	RDS	October 23

DRAWING No:	REV:
70099687-TP-SK-009	P03

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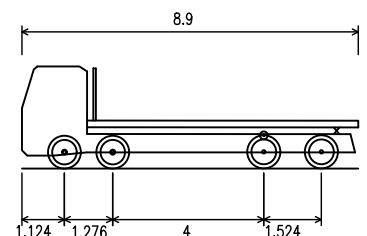
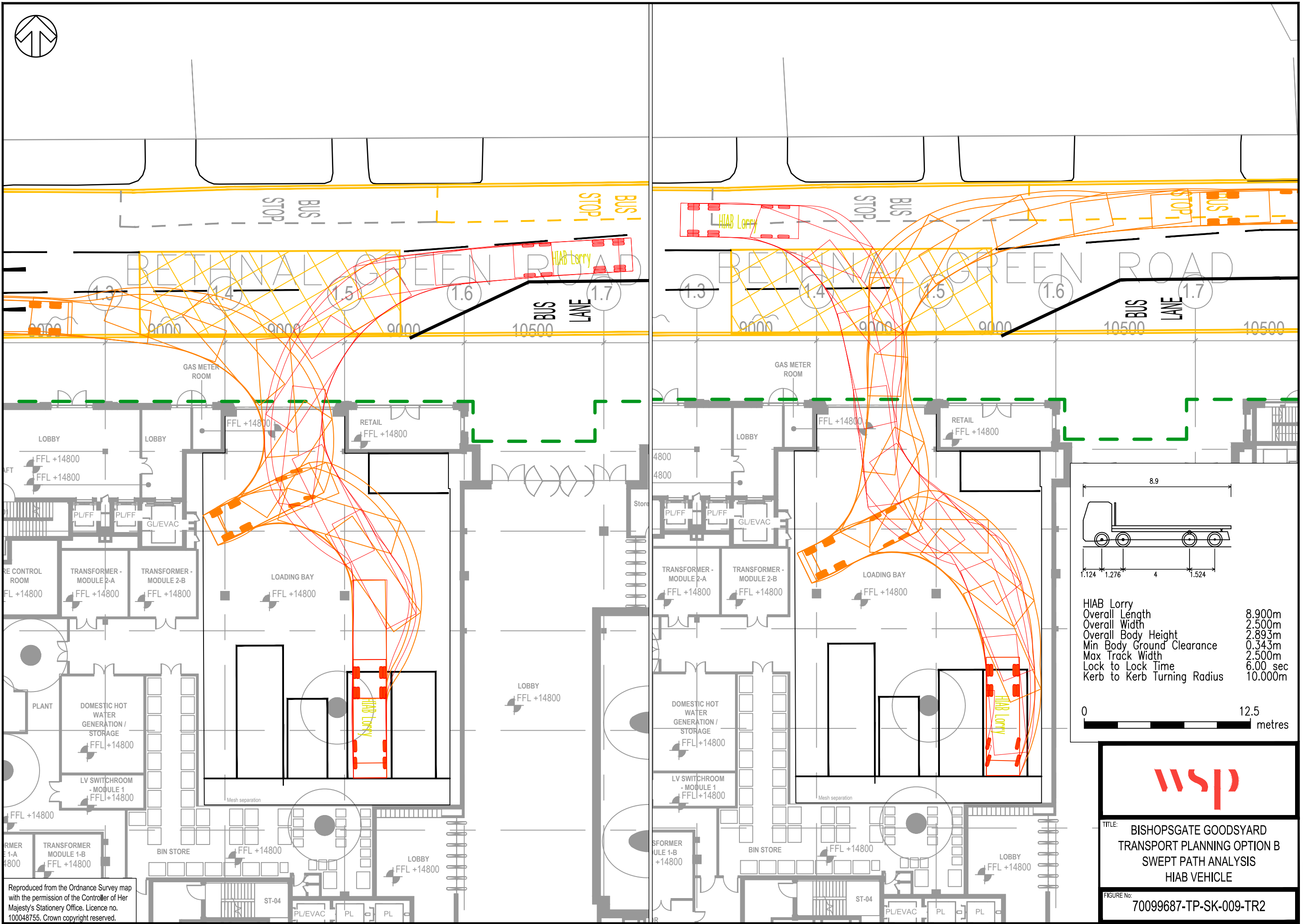
Hackney Refuse Vehicle	
Overall Length	11.000m
Overall Width	2.650m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.500m



TITLE: BISHOPSGATE GOODSYARD
 TRANSPORT PLANNING OPTION B
 SWEEP PATH ANALYSIS
 HACKNEY REFUSE VEHICLE

FIGURE No:
 70099687-TP-SK-009-TR1_P03

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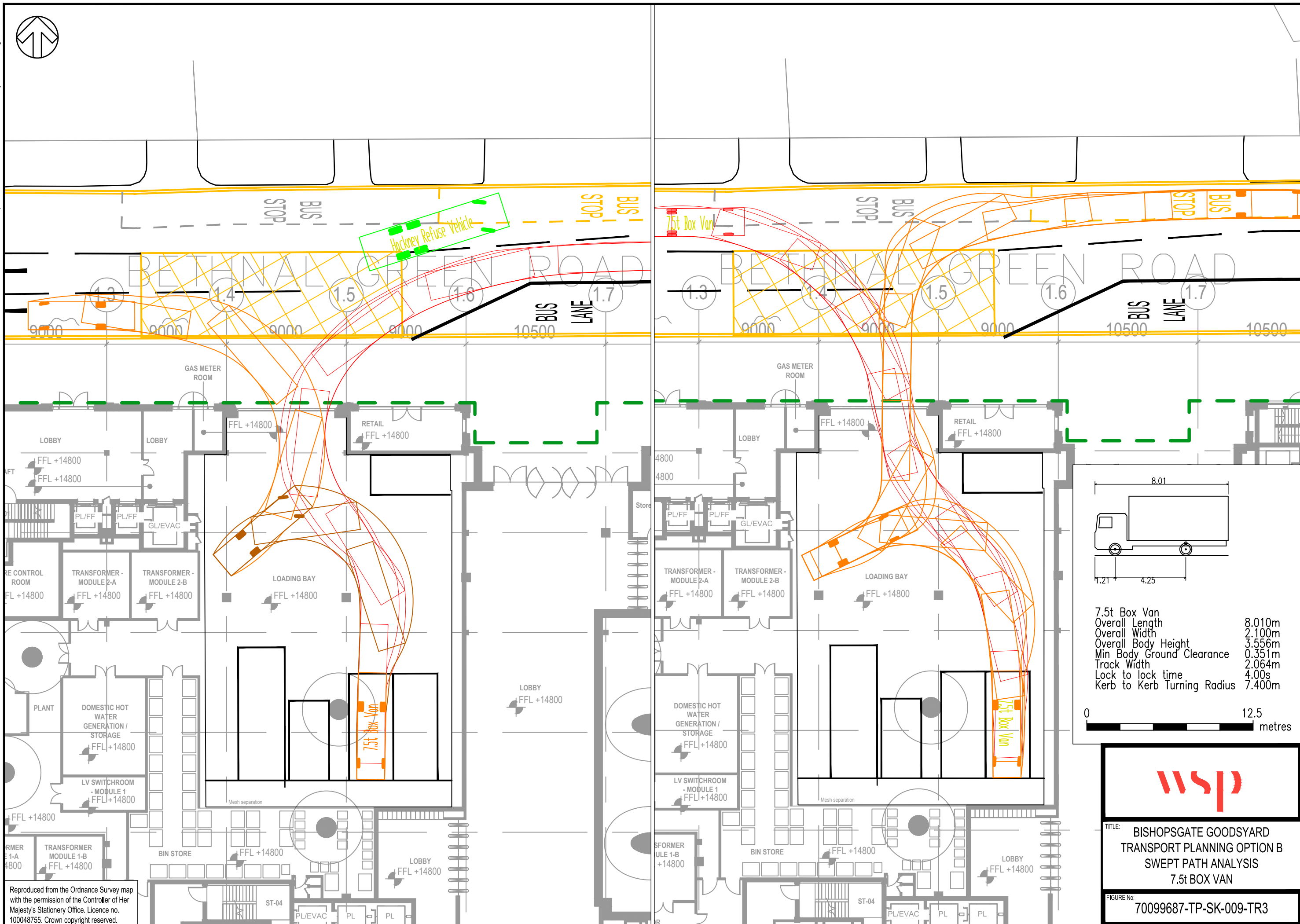
HIAB Lorry	
Overall Length	8.900m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	10.000m



TITLE: BISHOPSGATE GOODSYARD
 TRANSPORT PLANNING OPTION B
 SWEEP PATH ANALYSIS
 HIAB VEHICLE

FIGURE No: 70099687-TP-SK-009-TR2

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7.5t Box Van	Overall Length	8.010m
	Overall Width	2.100m
	Overall Body Height	3.556m
	Min Body Ground Clearance	0.351m
	Track Width	2.064m
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	7.400m

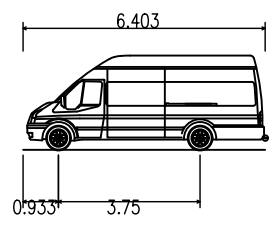
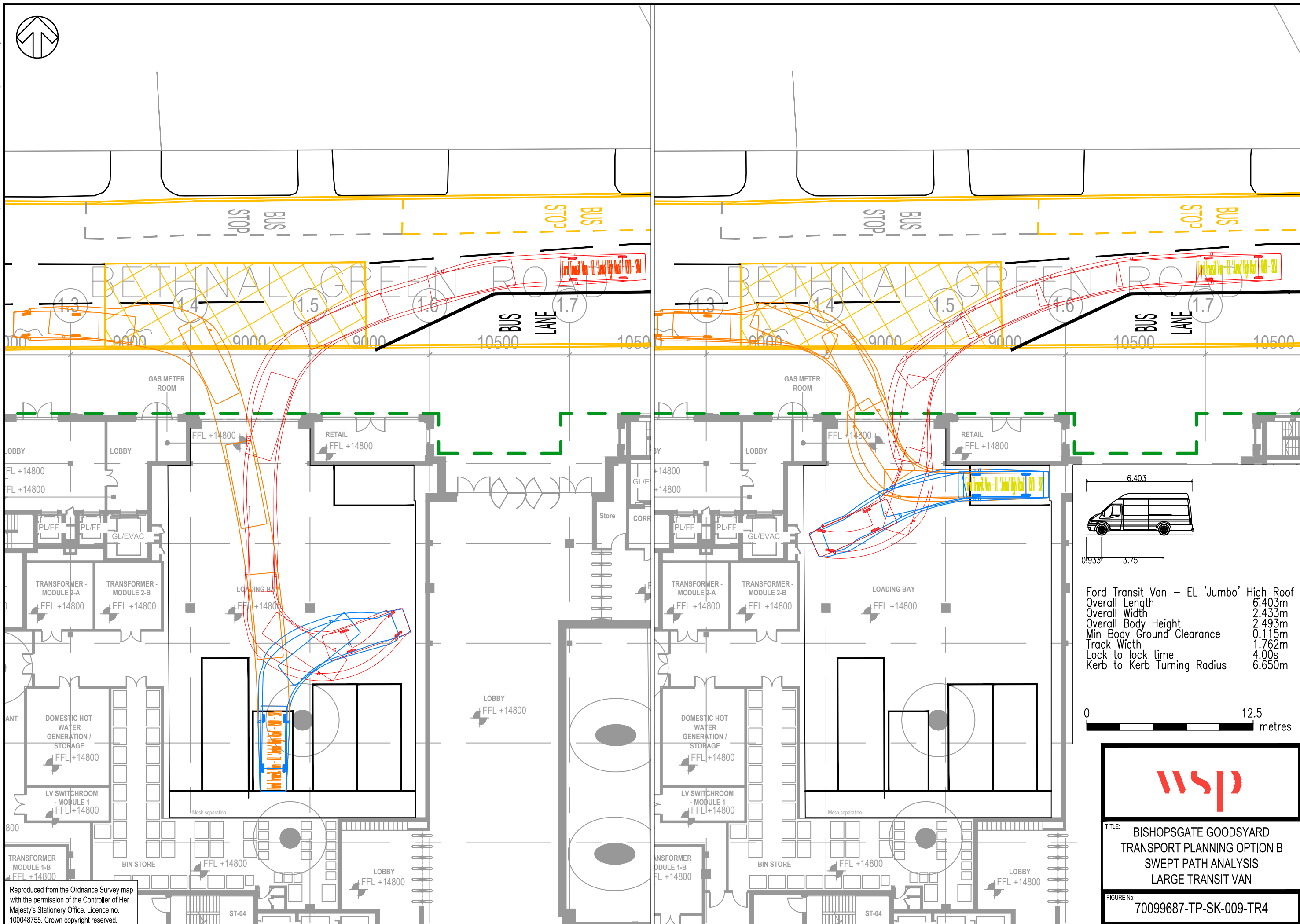
0 12.5 metres

WSP

TITLE: BISHOPSGATE GOODSYARD
TRANSPORT PLANNING OPTION B
SWEEP PATH ANALYSIS
7.5t BOX VAN

FIGURE No: 70099687-TP-SK-009-TR3

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Ford Transit Van - EL 'Jumbo' High Roof	
Overall Length	6.403m
Overall Width	2.433m
Overall Body Height	2.493m
Min Body Ground Clearance	0.115m
Track Width	1.762m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.650m



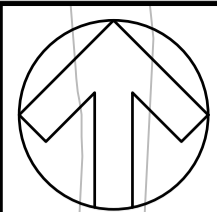
TITLE: BISHOPSGATE GOODSYARD
TRANSPORT PLANNING OPTION B
SWEEP PATH ANALYSIS
LARGE TRANSIT VAN

FIGURE No: 70099687-TP-SK-009-TR4

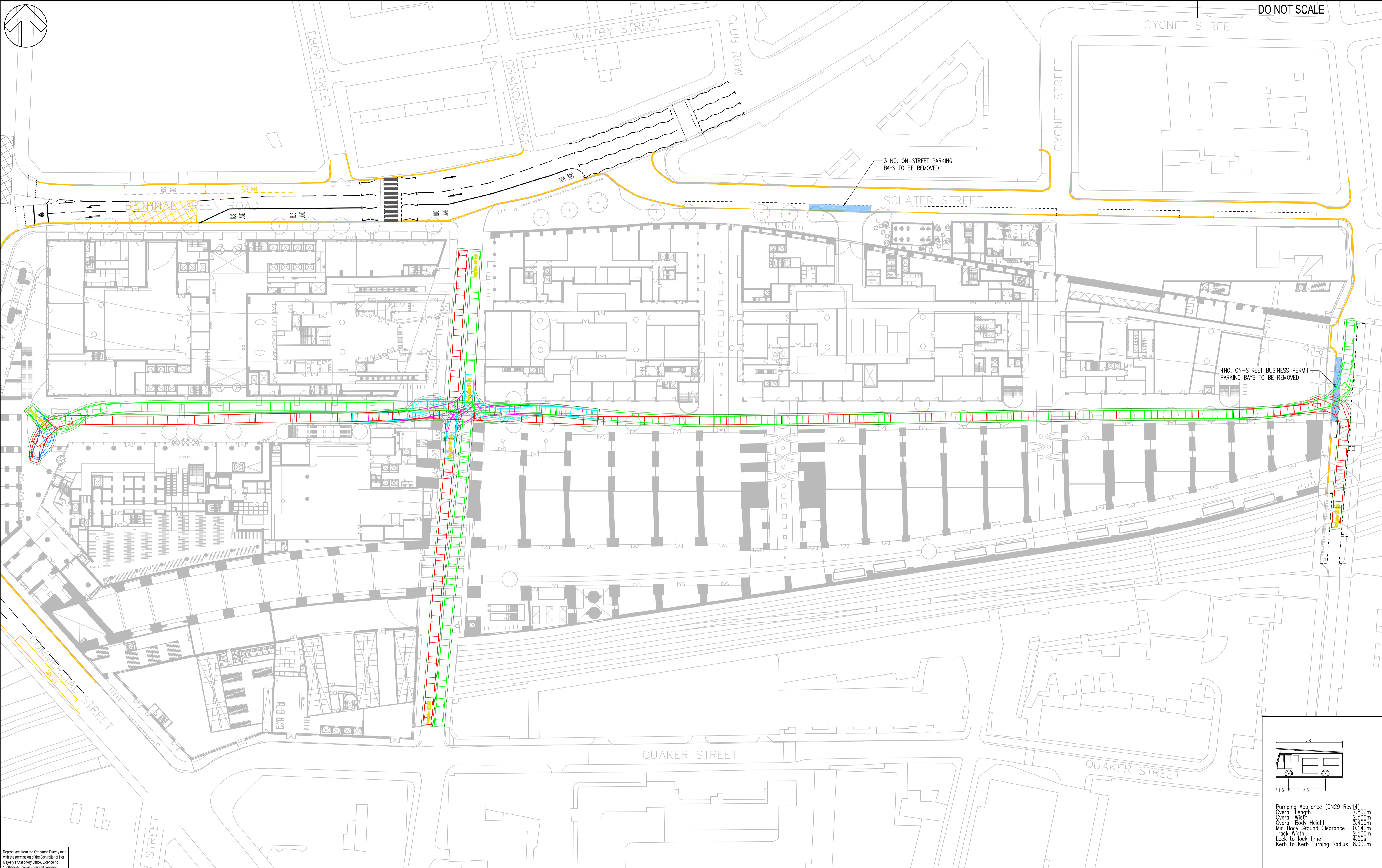
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APPENDIX C – FIRE TENDER SWEEP PATH ASSESSMENTS

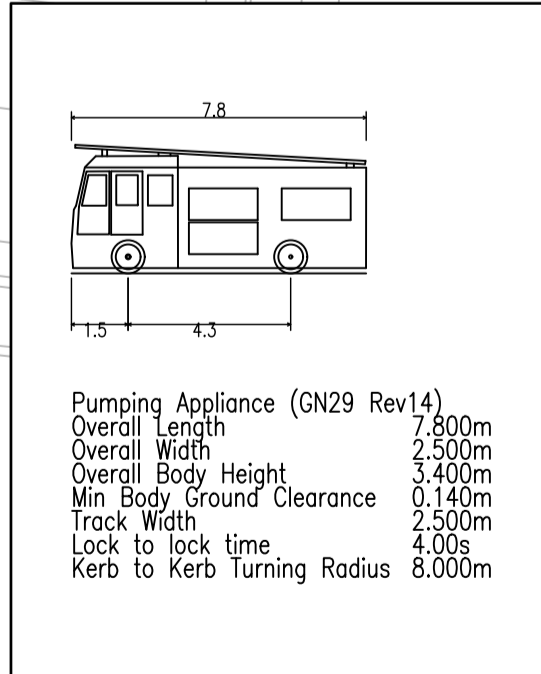


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Pumping Appliance (GN29 Rev14)
 Overall Length 7.800m
 Overall Width 2.500m
 Overall Body Height 3.400m
 Min. Body Ground Clearance 0.140m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 8.000m

P01		12/01/2023	RDS	FIRST ISSUE	AT	AT
REV	DATE	BY	DESCRIPTION	CHK	APP	
DRAWING STATUS: S2 - FOR INFORMATION						

WSP House
 70 Chancery Lane
 London
 WC2A 1AF, UK
 T+ 44 (0) 207 314 5000
 F+ 44 (0) 207 314 5111
 wsp.com

CLIENT: BGYR

ARCHITECT: FAULKNERBROWNS ARCHITECTS

PROJECT: THE GOODSYARD, BISHOPSGATE

TITLE: FIRE TENDER ACCESS SWEEP PATH ANALYSIS

SCALE @ A1: 1:500	CHECKED: AT	APPROVED: AT
PROJECT No: 70099687	DESIGNED: RDS	DRAWN: RDS
DATE: January 23		
DRAWING No: 70099687-TP-SK-011		REV: P01
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APPENDIX D – ATZ ASSESSMENT

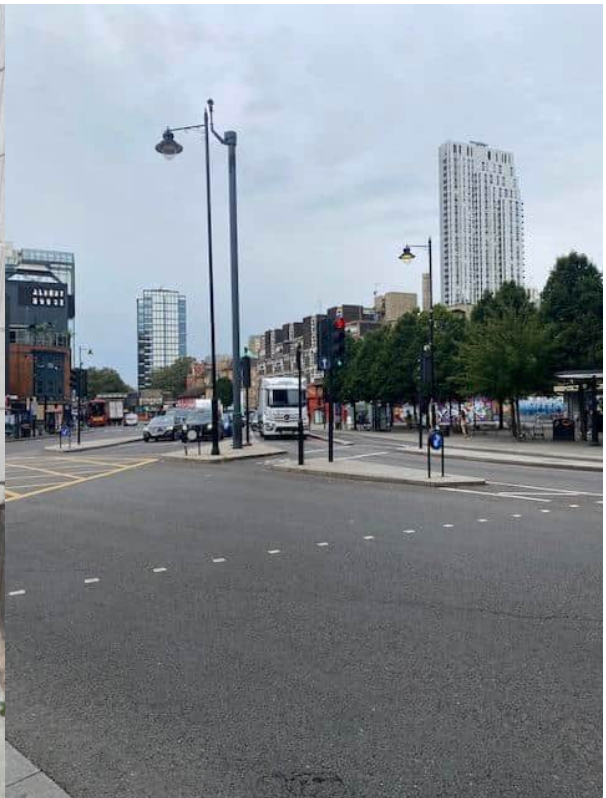
Route 1 - Towards Cycleway 13 via Bethnal Green Road, Club Row and Arnold Circus



Route 2 – Towards Tesco Express via A10

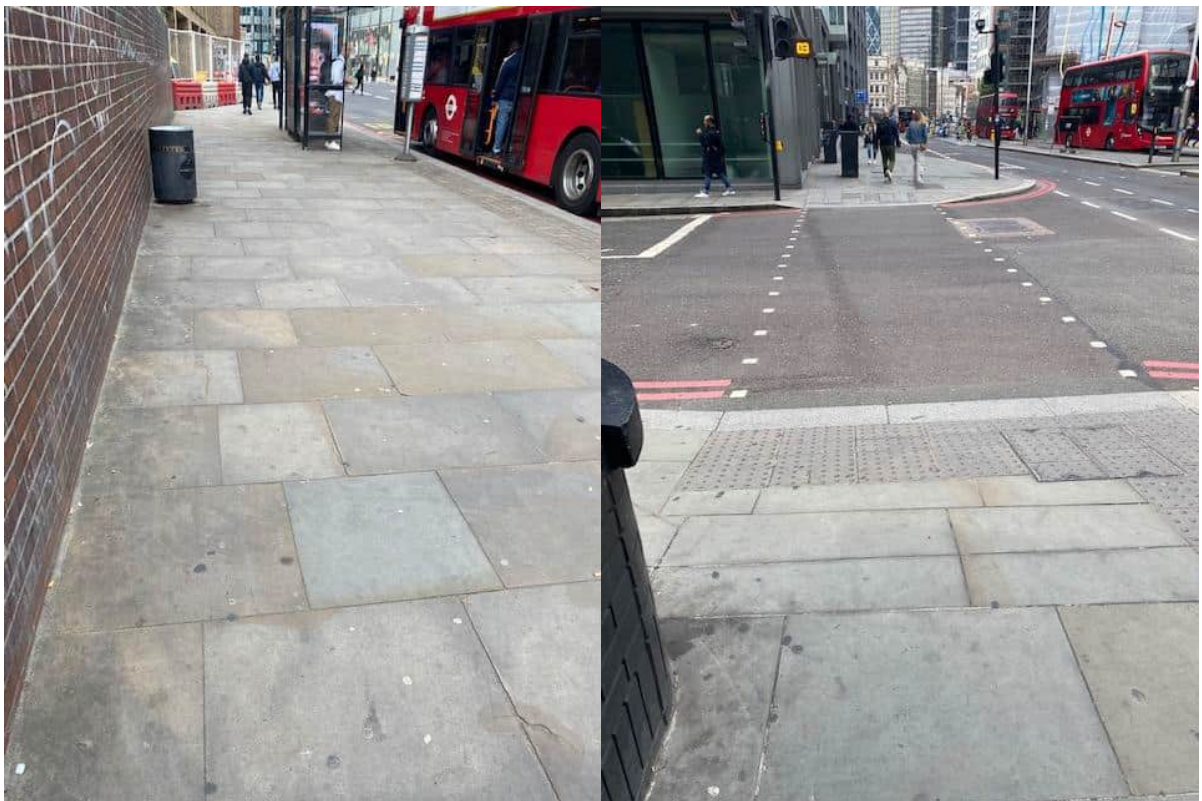


Route 3 - Towards Old Street Station via Great Eastern Street and Old Street



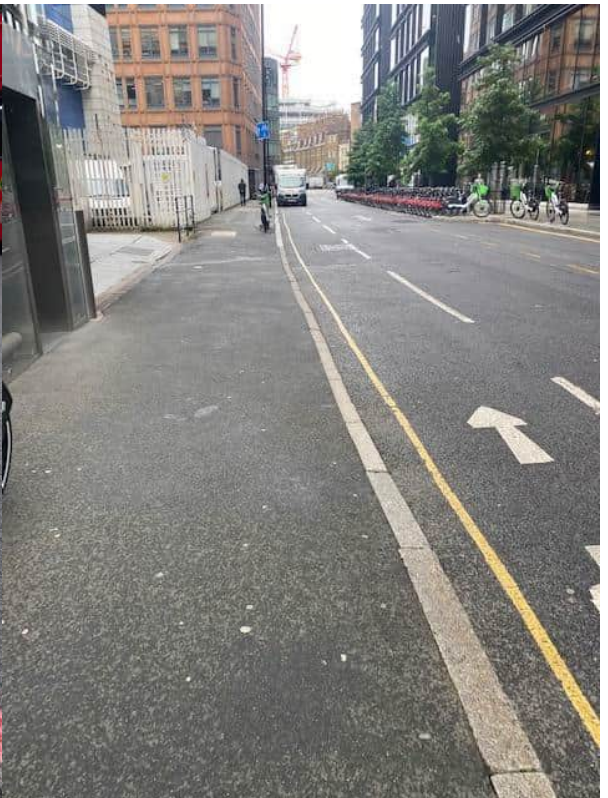


Route 4 - towards Shoreditch High Street Stop, Commercial/Worship Street Stop and Liverpool Street Station via A10





Route 5 - Towards Cycleway 1 via Principal Place and Worship Street





Route 6 - Towards Weavers Fields via Sclater Street, Cheshire Street and Vallance Road





