Table 22.1 – AM Peak Percentage Increase from Baseline Traffic Flows on Local Roads Attributed to Construction Traffic (Two-Way)

Link	Baseline Flows		Baseline + Net Construction Traffic		Percentage Increase	
	All vehs	HGV	All vehs	HGV	All vehs	HGV
Anchor & Hope Lane North of Bugsby's Way	251	43	226	51	-10%	18%
Anchor & Hope Lane North of Site Access	192	21	185	20	-4%	-4%
Anchor & Hope Lane South of Bugsby's Way	1,286	229	1,270	229	-1%	0%
Bugby's Way West of Gallions Road	1,327	295	1,321	303	0%	3%
Bugby's Way East of Gallions Road	1,362	213	1,356	221	0%	4%
Charlton Church Lane North of Delafield Way	404	37	400	37	-1%	-1%
A206 East of Anchor & Hope Lane	2,137	451	2,124	451	-1%	0%
A206 West of Anchor & Hope Lane	1,201	291	1,201	292	0%	0%
Site Access (Private Road)	107	10	75	17	-30%	70%
Gallions Road	202	2	200	2	-1%	-8%

Table 22.2- PM Peak Percentage Increase from Existing Traffic Flows on Local Roads Attributed to Construction Traffic (Two-Way)

Link	Baseline Flows		Baseline + Net Construction Traffic		Percentage Increase	
	All vehs	HGV	All vehs	HGV	All vehs	HGV
Anchor & Hope Lane North of Bugsby's Way	249	25	223	32	-10%	30%
Anchor & Hope Lane North of Site Access	135	7	134	7	-1%	-6%
Anchor & Hope Lane South of Bugsby's Way	1,569	166	1,550	165	-1%	0%
Bugby's Way West of Gallions Road	1,700	188	1,694	196	0%	5%
Bugby's Way East of Gallions Road	1,995	106	1,989	114	0%	8%
Charlton Church Lane North of Delafield Way	450	26	446	25	-1%	-2%
A206 East of Anchor & Hope Lane	2,587	306	2,566	305	-1%	0%
A206 West of Anchor & Hope Lane	1,234	159	1,234	160	0%	0%
Site Access (Private Road)	120	6	93	13	-23%	117%
Gallions Road	390	1	389	1	0%	-24%

Table 22.3- 24-Hour Percentage Increase from Existing Traffic Flows on Local Roads Attributed to Construction Traffic (Two-Way)

Link	Baseline Flows		Baseline + Net Construction Traffic		Percentage Increase	
	All vehs	HGV	All vehs	HGV	All vehs	HGV
Anchor & Hope Lane North of Bugsby's Way	3,293	481	2,863	494	-13%	3%
Anchor & Hope Lane North of Site Access	2,019	336	1,983	330	-2%	-2%
Anchor & Hope Lane South of Bugsby's Way	20,809	2,840	20,543	2,810	-1%	-1%
Bugby's Way West of Gallions Road	23,832	3,735	23,679	3,780	-1%	1%
Bugby's Way East of Gallions Road	21,854	3,679	21,701	3,724	-1%	1%
Charlton Church Lane North of Delafield Way	6,581	553	6,522	543	-1%	-2%
A206 East of Anchor & Hope Lane	39,527	6,017	39,293	5,989	-1%	0%
A206 West of Anchor & Hope Lane	23,558	3,542	23,552	3,545	0%	0%
Site Access (Private Road)	1,385	148	919	156	-34%	5%
Gallions Road	5,172	17	5,161	15	0%	-11%

22.4.2 The above table shows that the level of construction is likely to be less than the traffic already generated by the site. When distributed across the highway network, all key links in the AM peak will experience a reduction in overall traffic, but there will be small increases in HGV traffic. Therefore the net construction traffic is expected to have a negligible effect on the surrounding roads.

22.5 Mitigation of Construction of Vehicle Trips

22.5.1 While the assessed distribution of construction traffic is considered a reasonable assumption to determine the scale of changes to traffic on the highway and where significant effects are likely to occur the construction routes would be agreed between the contractor and the RBG prior to construction commencing and mitigation measures at the site. However, based on the above assessment the impacts are insignificant, at most.

22.5.2 Other potential effects as a result of construction would be on road surfaces from mud and dirt, as well as temporary footway closures, if and when required, would be actively managed in accordance with measures set out in the proposed Environmental Management Plan (EMP) and the Construction Logistics Plan (CLP).

Environmental Management Plan (EMP) and Construction Logistics Plan (CLP)

22.5.3 The EMP / CLP are expected to include the following information:

- Restricted hours of work;
- Demolition and construction method statements;
- Considerate Constructors Scheme;
- Management of deliveries and trade contractors;
- Management of noise vibration and dust;
- Management of construction waste; and
- CDM regulations.

22.5.4 Loading and unloading of materials and equipment will occur within the site boundary wherever possible, minimising the likelihood of congestion on highways surrounding the site.

22.5.5 To further minimise the likelihood of congestion, strict monitoring and control of all vehicles entering and exiting the site will be maintained by:

- Setting of specific delivery dates and collection times, where feasible;
- Consolidating deliveries where feasible;
- Using a system of 'just in time' deliveries;
- A requirement for authorisation when visiting the site via vehicles; and
- Safely maintaining pedestrian access around the site perimeter.

22.5.6 Accordingly, it is considered that the temporary effects of construction traffic could be mitigated such as to ensure temporary moderate adverse effects would be limited to the roads immediately adjacent to the site.

23 SUMMARY AND CONCLUSIONS

23.1 Existing Site

23.1.1 The existing site comprises two plots of land off Anchor and Hope Lane. It currently has light industrial uses. The surrounding area is industrial in nature, with the exception of two residential areas known as Atlas Gardens and Derrick Gardens.

23.1.2 Charlton Station is located approximately 350m south of the site with 8 trains per hour in each direction during weekday peak times. The site is also accessible by 5 bus routes with a combined frequency of 34 buses per hour in each direction during peak times. The site has an average PTAL of 4. There are also good pedestrian and cycle facilities in the local area, including the Thames Path to the north of the site.

23.1.3 The site is located within the Charlton Riverside Opportunity area which is identified by both RBG and GLA as a strategic regeneration area for residential led mixed use development. It is expected that the area will be transformed into an attractive and vibrant mixed use urban quarter providing circa 5,000 new homes and 5,000 new jobs. In the future, the site has the potential of achieving a PTAL of 5, with the addition of public transport enhancements associated with regeneration of Charlton Riverside.

23.2 Development Proposals

23.2.1 The development proposals comprises Plot A (Northern Plot) and Plot B (Southern Plot). The development will provide 975 residential units, 1,544m^2 (GEA) B1 office and 1,901m^2 (GEA) flexible A1 / A3 / D1 / D2 use with associated car and cycle parking.

23.2.2 Cycle parking will be provide in accordance with the London Plan, with long stay parking located in ground/basement for residents and ground level for staff, and short stay parking located in the public realm which can be used for commercial and residential visitors.

23.2.3 A total of 219 car parking spaces, including 56 accessible bays suitable for Blue Badge holders, will be provided. The commercial use will be allocated 2 Blue Badge holder bays, one on each plot, and no other car parking provision. The residential use will therefore have 217 car parking spaces which is equivalent to 0.22 space per unit. This low car parking provision reflects the accessibility of

the site by walking, cycling and public transport and it meets the London Plan standards. A Car Park Management Plan will be implemented to manage, maintain and control the car parking.

23.2.4 All delivery and servicing activities will take place within the site and vehicles will enter and exit in forward gear from Anchor and Hope Lane. Servicing zones and turning areas are provided within Plots A and B. Each plot will also have a concierge to receive residential deliveries. Refuse collection will take place in the basement of Plot A and at the southern end of Plot B. A Delivery and Servicing Plan (DSP) has been prepared for the development and will be implemented prior to occupation.

23.2.5 The proposals will provide off-site improvements to Anchor and Hope Lane. This includes enhancements to the pedestrian environment and the provision of a Toucan Crossing in order to access the northbound bus stop on Anchor and Hope Lane.

23.3 Trip generation

23.3.1 The proposed development is expected to generate a total of 869 and 740 two-way person trips in the AM and PM peak hours respectively. A significant proportion will be walking, cycling and public transport trips. In terms of vehicle trips, it is expected that 159 and 115 two-way vehicle trips (including servicing trips) will be generated in the AM and PM peak hours respectively. These trips are reduced when the vehicle trips associated with the existing site operations, which is around 40 two-way vehicles trips in the peak hours, are taking into account.

23.4 Impact Assessment

23.4.1 Chapters 17 to 22 sets out the assessment of the proposed development trips by mode, including detailed junction modelling work. The greatest impacts are expected to be at the site access and Anchor and Hope Lane, especially as these roads currently have low traffic and pedestrian flows. However, improvements are proposed to enhance this area and provide a better environment for future residents to travel.

23.4.2 The impact assessments show that the proposed development is not expected to have any material impact on other public transport modes or the highway network.

23.5 Conclusion

23.5.1 The proposed scheme will deliver a high quality development which will be accessible by walking, cycling, buses and rail. The development benefits from its location for encouraging sustainable transport choices.

23.5.2 The scheme has been designed to accommodate for the expected level of walking and cycling trips and the generated trips by each of the different modes of transport can be accommodated on the surrounding transport infrastructure.

23.5.3 Finally, the proposed development fully meets the transport aspirations of the Royal Borough of Greenwich and current Governmental guidance in respect of sustainable development and will, through its design, encourage the use of sustainable modes of transport.

Transport Planning Practice
70 Cowcross Street
London EC1M 6EL
020 7608 0008
email@tppweb.co.uk

www.tppweb.co.uk

Annex A

TfL Pre-Application
Advice Letter

TPP
transport planning practice

Transport for London

Our ref: 16/3398

Transport for London
Group Planning

Windsor House
42 – 50 Victoria Street
London SW1H OTL

Phone 020 7222 5600
Fax 020 7126 4275
www.TfL.gov.uk

Colin Whyte
Transport Planning Practice
70 Cowcross Street
London
EC1M 6EL

16 September 2016

Dear Colin,

Anchor and Hope Lane, Charlton, Royal Borough of Greenwich - TfL's pre-application advice letter

Please note that these comments represent the views of Transport for London (TfL) officers and are made entirely on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments also do not necessarily represent the views of the Greater London Authority (GLA).

Firstly, I would take this opportunity to thank you for taking advantage of the TfL pre-application service, the aim of which is to ensure that development is successful in transport terms and in accordance with relevant London Plan policies. This letter follows the pre-application meeting held on 5 September 2016 to discuss the development proposals. TfL also attended a GLA pre-application meeting on 9 August 2016.

General

The Transport Assessment (TA) report to be produced by the applicant as part of the submission should be in line with TfL's Transport Assessment guidance available at:

https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance

We will continue to provide transport technical advice through the pre-application stage and will welcome the opportunity to provide further advice on specific matters, as and when appropriate. The applicant should note that if further meetings are required they might need to pay a follow up pre-application fee.

Table 1 sets outs the attendees at the meeting on 5 September 2016. Prior to the meeting, the case material was circulated to other TfL colleagues to inform the meeting. Rob Goodall (the case officer) conducted a site visit on 1 September 2016.

Table 1: Meeting Attendees

Attendee	**Organisation**
Rob Goodall	TfL Borough Planning (Case Officer)
Raj Gami	TfL Borough Planning
Aidan Daly	TfL Bus Network Development
Edwin Swaris	TfL Strategy and Outcome Planning
Colin Whyte	TPP (Transport Consultant)
Katherine Wong	TPP (Transport Consultant)
Alistair Christie	Rockwell Residential (Applicant)
Greg Smith	Bilfinger GVA (Planning Consultant)
Barbara Clarenz	Simpson Haugh Architects
Apologies	
Andre Neves	TfL Cycling
Mark Page	Royal Borough of Greenwich

Background and Policy Context

The site falls within the Charlton Riverside Opportunity Area as set out within the London Plan. The London Plan states that development at Charlton Riverside should be integrated with the wider development of the south bank of the Thames to complement opportunities at Deptford/Greenwich, Greenwich Peninsula and Woolwich. Greenwich Council adopted a Charlton Riverside Masterplan in 2012, however since that time Greenwich has recognised that the nature and scale of the development opportunity at Charlton Riverside requires the preparation of a new, more detailed Supplementary Planning Document (SPD), which will supersede that produced in 2012. The new SPD will focus on the creation of a vibrant, place-based and mixed-use urban quarter with a range of 3,500-5,000 new homes, new and intensified employment provision, education facilities, open space and significant transport infrastructure improvements. At the time of the meeting, Greenwich has appointed a masterplanning consultant to develop the Masterplan SPD and there have been a number of meetings between TfL and Greenwich on the proposals for the masterplan area over the next 15-20 years and further into the future.

Development Overview

A number of small, light industrial units currently occupy the site. The development proposals comprise circa 940 new homes, 3,700sqm of flexible commercial space (A1, A3, B1 or D2) and associated access, servicing, parking, and landscaping. The level of parking for the development is proposed to be at a maximum 0.4 spaces per residential dwelling, however, this is yet to be finalised. Cycle parking will be provided in line with London Plan standards. The application is proposed to be submitted in late October 2016.

Site Conditions
The site is located adjacent close the A206 Woolwich Road, which forms part of the Strategic Road Network (SRN) for which TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact. The nearest part of the Transport for London Road Network (TLRN), the A205, is located less than 1.5km to the east of the site.

Public transport accessibility level or PTAL is measured on a scale of 1 to 6 where 6 is the most accessible. This site records a range of PTALs across the site ranging from 4 in the southern end to 3 at the northern end, with an average of 4. Charlton rail station is situated approximately 350m walk distance to the south of the site, providing access to National Rail services which serve London Bridge, Cannon Street and Dartford. Bus routes 472 and 486 serve bus stops within 300m of the site, providing direct links to North Greenwich, Plumstead, Thamesmead and Bexleyheath.

Future Public Transport Improvements
We are currently undertaking a review of the bus network in the Greenwich and Bexley areas in order to compliment Crossrail services that are being introduced from 2018. As a result of this review, there may be a number of changes to the frequency and routing of services in the immediate area. Once this review is complete then the outcomes will be made available to the applicant; however it is intended that this study will be complete by early 2017, which is after the proposed the submission of the planning application.

During the meeting, the potential increase in PTAL as a result of future improvements in access to public transport at the site was discussed in detail. The Charlton Riverside Masterplan SPD proposals identify a number of improvements in the area, which would be required to facilitate the redevelopment of the opportunity area. The TA sets out these proposals, including a new vehicular route and up to two bus new routes through the area which will reduce severance between Woolwich Road and the Thames, a new River Bus service stopping at a new Charlton Riverside pier (the exact location of which is not confirmed), a new bus service as identified within the Silver Tunnel Transport Assessment from Grove Park to Canary Wharf via Charlton Riverside.

Future Site Connectivity Assessment
Further to the discussions regarding the improvements set out above, we welcome the applicant's assessment of the future year PTAL. It is agreed that the discussed improvements may potentially come forward in the near future, however the status of these improvements in numerous cases are not confirmed, specifically the assumed bus improvements and additional services through the masterplan site. Therefore the PTAL assessment should be taken as a guide to what potential PTAL could be achieved, however this should not be relied upon to justify departures from the London Plan housing density matrices.

Approach to Transport Assessment
A comprehensive TA will need to be undertaken in line with TfL's Best Practice Guidance. This can be found on TfL's website here: https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance.

Prior to the meeting, the applicant circulated a transport assessment scoping note which set out the approach to assessment, the proposed trip generation methodology and the assumptions involved in the assessment. This note has been reviewed and considered in this letter. Comments on this are provided below.

Baseline Surveys
The scoping note indicates that a number of surveys have been undertaken on roads surrounding the site, however the results of these surveys are not yet available. The locations of the traffic surveys that have been undertaken are acceptable to us. The note seeks to scope out the need to factor the surrounding roads to account for future background traffic growth in future. Instead, the note states that the TA intends to incorporate a cumulative development assessment, which should identify the expected growth in vehicular traffic in the surrounding area over the next few years as a result of development coming forward. We support this approach and notes the DfT AADF figures for Woolwich Road have been included support this.

Trip Generation
We have reviewed the trip generation note and is of the opinion that this provides a robust basis for assessing the potential impact of the development on the surrounding highway and public transport networks. Despite this, we still has a small number of comments on the approach to the trip generation assessment, which are set out below.

The scoping note provides a comparison assessment between the independently undertaken surveys selected for this assessment and available TRICS surveys. From a detailed review of the characteristics of the independent surveys, we can confirm that the methodology proposed to assess the trip generation for the residential element of the site is appropriate. Likewise, the use of Census 2011 modal share is also appropriate. However, we would encourage the applicant to produce a final and main mode of travel as walking, bus and cycle are often used as access modes for journeys less than two miles and may be under-reported. We expect the TA to take account of this aspect as there will be a significant number of people that will be walking, cycling or catching a bus from the site to North Greenwich in order to access Jubilee services further afield and this will need to be quantified.

The scoping note indicates that the commercial trip generation methodology will follow a first principles approach. We have no immediate concerns, however this should include a thorough comparison with the available TRICS survey data to determine why an alternative methodology has been used.

Considering the size of the commercial floor space, we would recommend that the methodology should be confirmed prior to submission of the planning application.

TfL welcomes that the delivery and servicing trips have been included in the vehicular trip assessment. The approach and methodology for determining the estimated number of vehicles is acceptable.

Highway Impact Assessment and Modelling Requirements
We would advise the applicant that the cumulative schemes to be included should be agreed with Greenwich Council and TfL prior to submission. It should be clarified if the sites have been identified through the EIA process.

As stated in the meeting, in addition to the standard vehicular trip generation, due to the scale of the proposals the applicant should ensure that an estimate of the number of servicing and delivery vehicle numbers from the residential, retail and commercial elements should be considered in any impact modelling undertaken.

With reference to the above points on the baseline traffic surveys, we support the applicants proposed impact assessment scenarios. We advise the applicant that the cumulative schemes to be included (and the future years of these assessments) should be agreed with LBN and ourselves prior to submission.

The scope and detail of any highway modelling that would be required was also discussed and it was determined that the trip generation and impact from the development should determine the requirements for highway modelling. As the baseline survey information is not yet available, we would have to review calculated percentage impact of additional vehicles on the network prior to providing advice on this matter. As discussed in the meeting, a number of the junctions in the vicinity of the site experience significant levels of congestion at different times of the day, and therefore as a minimum we would expect the applicant to model the Anchor and Hope Lane / Bugsby's Way roundabout and the junction of Woolwich Road and Anchor and Hope Lane. Furthermore, there is significant congestion experienced at the Bugsby's Way / Greenwich Retail Park (Gallions Road) junction.

Public Transport Impact Assessment
For the public transport assessment, the trip generation should be shown for the three hour AM and PM peaks as well as the peak hours of 0800-0900 and 1700-1800 included within the note. The trip generation should also attempt to distribute those trips so that they can be assigned to origins and destinations on the Rail and bus networks.

Buses
We would request that an assessment is undertaken that distributes bus trips onto different services/routes by direction in the peak periods. TfL will then use this data to ascertain if the generated trips can be accommodated within the current available capacity and if any mitigation will be required. Mitigation may be required in the form of financial contributions towards capacity improvements and running additional services. The estimated level of impact from the development on specific routes will determine the scale of contributions required.

As mentioned previously, TfL is currently undertaking a study to look at options for the bus network in Greenwich as a result of the introduction of Crossrail services in December 2018. The timescales of this study do not match with the application programme and therefore the applicant should base their assessment upon the existing services available. As part of this study there could be a potential increase in frequency or complementary services for the 472 route, which is currently approaching capacity due to the significant demand towards North Greenwich.

As referred to earlier, in the meeting the applicant queried whether TfL had any ideas of what the future bus network in the vicinity of the site might look like. We stated that they will investigate this further and produce some high-level thoughts on an indicative bus network to serve the opportunity area. This work is currently ongoing and more detailed information regarding the expected routes and frequencies to serve the proposed 3,500-5,000 new homes in Charlton Riverside will be provided to the applicant in due course.

Rail
We are interested in the potential impact upon the number of passengers accessing Charlton station so these numbers should be set out clearly within the TA. The applicant may be aware that we are interested in the potential impact as there may be an opportunity to take on the Southeastern franchise to introduce a metro-style service for south and southeast London and Charlton would be a station that would be covered by these services. The ultimate aim would be to try and increase capacity of both the line and rolling stock and to improve frequencies on the routes through this area. We are currently still developing these proposals, however would be interested in understanding any increases in demand at stations which may potentially come under TfL control in future. We do not hold information on rail station usage so numbers generated by the site is sufficient.

Design and Site Access
Detailed design and landscaping plans did not form part of the submitted pre-application documents, however we provided initial feedback at the meeting.

The key issue with the development proposals are how the applicant intends to comply with the emerging Charlton Riverside masterplan which, from studying

early consultation draft plans, indicates that the new highway link through the opportunity area is proposed in close proximity to the site and is likely to be shared with the development access road. The masterplan has an aspiration to deliver a new highway extending eastwards from Bugsby's Way into the masterplan area in order to reduce severance and provide bus priority route in order to resolve reliability issues that are sometimes encountered on Woolwich Road. This new highway is also proposed to carry access traffic to a number of the other development sites in the masterplan area. For the development to be acceptable to TfL, the applicant needs to ensure that their designs are acceptable to Greenwich council and that the proposed site access fits with the wider emerging strategic movement network. Notwithstanding this, we need to see proposals that will improve permeability, reduce severance and deliver safe and accessible crossing points.

We will also be interested in seeing how this new highway will facilitate bus priority through the area, which will improve the likelihood of new bus routes using this road. We understand that the applicant has provided an access route and safeguarded land either side, although initially this would be of limited width, which could be widened as adjacent sites come on stream and this is proposed to be located north of the Bugsby's Way/Anchor and Hope Lane roundabout.

As mentioned, the access from Hope and Anchor Lane and the Bugsby's Way/Anchor and Hope Lane roundabout will need some further detailed consideration once the masterplan proposals become clear. In addition to the Sainsbury's distribution centre located off the northern arm, there is likely to be a significant increase in vehicular movements using this roundabout once the masterplan is built out. This would be crucial to provision of the potential bus routes through the site.

TfL and Greenwich are considering high level concept optioneering exercises for the roundabout and this will be considered as part of Woolwich Road Regeneration Study which has recently been commissioned by Greenwich Council.

Cycle and Pedestrian Access
From the layout plans that were reviewed in the meeting, it was unclear how pedestrians and cyclists will move through the site and what the primary routes are for these modes of travel. We would expect to see more detailed consideration of how people access various parts of the site by all modes, focusing particularly on the access from Hope and Anchor Lane. Access through the site should be encouraged through design, especially linking to the riverfront, the Thames Path Quietway and into the cycle stores. There is a good opportunity to encourage cycling to this site, especially with improvements coming forward to Woolwich Road and the proximity of the site to North Greenwich station and the cycle hub provided there.

The scoping note has scoped out the need for a PERS audit citing that audits have already been undertaken in the area. The scoping note states that other audits have indicated that the pedestrian environment were good quality with a few areas that needed improvement. We agree that there is limited benefit in undertaking an extensive audit, however they do request that an assessment is undertaken on Anchor and Hope Lane up the River Walkway and South to the junction of Anchor and Hope Lane with Woolwich Road. The Applicant may be aware that there are proposed urban realm improvements coming forward as part of a Greenwich study. However, TfL and Greenwich would find that Wayfinding and signage is likely to be requested as part of s106 agreement to improve legibility and encourage walking trips within the site to the wider area.

Cycle infrastructure
Short distance cycle trips in this area are key to linking this development to public transport interchanges at Charlton station and also further north to North Greenwich transport interchange where a number of people will join the public transport network.

Cycle Superhighway 4 is planned to go from Woolwich to London Bridge, travelling along Woolwich Road. It has been now divided into three phase, of which Phase 3 runs from Greenwich to Woolwich. Phase 1 is the currently the immediate priority and design work is starting. The delivery dates Phase 3 are currently unclear as they are under review and the decision will depend upon the next Mayoral announcement on the status of the superhighways, and their programme and priorities for next 4 years. The route alignment is however unlikely to change and there fore the applicant should show how cyclists from the site will be able to access this route.

Furthermore, TfL, Greenwich and Sustrans are working up details of the Thames Path Quietway scheme that will provide a link alongside the Thames along a quieter route to North Greenwich, which can be accessed at the north end of Anchor and Hope Lane. Construction of the scheme is planned to start by September 2016. Currently once of the key parts of the scheme has been removed from scope of the project due to budget constraints. Depending upon the provision for cyclists within the site and links to the surrounding networks being brought forward from the scheme, we may request contributions towards the funding of parts of the Quietway scheme, which will provide residents and employees at the site a quiet route off the main carriageways to North Greenwich and beyond.

Car Parking
The scoping note outlines that the maximum car parking provision of 0.4 spaces per residential unit is proposed. However during the meeting, it was proposed that this level of car parking has been reduced and will be more likely in the range of 0.2-0.3 spaces per unit. We would encourage the applicant to provide towards the lower end of the of the car parking proposed. This is in reference to the planned public transport improvements for the area, the

potential PTAL improvement that has been suggested in the Scoping Note and the pressure on local highway junctions discussed earlier.
We would also request that 10% of the residential dwellings should be provided with Blue Badge parking spaces, not 10% of the total parking allocation. This is supported by the London Plan and the Housing SPG.

We would support Greenwich Council's request that on-street parking should be controlled by restricting future users from being eligible for parking permits in any future CPZ that comes forward. Furthermore, a complementary car park management plan should also be produced for the site and secured by condition. The details of this should be provided in the TA.

As it is not currently available, the commercial parking allocation should be confirmed, and the location and management of these spaces should be included in the TA.

We welcome that 20% of all car parking spaces will be fitted with Electric Vehicle Charging Points (EVCPs), and an additional 20% having passive provision. The location of these spaces within the parking allocation should be included in the TA.

The applicant should confirm whether they are considering car clubs provision on site or a contribution towards car club memberships for residents or businesses.

Cycle Parking
It is understood that cycle parking will be provided to London Plan standards, however the applicant is encouraged to design cycle parking in such a way as to make it as easy, safe and convenient as it possibly can be to use a bicycle to get around the area. Meeting the London Plan standards on cycle parking numbers is welcome. The proposals described at the meeting and on the plans provided, appear acceptable. The gradient of the shared car park access ramp was confirmed as 1:20, which should be acceptable, however we will need to consider the detailed plans before giving its approval. The distribution around the site to serve different buildings and the segregated pedestrian and cyclist access ramp is positive. The TA should include a narrative on the access arrangements, including avoiding awkward internal corridors with restricted width.

Final numbers of resident, visitor and employee parking spaces will need to be identified and the location and type of these spaces will need to be carefully considered, including parking attributed to each block and the external access to them as mentioned above. Cycle parking areas should be able to be accessed without dismounting. From discussions in the meeting, the provision appears as if it will be met by a combination of double-stacker systems and a proportion of Sheffield Stands in order to cater for larger models of cycle which is welcomed. It was also suggested there will be provision for showers and

storage facilities for non-residential uses across the site. The location and detail of the facilities should be

There is a significant public realm provision around the site, so this should not be any issue, however residential or commercial visitor cycle parking located in the public realm will need to be designed to avoid any fly-parking around the site which may affect pedestrian or vehicular flows and building entrances.

Attention should also paid to TfL's London Cycling Design Standards in carrying out any proposals on site and applicant should refer to the TfL Streets Toolkit and Streetscape Guidance document, which is available to view on TfL's website (https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit), when designing the street layout.

Construction
The applicant should also provide a draft Construction Logistics Plan (CLP) and while a final CLP should be secured by condition, the draft should still contain some information on how construction impacts are intended to be dealt with. This is in order to minimise the potential impact on the surrounding highway network and how the vehicles generated will interact with construction vehicles generated by other developments in the vicinity of the site. A CLP should include the cumulative impacts of construction traffic, likely construction trips generated and mitigation proposed. Details should include; site access arrangements, booking systems, construction phasing, vehicular routes and scope for load consolidation and the feasibility of using the river to transport materials in order to reduce the total number of road trips generated. Specific TfL advice can be found here: https://tfl.gov.uk/info-for/freight/planning/construction-logistics-plans.

Delivery and Servicing Planning
We would expect the application to include a draft Delivery and Servicing Plan (DSP). The purpose of a DSP is to effectively manage the impact of servicing and delivery vehicles accessing the development site and one of the key elements to a DSP is identify where safe and legal loading can take place. The scoping note has described access routes however, we will want to see the location of loading bays provided for loading and deliveries and for refuse vehicles to wait whilst collecting refuse. The DSP should set out the estimated number of servicing and delivery vehicles expecting to access the site and any measures that can be implemented to try and improve the efficiency of the site and reduce vehicle numbers. It should provide detail about the estate management and potential concierge / collection points and how this accords with best practice published by TfL and others, please see this link: https://tfl.gov.uk/info-for/freight/planning/delivery-and-servicing-plans and here: http://www.fors-online.org.uk/.

Travel Plan
We would expect a Residential Travel Plan to be provided for residential uses and a Framework Employee Travel Plan to be provided for the non-residential uses. This should set out measures to encourage mode shift from car use to other modes. The TA should set out targets and measures. There should be baseline mode of travel assessment as well as targets for one year, three years and five years. There need to be measures to discourage car use as well as positive measures to encourage more sustainable and active modes such as walking and cycling.

TfL guidance on Travel Plans can be found here: https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans/the-travel-plan

Contributions and Community Infrastructure Levy (CIL)
Once the TA has been further advanced, the likely impacts of the proposals on the transport network and other detailed mitigation measures can then be further discussed and subsequently agreed with ourselves and Greenwich. We would expect to seek provisions within a legal agreement to support the mitigation of impact on public transport, walking and cycling arising from the site.

The exact amounts that will be requested through the S106 will need to be detailed at a later date once the full impact of the proposed development is understood from the completed TA. The applicant should expect that the following may be included in the S106, in a S278 or as condition on the development:

- contributions towards bus capacity improvements;
- contributions or undertaking works for new, improved vehicular access into the masterplan site; and
- off-site cycle improvements (e.g. along the A206 and Thames Path) and other pedestrian improvements.

A review of the TA and assessment of the impacts of the development will determine the requirement for mitigation improvements and the appropriate mechanism for securing these improvements will be discussed with the applicant.

In accordance with Policy 8.3 of the London Plan, this development is applicable for contributions towards the Mayoral Community Infrastructure Levy (CIL) that is paid by most new development in Greater London. Three charging bands with variable rates based on the per square metre net increase of floor space apply, in the Royal Borough of Greenwich the charge is £35 per square metre of development (indexed). More details are available via the GLA website www.london.gov.uk.

London boroughs are also able to introduce CIL charges which are payable in addition to the Mayor's CIL. Greenwich Council has introduced their scheme. TfL and Greenwich Council will therefore review the use of CIL and S106 payments to mitigate the impacts of the development.

Summary
In summary, there are a number of strategic issues which need to be adequately addressed as part of the submission for TfL to fully confirm its 'in principle' support.

- Further details on the commercial trip generation rates, assumptions and modal split.
- Undertaking detailed public transport and localised highway demand impact assessments.
- Details of the provision of pedestrian and cycling links and local connectivity in the area.
- Identification of parking numbers, allocations and locations (including Blue Badge parking and EVCPs).
- Demand management through Travel Plan, Construction Logistics Plans and Delivery and Servicing Plans.

If you have any queries, further questions or seek clarification please contact the case officer Rob Goodall (020 3054 3680 or email robgoodall1@tfl.gov.uk) or myself.

Yours sincerely,

Lucinda Turner
Acting Director of Borough Planning
Email: lucindaturner@tfl.gov.uk
Direct line: 020 3054 7133

Copy to:
All meeting attendees
Jonathan Finch, GLA
Mark Page, Royal Borough of Greenwich
Andre Neves, TfL Cycling
John Courtney, TfL RSM Outcomes Delivery
George Weeks, TfL Urban Design

Annex B

Pedestrian
Environmental Appraisal

TPP
transport planning practice

Leopard Guernsey Anchor Propco Ltd

Anchor and Hope Lane Sites
Pedestrian Environment Appraisal

30821/D012a
December 2016

TPP
transport planning practice

Contents

TPP
transport planning practice

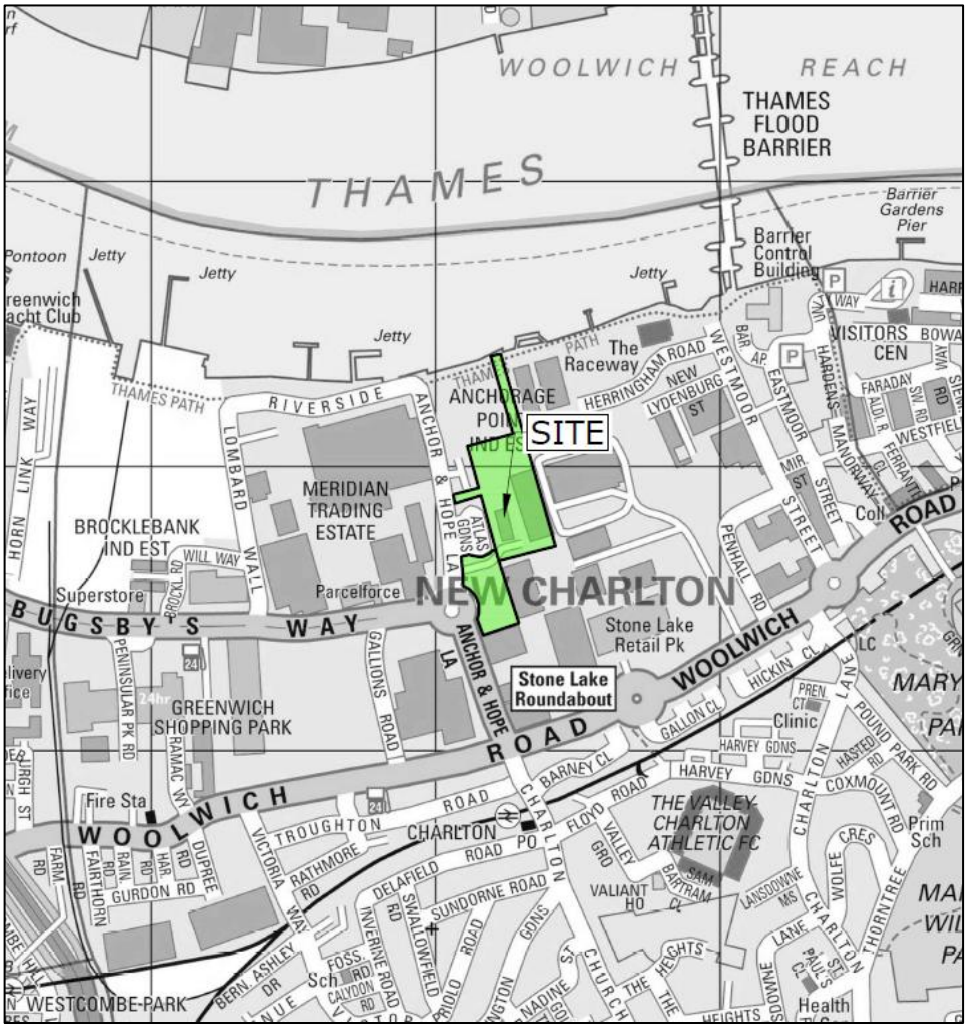
1 INTRODUCTION

1.1 Background Context

1.1.1 Transport Planning Practice (TPP) has been appointed by Leopard Guernsey Anchor Propco Ltd to provide transport advice in relation to the proposed redevelopment of the VIP Trading Estate and the VIP Industrial Estate, Anchor and Hope Lane, London SE7 7TE. The site located within the Charlton Riverside Opportunity Area in the Royal Borough of Greenwich (RBG).

1.1.2 The site is located to the east of Anchor and Hope Lane and comprises two plots of development, Plot A (Northern Plot) and Plot B (Southern Plot), with a strip connecting to Anchor and Hope Lane to the west and another to the north towards the Thames Path. The main access to the site is from Anchor and Hope Lane which runs between Woolwich Road and Bugsby's Way. The site location is shown in Figure 1.1.

Figure 1.1 – Site location



1.2 Existing Site and Proposed Development

1.2.1 The existing site currently contains a number of light industrial units. This includes a scaffolding hire company and a car hire company. With the exception of two residential areas known as Atlas Gardens and Derrick Gardens, the site is surrounded by industrial uses.

1.2.2 The development proposal will provide 975 residential units and as well as non-residential uses (A1, A3, B1, D1 and D2 use classes), with associated car and cycle parking. Dedicated pedestrian / cycle only routes will be provided to the Thames Path and to Anchor and Hope Lane.

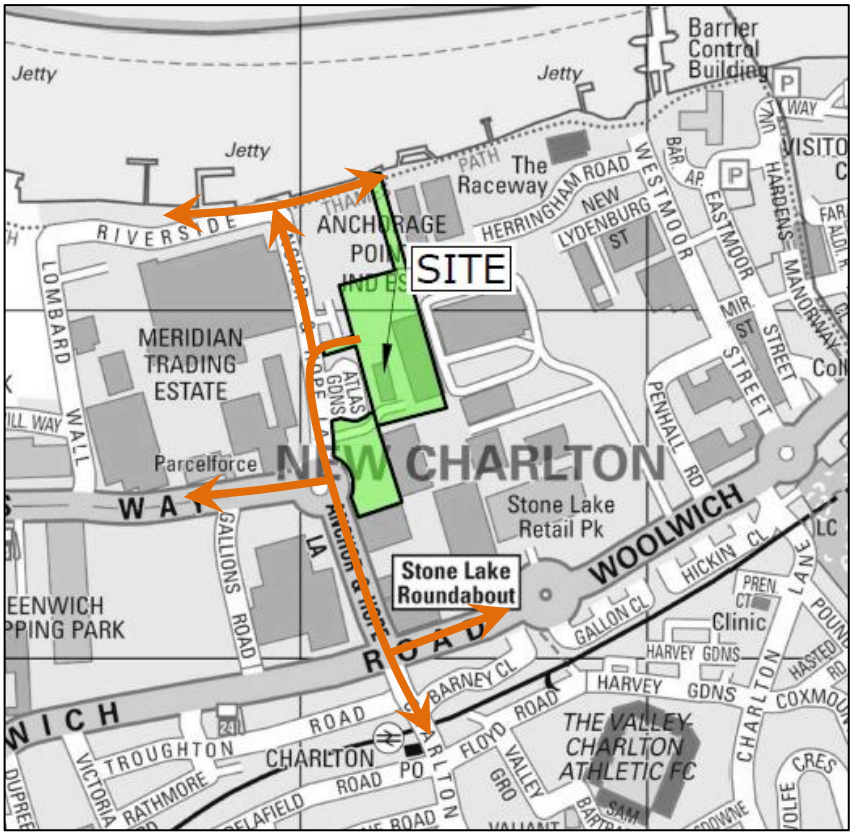
1.2.3 The proposed development is located within the Charlton Riverside Opportunity Area. This has been identified in the RBG Core Strategy as one of the Strategy Development Locations. It is expected that the area will be transformed into an attractive and vibrant mixed use urban quarter providing around up to 5,000 new homes and 5,000 jobs.

1.3 Key Pedestrian Routes

1.3.1 The existing site is currently accessed from Anchor and Hope Lane. The most important pedestrian desire lines the existing site are considered to be those which provide access to public transport services and existing local facilities within the surrounding area.

1.3.2 There are local bus stops on Bugsby's Way, Anchor and Hope Lane and Woolwich Road. Charlton Church Lane is location to the south via Anchor and Hope Lane. There are local retail, employment and leisure facilities in the local area, including those off Bugsby's Way, Woolwich Road and others which can be accessed via the Thames Path. The key routes to these facilities are shown in Figure 1.2.

Figure 1.2 – Key Pedestrian Routes



1.4 Report Purpose

1.4.1 The purpose of this report is to review the existing pedestrian environment and key routes in the vicinity of site. It was agreed with TfL that there is limited benefit in undertaking an extensive PERS audit as there will be improvements to this area as part of the Charlton Riverside Opportunity Area. However, it was agreed that an assessment will be undertaken on Anchor and Hope Lane between the Thames Path and Woolwich Road.

1.4.2 The following routes and junctions have been considered, from north to south:

- Thames Path
- Northern section of Anchor and Hope Lane (between the River Thames and Bugsby's Way)
- Anchor and Hope Lane / Bugsby's Way roundabout
- Southern section of Anchor and Hope Lane (between Bugsby's Way to Woolwich Road)

- Anchor and Hope Lane / Woolwich Road signal controlled junction

1.4.3 This report should be read in conjunction with the Transport Assessment, prepared to support the planning application of the proposed development.

2 THAMES PATH

2.1 Introduction

2.1.1 This chapter sets out the existing pedestrian conditions along the Thames Path within the vicinity of the site.

2.2 Existing conditions

2.2.1 Thames Path can currently be accessed at the northern end of Anchor and Hope Lane. There is signage provided as shown below.

Figure 2.1 – Signage

Figure 2.2 – Signage

2.2.2 The Thames Path has segregated footpath and two-way cycle. Appropriate road markings are provided and the surface materials are of good condition.

Figure 2.3 – Segregated footpath / cycle lane

Figure 2.4 – Segregated footpath / cycle lane

2.2.3 Lighting is also provided and seating is available further east on the route.

2.3 Summary

2.3.1 The Thames Path is considered to be in good condition, lighting, seating, signage and road markings provided.

3 NORTHERN SECTION OF ANCHOR AND HOPE LANE

3.1 Introduction

3.1.1 This chapter sets out the existing pedestrian conditions along the northern section of Anchor and Hope Lane, between the River Thames and Bugsby's Way.

3.2 Existing conditions

3.2.1 On the northern end of Anchor and Hope Lane, where it reaches the Thames it becomes Riverside to the west. There is a round top speed hump and road markings and signage are provided on the approach, as shown in Figure 3.1.

3.2.2 Given the width constraints along Riverside, there are no kerbed footways provided (see Figure 3.2) and these speed calming measures on the approach help to further reduce vehicle speeds and provide a safer environment for pedestrians and cyclists. Traffic flows are very light and allows the road to provide an appropriate shared route for traffic, pedestrians and cyclists.

Figure 3.1 – Speed calming measures

Figure 3.2 –Riverside

3.2.3 There are footways provided on both sides on Anchor and Hope Lane with dropped kerbs and tactile paving provided across the minor roads, as shown in Figure 3.3. Pedestrian crossing refuge islands are also provided to assist pedestrians crossing Anchor and Hope Lane at suitable locations, as shown in Figure 3.4.

Figure 3.3 - Dropped kerbs and tactile paving

Figure 3.4 – Pedestrian refuge island across Anchor and Hope Lane

3.2.4 The footways are considered to be adequate in width but there are some obstacles such as trees and street furniture. There are also sections of the footway where there is a narrow strip at a lower level.

Figure 3.5 – Tree located in the footway

Figure 3.6 – Footway at difference levels

3.2.5 The site access is currently accessed from this section of Anchor and Hope Lane and this section will be improved as part of the proposed development.

Figure 3.7 – Existing site access

3.3 Summary

3.3.1 There is generally a good pedestrian environment with crossing facilities and speed calming measures provided along the northern section of Anchor and Hope Lane. However, there are obstacles at some locations but sufficient width is still available.

4 SOUTHERN SECTION OF ANCHOR AND HOPE LANE

4.1 Introduction

4.1.1 This chapter sets out the existing pedestrian conditions along the northern section of Anchor and Hope Lane, between Bugsby's Way and Woolwich Road.

4.2 Existing conditions

4.2.1 Anchor and Hope Lane meets Bugsby's Way at a roundabout. There is only one uncontrolled pedestrian crossing at this roundabout which is located on the Anchor and Hope Lane northern arm (Figure 4.1).

Figure 4.1 – Uncontrolled crossing at roundabout

Figure 4.2 – Roundabout

4.2.2 There are central reservations but no specific pedestrian crossing facilities on the Bugsby's Way arm or the Anchor and Hope Lane southern arm. Pedestrians were observed to cross informally between traffic during peak times, especially to access the bus stop located on the western side of Anchor and Hope Lane. Even during the peak periods the gaps in traffic are sufficiently long to allow such informal crossings to take place.

4.2.3 A segregated southbound bus lane is provided on Anchor and Hope Lane as shown below. Cyclists were observed to use the bus lane during peak times.

Figure 4.3 – Segregated bus lane

4.2.4 Footways are provided on both sides of Anchor and Hope Lane and seating is also provided at appropriate locations. Examples of the footways are shown below.

Figure 4.4 – Eastern footway

Figure 4.5 – Western footway

4.3 Summary

4.3.1 There is generally a good pedestrian environment with suitable footway widths. However, there are limited pedestrian crossing facilities at the Anchor and Hope Lane / Bugsby's Way roundabout, especially to access the bus stop on the western side of Anchor and Hope Lane.

5 ANCHOR AND HOPE LANE / WOOLWICH ROAD SIGNAL CONTROLLED JUNCTION

5.1 Introduction

5.1.1 This chapter sets out the existing pedestrian conditions at the Anchor and Hope Lane / Woolwich Road signal controlled junction.

5.2 Existing conditions

5.2.1 The Anchor and Hope Lane / Woolwich Road signal controlled junction is large with up to four lanes at the stop line on the widest arm.

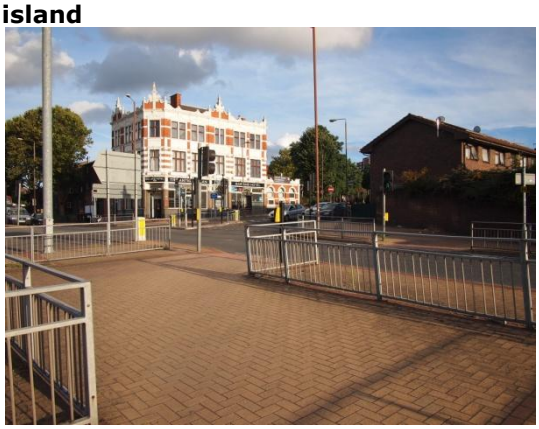
Figure 5.1 – Signal controlled junction

5.2.2 Staggered pedestrian crossings are provided on three of the four arms: Anchor and Hope Lane northern arm, Woolwich Road western arm and Charlton Church Lane southern arm.

5.2.3 These crossings are wide and would be used by pedestrians between the proposed development and Charlton Rail Station, crossing only two of the arms of the junction.

Figure 5.2 – Woolwich Road western arm pedestrian crossing

Figure 5.3 – Staggered pedestrian island



5.3 Summary

5.3.1 There are staggered pedestrian crossings provided at the Anchor and Hope Lane / Woolwich Road signal controlled junction. Adequate footway widths are also provided.

6 SUMMARY AND RECOMMENDATIONS FOR IMPROVEMENTS

6.1 Introduction

6.1.1 Based on the review set out in this report, this chapter provides a summary and outlines the recommendations for improvements when taking into account the proposed development.

6.2 Summary of Pedestrian Conditions

6.2.1 There are generally adequate footways provided in the local area and pedestrian crossings are provided in the form of uncontrolled crossing as well as Pelican crossings. The key points are as follows:

- Thames Path: Segregated footpath and two-way cycle lane. The route is lit with suitable signage and road markings. The surface is level and the materials are in good condition. Seating is also provided.

- Northern Section of Anchor and Hope Lane: Some speed calming measures are in place by Riverside, uncontrolled crossing facilities are provided, there are some obstacles in the footway and the surfacing materials can be improved.

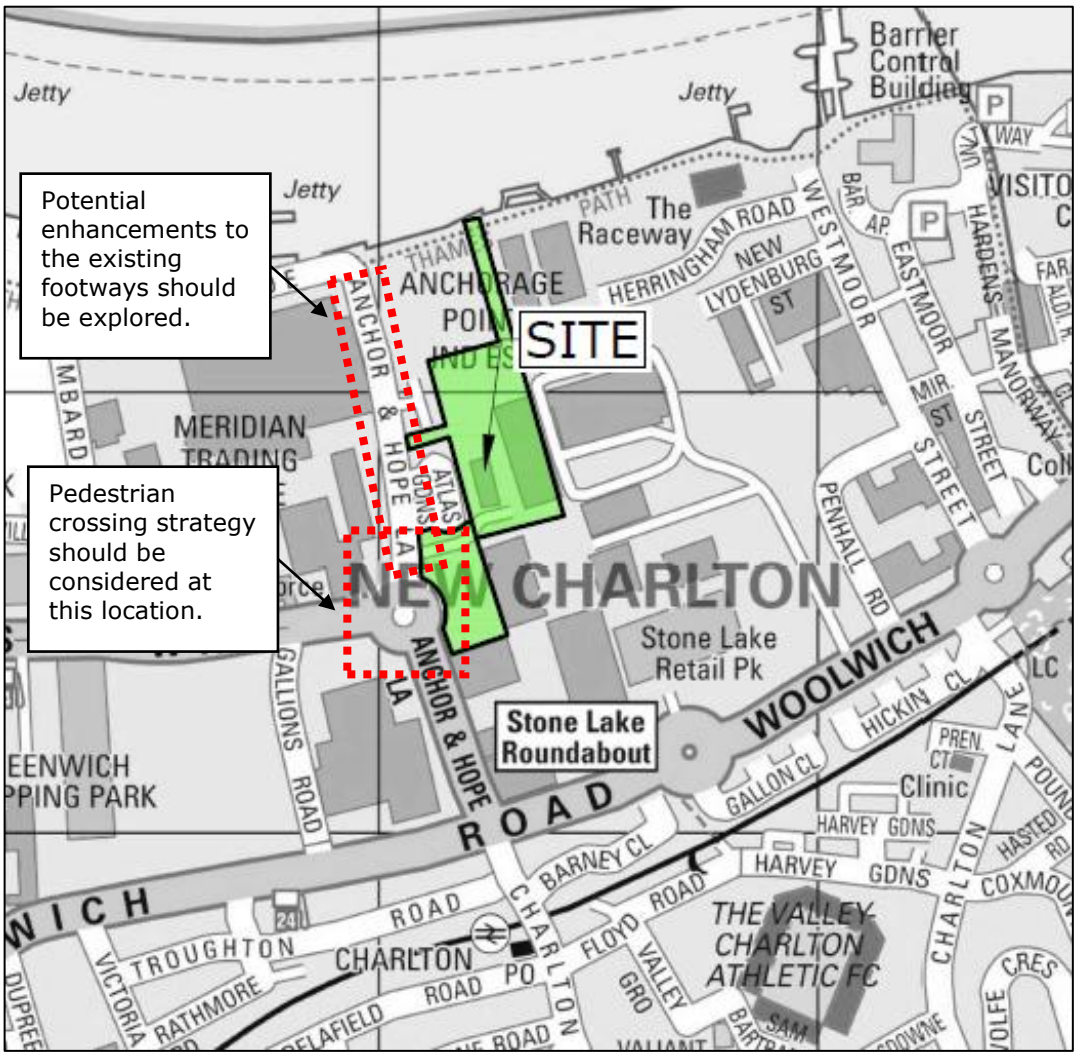
- Southern Section of Anchor and Hope Lane: Limited pedestrian crossing facilities at the roundabout with Bugsby's Way, especially as there is a lack of crossings between the site and the bus stop on the western side of Anchor and Hope Lane. Footways and seating are provided.

- Anchor and Hope Lane / Woolwich Road Signal Controlled Junction: The junction is large and staggered pedestrian crossings are provided at three of the four arms. The crossings are wide and guard rails are provided.

6.3 Recommendations for Potential Improvements

6.3.1 The plan below sets out the improvements which could be undertaken in the local area. These have been taken forward in the Transport Assessment and suitable improvements are proposed as part of the application.

Figure 6.1 – Key Pedestrian Routes

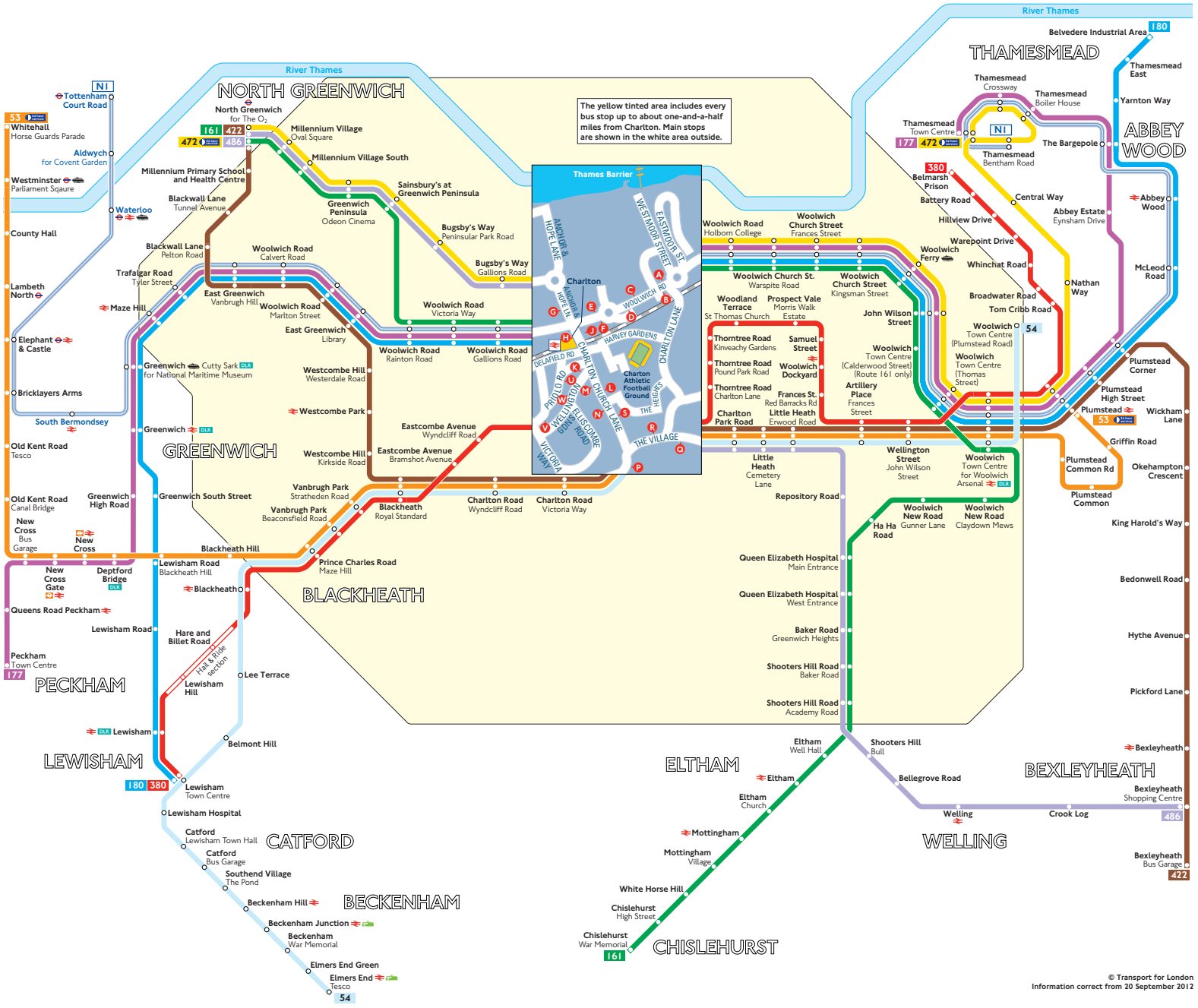


6.3.2 It should be noted that further improvements in the area would be expected to be brought forward as part of the regeneration of the wider Charlton Riverside Opportunity Area.

Annex C

Local Bus Map

Buses from Charlton



Key

53	Day buses in black
N1	Night buses in blue
	Connections with London Underground
	Connections with London Overground
	Connections with National Rail
DLR	Connections with Docklands Light Railway
	Connections with river boats
	Connections with Tramlink

Red discs show the bus stop you need for your chosen bus service. The disc (A) appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder

Day buses including 24-hour routes

Bus route	Towards	Bus stops
53 (24 hour service)	Plumstead	R
	Whitehall	P Q
54	Elmers End	P Q
	Woolwich	R
161	Chislehurst	A C E
	North Greenwich	B D F
177	Peckham	B D F
	Thamesmead	A C E
180	Belvedere	A C E
	Lewisham	B D F
380	Belmarsh	K L R S W
	Lewisham	M N O U V
422	Bexleyheath	R
	North Greenwich	P Q
472 (24 hour service)	North Greenwich	B D G
	Thamesmead	A C E
486	Bexleyheath	J L R S
	North Greenwich	G H M N O

Night buses

Bus route	Towards	Bus stops
N1	Thamesmead	A C E
	Tottenham Court Road	B D F

TFL24406.07.12 (P)

Annex D

PTAL Assessment

Charlton Riverside, Greenwich

PTAL Note

Introduction

1. This Note has been prepared to examine the Public Transport Accessibility Level (PTAL) of the Charlton Riverside site to guide the redevelopment of this prominent riverside site adjacent to the River Thames, immediately up-river of the Thames Barrier. The site is currently largely occupied by large industrial and retail units. The site has been the subject of a site wide regeneration master plan which was prepared on behalf of the Royal Borough of Greenwich by Allies and Morrison Urban Practitioners in April 2012. It is understood that this work is continuing.

2. As the site is currently occupied by commercial and industrial uses and is laid out so as to primarily facilitate vehicle movement, pedestrian, cycle and public transport activity within and to the site is generally low. Permeability of the overall site is also very poor due to the security requirements of industrial development. Therefore in assessing the existing site, these constraints can have a severe impact on the PTAL of the master plan area.

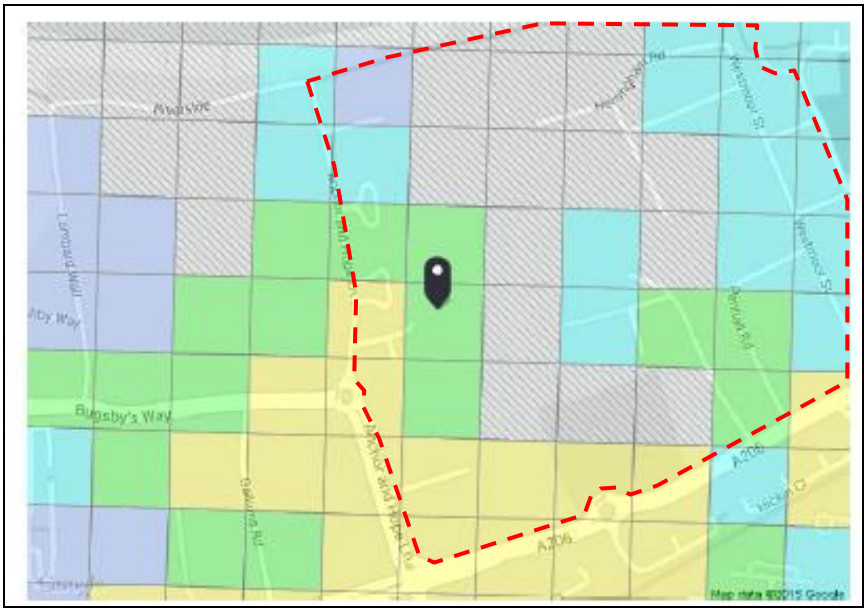
3. The majority of the site is located in proximity to five different bus routes (routes 161, 177, 180, 472 and 486) with bus stops located on Bugsby's Way and the A206. Charlton national railway station is located near the south-western corner of the site.

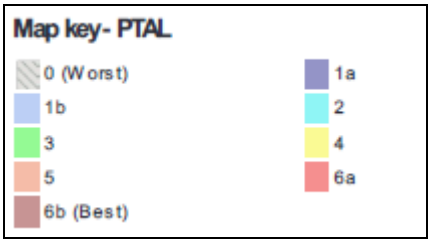
4. This Note reports the findings of an assessment of Public Transport Accessibility Levels (PTAL) within the site. This has been undertaken for the current and a number of future scenarios taking account of future improvements to the public transport network including bus and river taxi services.

Existing PTAL Assessment (TfL 2011)

5. In the first instance, Transport for London's (TfL's) online-based PTAL tool, WebCAT, has been used to examine the existing PTAL at the site. PTAL values are displayed in the form of a map as averages of 100m by 100m squares. The PTAL map extract relevant to the site is shown in Figure 1.

Figure 1: Existing TfL Output - 2011





6. It should be noted that WebCAT is based on bus and rail services from 2011 and therefore it does not account for any changes to services that might have been made since.

7. Whilst a future PTAL map can be generated using WebCAT, it does not provide an accurate representation of the future accessibility levels as it only provides limited future improvements to rail services with no alterations to future bus services. Also it is unhelpful in taking no account of larger alterations to pedestrian permeability of sites which may be brought forward. These are the sorts of alterations that would be expected as part of any Masterplan.

Detailed PTAL Assessment

Existing Scenario

8. Given the limitations of the TfL's PTAL tool, a detailed assessment has been undertaken based on the current public transport services in the area. Additionally, the assessment removes the existing barriers to pedestrian access and movement assuming the site would be fully permeable for pedestrians – one of the key principles of regeneration.

9. The resulting PTAL assessment is illustrated in Figure 2.

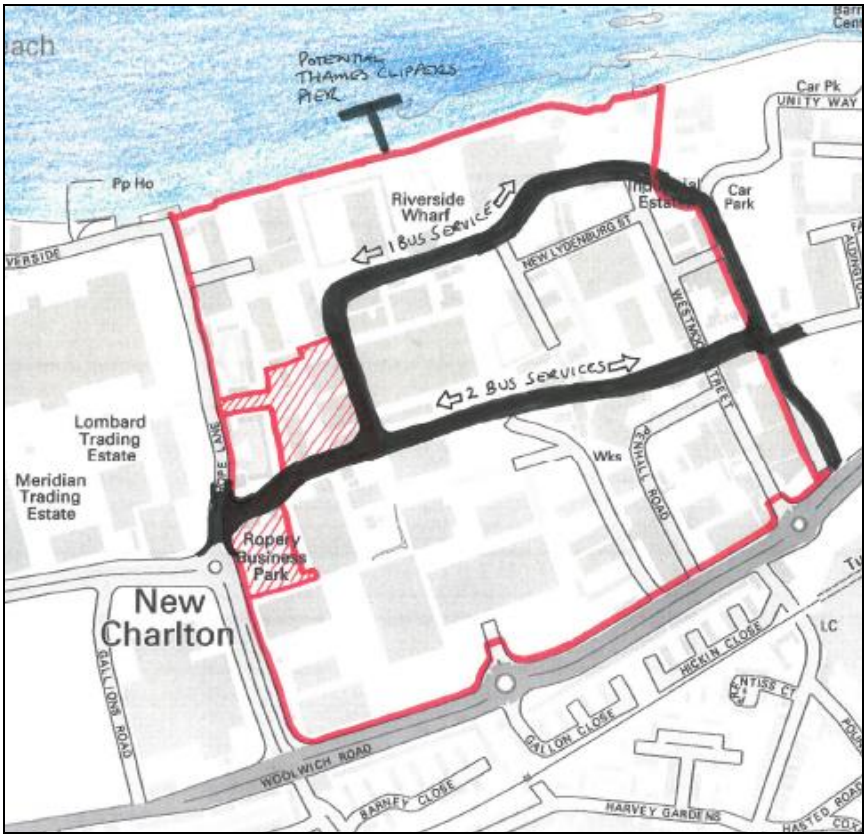
Figure 2: Existing 2015

10. It can be seen that by enhancing pedestrian permeability within site (but maintaining the existing level of public transport services) would result in the site having PTALs ranging from 2 to 4 with the majority of the site falling within a PTAL of 3/ 4.

Future Scenario

11. It is expected that a long term approach would be taken in considering the redevelopment of the Charlton Riverside Master Plan area. Therefore, enhancements would be expected to be made to bus and river services to support masterplan proposals. Figure 3 illustrates indicative routing of additional bus services and the inclusion of a Thames Clipper river taxi service pier.

Figure 3: Possible New Bus Routes and River Pier within the Site



12. It should be noted that the TfL PTAL assessment guidance does not currently incorporate river taxi services within the calculations. This is despite it being a mode that is encouraged through the London Plan policies and also the Mayors River Action Plan. In the following assessment of PTAL across the Master Plan site, the incorporation of the river services has been therefore provided for information purposes to show the changes to accessibility, if river services were to be considered within the PTAL assessment. This approach has been taken forward on other similar riverside sites.