

POPULARWORKS

CYCLE CAFE

ABERFELDY

JOLLYS GREEN

Transport Assessment with Appendices:
Framework Travel Plan, Delivery and Servicing Plan
and Car Park Management Plan
Revision A

ABERFELDY VILLAGE MASTERPLAN

ABERFELDY VILLAGE MASTERPLAN TRANSPORT ASSESSMENT

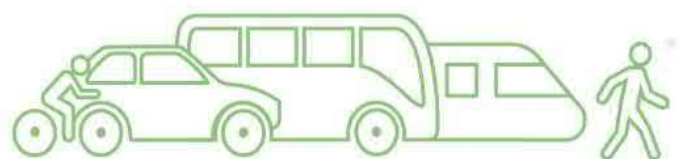
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VELOCITY
Transport Planning

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APPENDIX M

HIGHWAY LAYOUT & ADOPTION PLANS
CONSTRUCTION LOGISTICS DRAWINGS



EXECUTIVE SUMMARY

Aberfeldy Village is an existing community located in Tower Hamlets. Despite being in Inner London, near to the bus, DLR and Underground networks, the site is relatively isolated – the A12, A13 and River Lea form barriers to pedestrian and cyclist movement, and the Abbott Road underpass severs the north and south of the site. Extensive public consultation has identified that the six-lane A12 is a particular problem, and the existing pedestrian subways are unattractive and discourage walking and cycling.

The areas surrounding Aberfeldy Village are changing rapidly, with many thousands of additional dwellings in the pipeline (under construction, with planning permission or in development), which will add further travel movements onto the transport network.

The London Borough of Tower Hamlets and the Mayor of London have declared a climate emergency. The proposed development has an opportunity to create conditions that mean transport can contribute towards resolving this crisis rather than exacerbating it.

Most development projects shy away from these challenges and deliver small scale but acceptable transport improvements to facilitate development. Instead, the Aberfeldy Village Masterplan proposes transformational change to comprehensively resolve the barriers to healthy and sustainable travel that the community faces. Ways to address these existing problems have been explored in detail, resulting in a proposal to re-purpose and re-grade the lightly used Abbott Road vehicular underpass for use by pedestrians and cyclists to cross the A12. This new active travel connection would link the car-free public realm and green spaces together and re-connect the communities on either side of the A12. This improvement will not just be for residents and workers at the proposed development but a facility that will help achieve a positive mode shift for the existing and emerging local communities within the wider surrounding area.

Embedding the Healthy Streets approach and the safe and independent movement of children is central to the proposed transport strategy. Significant new spaces of public realm will be provided, including many car-free streets and squares, and Abbott Road would be traffic-calmed. The eastern side of the Balfron Subway adjacent to Culloden School will be improved with accessible ramps and realigned stairs. The Masterplan will minimise car parking, provide significant cyclist facilities and safely accommodate servicing and emergency vehicles.

Analysis of public transport trip generation and distribution illustrates that trips will disperse across the public transport network without discernible impact. A replacement Abbott Road / A12 junction will incorporate a bus priority right turn, which will minimise bus journey delay, and new bus infrastructure will be provided along Abbott Road.

In order to assess the effect of the proposed changes to the highway network, comprehensive traffic modelling has been undertaken in conjunction with TfL. Strategic highway and microsimulation modelling indicates that from an area network perspective, the proposals will improve journey times and reduce delays experienced by private and public buses. Whilst there is an overall reduction in vehicle journey time and delay, there are some specific locations where additional delays would be introduced, notably for vehicles joining the A12 from Lochnagar Street, and for buses turning right at the proposed bus gate.

Along with important new housing, the Aberfeldy Village Masterplan will deliver supporting transport infrastructure that enables sustainable and safe travel. This Transport Assessment explains how the Aberfeldy Village Masterplan will make a positive, long-lasting and transformational change to the way people travel.



1 INTRODUCTION

1.1 APPOINTMENT

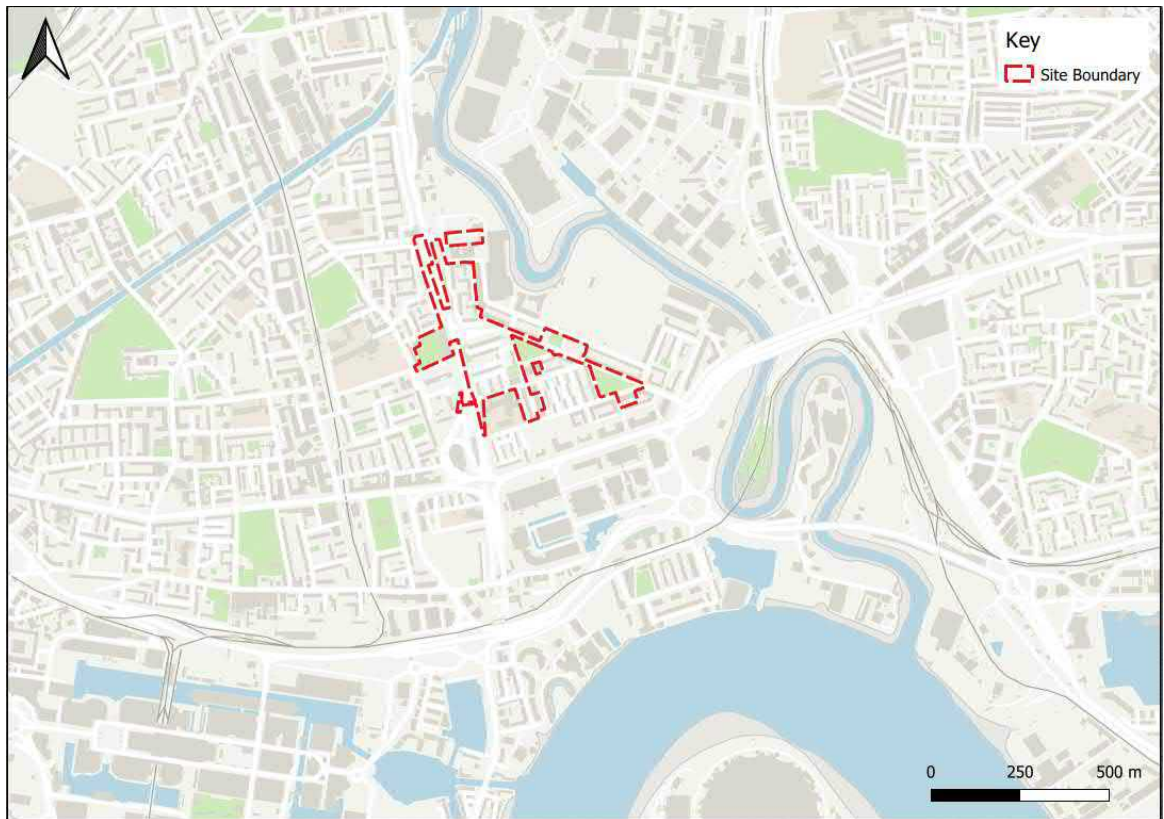
- 1.1.1 This Transport Assessment (TA) has been prepared by Velocity Transport Planning and is submitted in support of a hybrid planning application for the Aberfeldy Village Masterplan. The hybrid planning application is made in relation to the north of East India Dock Road (A13), east of the Blackwall Tunnel Northern Approach Road (A12), and to the south-west of Abbott Road (the “Site”) on behalf of The Aberfeldy New Village LLP (‘The Applicant’). The hybrid planning application is formed of detailed development proposals in respect of Phase A for which no matters are reserved (‘Detailed Proposals’) and outline development proposals for the remainder of the Site, with all matters reserved (‘Outline Proposals’). The Detailed Proposals and Outline Proposals together are referred to as the ‘Proposed Development’.
- 1.1.2 The Proposed Development comprises the comprehensive redevelopment of the Site. The Proposed Development will provide new retail and workspace floorspace along with residential dwellings, and the A12 Abbott Road vehicular underpass will be re-purposed to create a new east to west walking and cycling route. The Development will also deliver a significant amount of high-quality public realm, including a new Public Square, a High Street and a public park.
- 1.1.3 The purpose of the Transport Assessment is to assess the Proposed Development in terms of prospective transport impacts.
- 1.1.4 This report is an update to the version dated October 2021 that was submitted to the Council in support of the hybrid planning application. This updated version has been prepared in response to the changes to the planning application boundary as explained in the covering letter to accompany the amendments to the Proposed Development. The sections of this report that differ from those contained in the original version submitted in 2021 are contained in sections 1, 3, 4 and 6 and relate to Jolly’s Green/microsimulation modelling/bus routing and delay/school transport.

1.2 SITE LOCATION

- 1.2.1 The Site is situated on the land to the north of East India Dock Road (A13), east of the Blackwall Tunnel Northern Approach Road (A12) and to the southwest of Abbott Road(B125).
- 1.2.2 The location of the Site is shown in **Figure 1-1**.



Figure 1-1: Location Plan



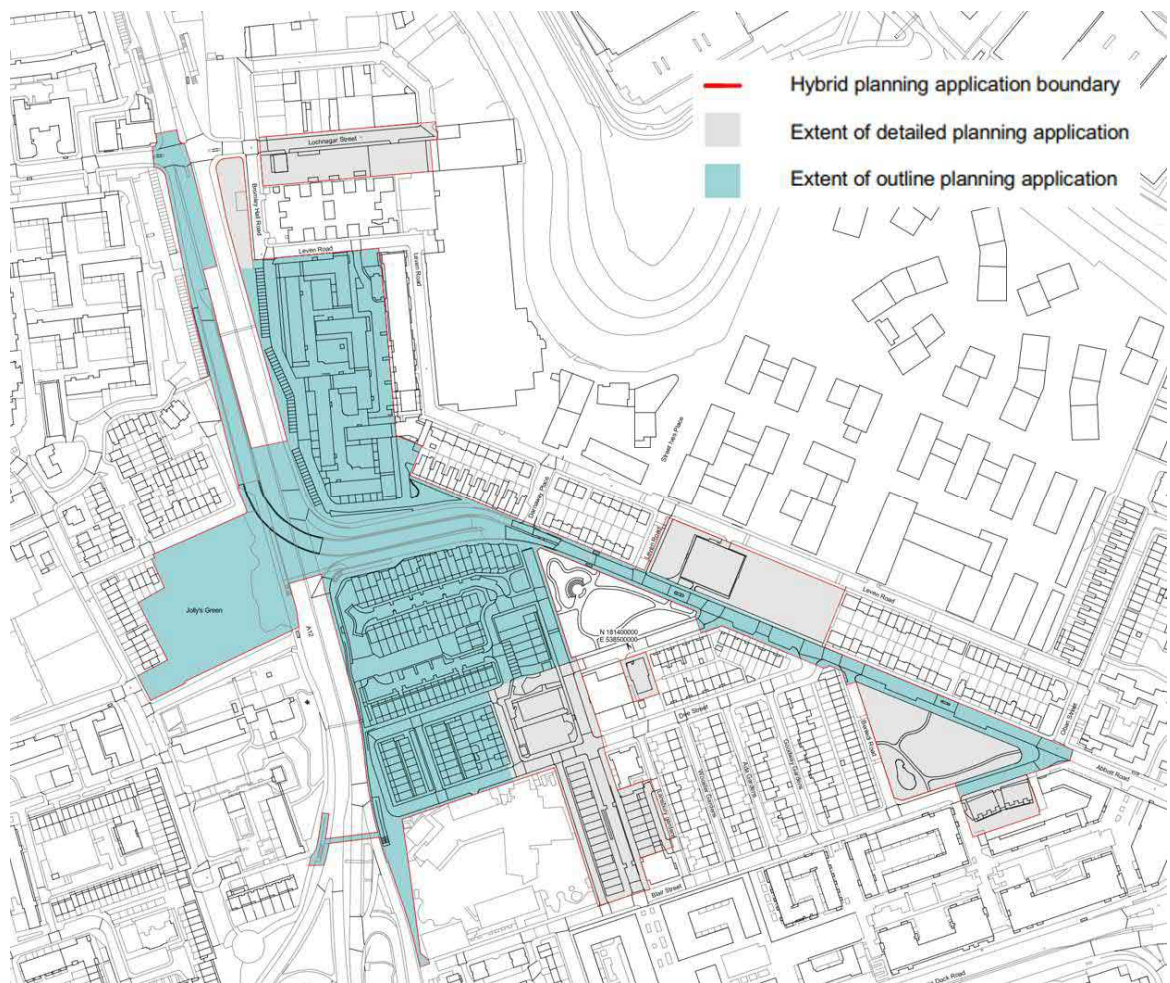
1.2.3 The Site is located in Poplar, within the administrative boundary of the London Borough of Tower Hamlets (LBTH). The total Site area is 9.08 hectares (approx. 22.5 acres).

1.3 EXISTING SITE USE

1.3.1 The Site is currently occupied by 330 existing affordable and local authority homes and privately-owned residential units, as well as retail units and public realm. A map showing the extent of the Site is shown in **Figure 1-2**.



Figure 1-2: Existing Site plan



Source: Lb Design, Drawing 3363-LB-ZZ-00-DR-A-000020 - REV 1 March 2022

1.3.2 The Site includes the Abbott Road underpass, which is a grade-separated crossing for motorised vehicles that provides a connection for north-bound vehicles between Abbott Road and the A12. In addition, the hybrid application boundary includes Jolly’s Green, located west of the A12.

1.4 WHAT IS BEING PROPOSED - PROPOSED DEVELOPMENT

1.4.1 A hybrid application seeking detailed planning permission for Phase A and outline planning permission for future phases, comprising:

1.4.2 Outline planning permission (all matters reserved) for the demolition of all existing structures and redevelopment to include a number of buildings (up to 100m AOD) and up to 141,014sqm (GEA) of floorspace comprising the following mix of uses:

- Up to 1,351 residential units (Class C3);
- Up to 3,874 m² retail, workspace, food and drink uses (Class E);
- Car and cycle parking;
- Formation of a new pedestrian route through the conversion of the existing vehicular underpass;
- Landscaping including open spaces and public realm; and



- New means of access, associated infrastructure and highways works.

1.4.3 Full planning permission for:

- 277 residential (Class C3) units;
- 1,490m² retail, food and drink uses and a temporary marketing suite (Class E and Sui Generis);
- Access;
- Car and cycle parking; and
- Associated landscaping and new public realm, and private open space.

1.4.4 It is proposed that the residential development will include 35% affordable housing by habitable room across the Proposed Development. 10% of all homes will be wheelchair accessible.

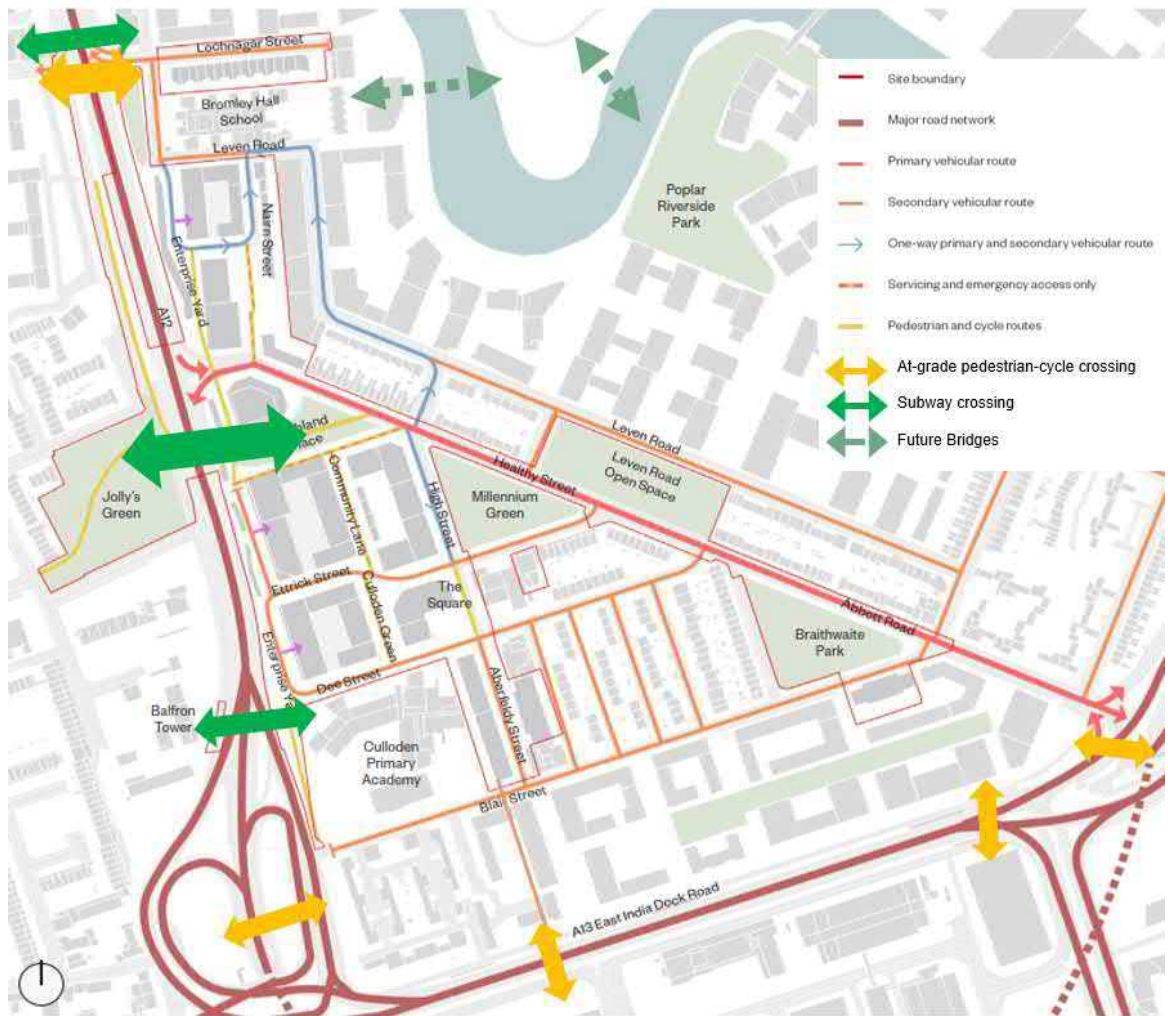
1.4.5 Following validation of the Hybrid Application, the Applicant has been in discussions with LBTH officers in relation to the aspirations for a direct link from the pedestrianised underpass into Jolly's Green and works to Jolly's Green.

1.4.6 The Applicant and LBTH officers have jointly agreed that the works to Jolly's Green should be included within the red line and secured as part of the future planning permission. The delivery of works to Jolly's Green will sit within Phase B as part of the Outline Proposals. The Applicant has updated the red line and amended the Proposed Development to incorporate the provision of a direct link from the proposed pedestrianised underpass to Jolly's Green. Accordingly, the Applicant has updated the planning application plans and documents where necessary to reflect this. Importantly the extension of the redline boundary of the Hybrid Application does not result in any fundamental alterations to the development that is proposed.

1.4.7 The Proposed Development Masterplan is presented in **Figure 1-3**.



Figure 1-3: Illustrative Masterplan



Source: Levitt Bernstein and LDA Design, Aberfeldy Village Design and Access Statement, P15 with VTP annotations, April 2022

1.4.8 The Proposed Development comprises four phases of development; **Table 1-1** summarises these phases.

Table 1-1 Development Phases

PHASE	APPLICATION	PLOTS	START OF CONSTRUCTION	END OF CONSTRUCTION
A	Detailed	F / H1-3 / I / J	September 2022	December 2024
B	Outline	A1-3 / B1-5	August 2024	December 2027
C	Outline	C1-C6 / E1-E3	June 2027	June 2032
D	Outline	D1-D4	January 2032	April 2033

1.4.9 **Figure 1-4** shows the configuration of the Proposed Development.



Figure 1-4: Proposed Development Configuration (Illustrative Masterplan)



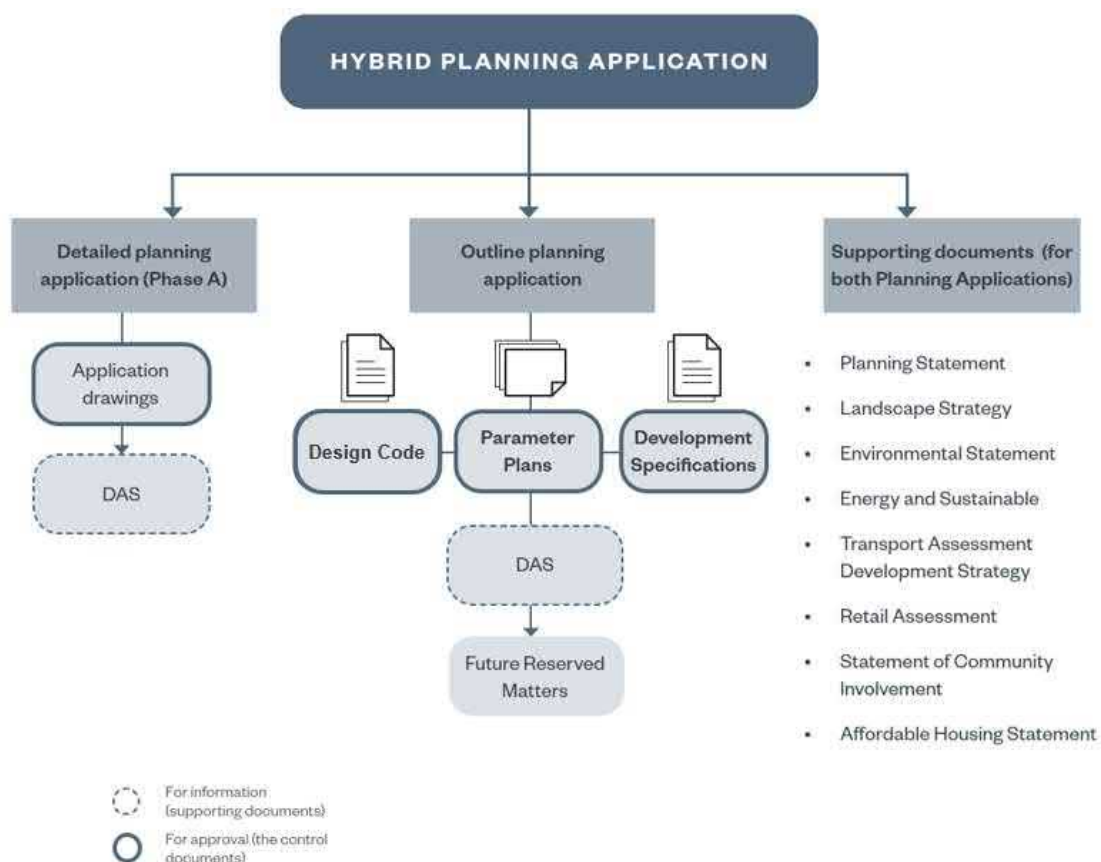
Source: Levitt Bernstein and LDA Design, Aberfeldy Village Design and Access Statement, April 2022

1.5 PLANNING APPLICATION STRUCTURE

- 1.5.1 The Hybrid planning application seeks Full Planning Permission for Phase A and Outline Planning Permission, with all matters reserved, for the rest of the Proposed Development (which includes Phases B, C and D).
- 1.5.2 Reserved Matters Applications (RMAs) will come forward in compliance with the design principles and guidelines established in the Aberfeldy Village Masterplan Design Code, Parameter Plans, and Development Specification.
- 1.5.3 **Figure 1-5** details the structure of the Hybrid Planning Application for the Proposed Development.



Figure 1-5: Hybrid Planning Application Structure



1.5.4 The development of Aberfeldy Village will be regulated by three documents that have been produced as part of the Hybrid Planning Application:

- The Parameter Plans;
- The Development Specification; and
- The Design Code.

1.5.5 The Parameter Plans outline key parameters for the development, including elements such as plots, scale, open space and land use distribution.

1.5.6 The Development Specifications define and describe the principal components of the development, including minimum and maximum development quantum and uses.

1.5.7 The Aberfeldy Village Masterplan Design Code sets out a series of illustrated rules and standards that will guide the future phases of the Proposed Development.

1.6 MAXIMUM PARAMETER AND ILLUSTRATIVE SCHEME

1.6.1 The Outline Proposals have been developed as follows:

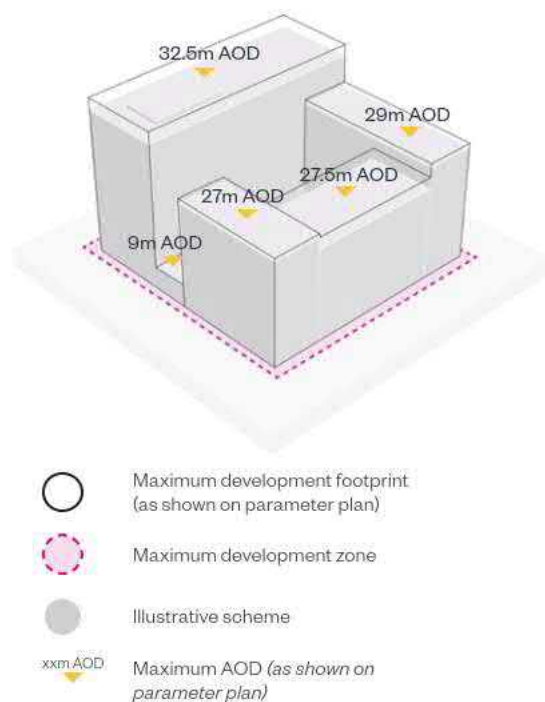
- Maximum Parameter - includes the maximum development footprint that any Reserved Matters Submission must not exceed;



- Maximum Development Zone - includes a 2m zone allowing for potential building projections such as balconies;
- Illustrative Scheme - represents a scheme that demonstrates a possible proposal that sits within the maximum parameters; and
- The Maximum AOD - represents the maximum spot height (“Above Ordnance Datum”) that any Reserved Matters Submission must not exceed.

1.6.2 **Figure 1-6** shows the relationship between the maximum parameter and illustrative schemes.

Figure 1-6: Relationship between Maximum Parameter and Illustrative Scheme



1.6.3 The Transport Assessment assesses the Maximum Parameter Scheme, which would be the maximum quantum development that could come forward.

1.7 WHY IS THE DEVELOPMENT PROPOSED?

1.7.1 The London Plan target for LBTH is to deliver 3,850 new homes per year to accommodate the Borough’s forecast increase in population to 400,000 by 2041. The Proposed Development will help to address the London Plan and the Mayor’s requirements for new homes in the borough.

1.7.2 The Applicant has undertaken extensive, continuous engagement with existing residents of the Aberfeldy Village Masterplan (previously named Aberfeldy West), including listening campaigns, a community forum, digital consultation through commonplace surveys and workshops with the Aberfeldy Resident Steering Group starting in 2019 and continuing into 2021.

1.7.3 At the earlier stages of engagement, residents highlighted a number of improvements for the area:

- new homes
- more play space and activities for children



- tackle ASB problems
- a better variety and range of shops
- more community activities

1.7.4 With these principles in mind, the Applicant has developed the regeneration proposals, continuing engagement with residents. In October 2020, on a 91.1% voter turnout, 93.1% of Aberfeldy residents voted yes to the regeneration.

1.7.5 Most recently, in September 2021, as part of the final round of public consultation on the proposals prior to planning submission, over 90% of respondents to an online and in-person survey stated that they supported or strongly supported the Applicant's plans to deliver up to 1,600 new homes, including affordable housing for existing and future residents.

1.7.6 New London Architecture's Borough Report (2020) describes that Tower Hamlets is the most densely populated borough in London, with over 300,000 inhabitants. In recent years, its population has grown faster than anywhere else in the country. This is driving the need for more homes, especially affordable homes.

1.7.7 The Aberfeldy Village Masterplan has been designed based on the Healthy Streets Approach¹ and follows the 'Transport Principles of Good Growth' (set out in the Mayor's Transport Strategy²), namely that the Proposed Development:

- provides good access to public transport by improving walking and cycling connections to public transport nodes, particularly to the west of the A12 and Jolly's Green;
- encourages people to choose to walk and cycle;
- will be car-lite with a long-term ambition to become car-free;
- will be inclusive and accessible;
- provides new places for the local community/ prospective residents in the form of a sequence of new public/private amenity and civic spaces;
- encourages carbon-free travel; and
- has a strategy for efficient on-site delivery and servicing.

1.8 WHEN IS THE DEVELOPMENT PROPOSED?

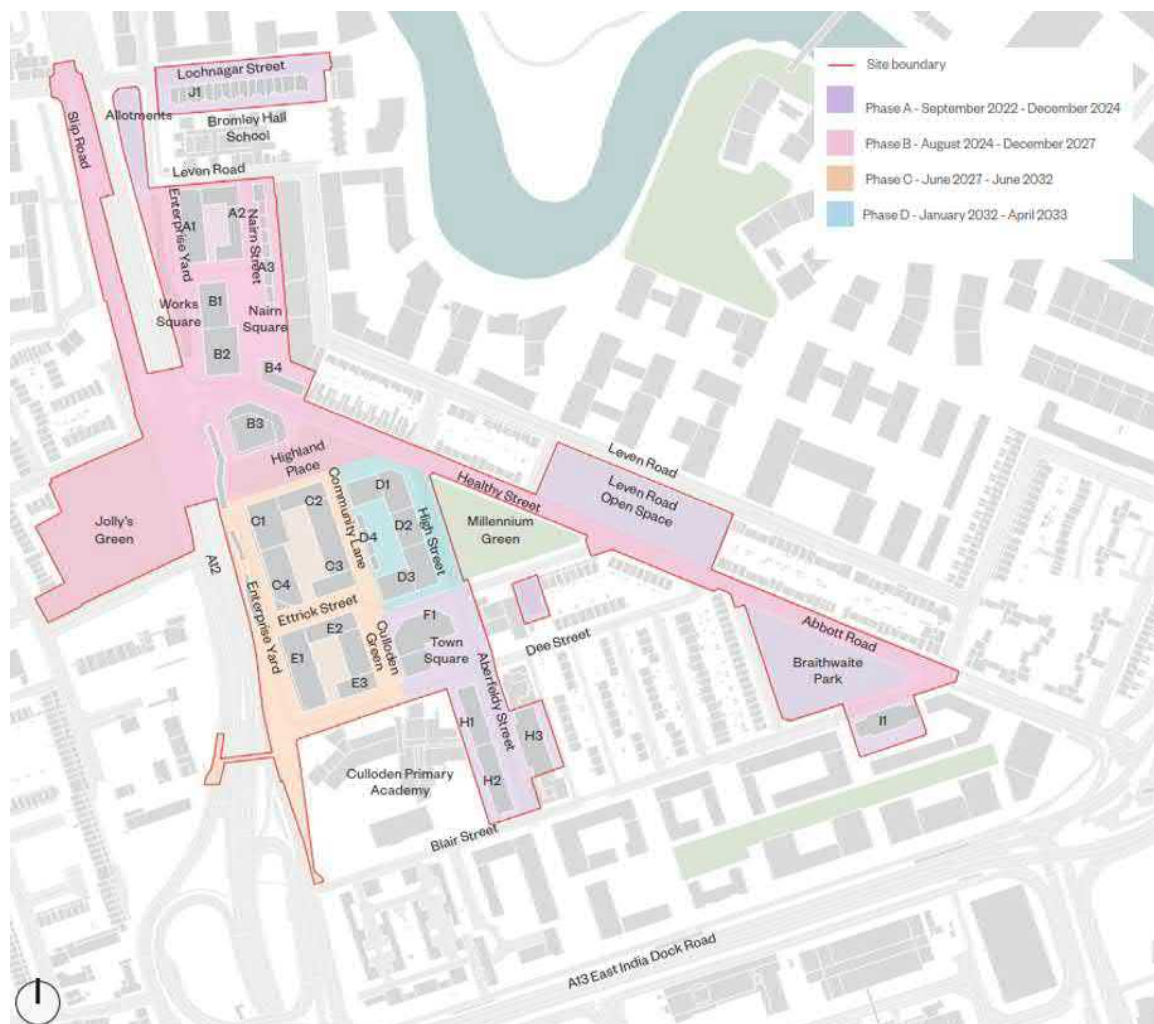
1.8.1 The Proposed Development would be built in phases as set out in **Figure 1-7**. Phase A is the detailed element of the planning application and will be constructed first. Phase A comprises Plots F, H1-2, H3, I and J.

¹ Transport for London, <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>, Accessed on 20 October 2021

² Greater London Authority, Mayor's Transport Strategy, March 2018



Figure 1-7: Proposed Development Phasing Plan



Source: Levitt Bernstein and LDA Design, Aberfeldy Village Design and Access Statement, April 2022

- 1.8.2 The programme for demolition and construction of Phase A is at a preliminary stage and will be subject to the timing of the planning determination. The current indicative programme is for the Phase A construction works to commence in September 2022, with works taking around 27 months. Completion of the entire Proposed Development is anticipated in April 2033.
- 1.8.3 An Outline Construction Logistics Plan (CLP) for the Proposed Development is included in **Section 6** of this report and provides more detailed information regarding the construction methodology and mitigation measures to minimise potential impacts. It is expected that detailed CLPs and Construction Management Plans (CMPs) for each individual phase of development will be secured through condition as part of any planning consent for the Proposed Development.



1.9 TRANSPORT DESIGN AND PLANNING PROCESS

- 1.9.1 This Transport Assessment (TA) has been prepared in accordance with the requirements of National Planning Practice Guidance³ and TfL's Transport Assessment guidance⁴. It is supported by a Framework Travel Plan (FTP), Delivery & Servicing Plan (DSP) and Parking Design and Management Plan (PDMP). The TA has been prepared based on the Healthy Streets, and Vision Zero⁵ approaches. An Active Travel Zone Assessment has been undertaken, which identifies and assesses key walking and cycling routes in relation to Healthy Streets criteria.
- 1.9.2 The Proposed Development meets the criteria of a large-scale development referable to the Mayor of London and the Greater London Authority (GLA). Therefore Transport for London (TfL) is a statutory consultee.
- 1.9.3 The project team has collaborated to create a scheme that prioritises active and sustainable travel. Factors that have influenced the proposed access strategy include:
- A desire to create streets and places that enable active, healthy and inclusive travel and independent children's travel.
 - A desire to tackle existing barriers to movement, particularly the A12, which forms the western boundary of the Site.
- 1.9.4 The development will be car-lite with an aspiration to become car-free. It will provide a significant quantum of cycle parking to maximise opportunities to travel by active modes and reduce pressure on the public transport network. The Proposed Development has been designed to provide attractive landscaping and public realm but also to accommodate vehicle use, including servicing and emergency vehicles.

1.10 COMMUNITY CONSULTATION

- 1.10.1 Thorough engagement has taken place with the local community, including existing and local residents and Culloden Primary School staff and pupils. Their feedback has informed the development of the masterplan.
- 1.10.2 Engagement with young people, including pupils at Culloden Primary School and Langdon Park School, has been ongoing since November 2020. This has led to a manifesto created by the children with the key priorities identified as being able to get around freely and feeling safe while doing so. The pupils of Culloden Primary School overwhelmingly want to walk or cycle to school, and only half of the children being driven to school want to travel to school in a car.

1.11 STAKEHOLDER ENGAGEMENT

- 1.11.1 The Proposed Development has evolved through an extensive pre-application process, which has included several pre-application meetings with LBTH, GLA and TfL spatial planning officers.

³ Department for Levelling Up, Housing and Communities, Travel Plans, Transport Assessments and Statements, March 2014

⁴ Transport for London, <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments?intcmp=10094>, Accessed on 20 October 2021

⁵ Greater London Authority, Mayor's Transport Strategy, March 2018



- 1.11.2 Meetings with TfL took place in July 2020, November 2020, March 2021, June 2021, and August 2021. In these meetings, the main transport elements of the proposals were discussed, including the re-purposing of the Abbott Road underpass, trip generation rates, the scope of the Active Travel Zone assessment, and the scope of public transport and highways impact assessment, including strategic and local level modelling.
- 1.11.3 The Transport Scoping Note (TSN) is included in **APPENDIX A** of this report for information.
- 1.11.4 TfL’s pre-application response letter, dated September 2021, states:

“We recognise the opportunity that the closure underpass to through traffic presents and that it could deliver transformation change to the local area by creating a high volume east-west walking and cycling connection. TfL supports the ambition and intent of the proposals, but permission to deliver the proposed changes will be subject to TfL’s formalised assessment criteria and permission processes. We look forward to working with the applicant through these proposals with a view to realising this ambition. I suggest that further meetings, both technical and with the Senior Strategic Working Group, continue to ensure that all matters can be addressed prior to determination and to support any funding bids.”

1.12 POLICY REVIEW

- 1.12.1 The Proposed Development will positively contribute towards the delivery of regional and local policy.

NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK (2021)

- 1.12.2 The National Planning Policy Framework (NPPF) was revised in July 2021 and sets out the Government’s planning policies for England, and provides a framework within which locally prepared plans for housing and other development can be produced. At its heart, the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).
- 1.12.3 The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.
- 1.12.4 Chapter 9 of the NPPF sets out the requirements for promoting sustainable transport, advising that significant development should be focused on locations that are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that planning policies should support an appropriate mix of uses across an area and within larger-scale Sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
- 1.12.5 In Paragraph 108, the NPPF sets out that maximum parking standards should only be set when there is clear justification that they are necessary to manage the local road network or optimise the density of development in urban areas that are well served by the public transport services. The London Plan sets out maximum parking standards for London, which will be discussed below.
- 1.12.6 Paragraph 110 states that when considering development proposals, 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;*



- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code*
 - d) *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*
- 1.12.7 Paragraph 111 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.'
- 1.12.8 Paragraph 112 states that applications for developments should:
- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) *allow for the efficient delivery of goods and access by service and emergency vehicles; and*
 - e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

REGIONAL POLICY

MAYOR'S TRANSPORT STRATEGY (2018)

- 1.12.9 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.
- 1.12.10 Three key themes are at the heart of the strategy:
1. Healthy Streets and healthy people.
 2. A good public transport experience.
 3. New homes and jobs.
- 1.12.11 The MTS sets out Good Growth principles for the delivery of new homes and jobs that use transport to:
- Create high-density, mixed-use places; and
 - Unlock growth potential in underdeveloped parts of the city
- 1.12.12 The success of London's transport system in the future relies on the city becoming a place where people choose to walk and cycle. Many Londoners already do so: every day, around 6.5 million trips are made solely on foot and around 600,000 trips entirely by cycle. However, it is estimated that almost 5 million journeys per day that could be walked or cycled are currently made by car.
- 1.12.13 Policy 2 states:



“The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle and promoting the benefits of active travel. The Mayor’s aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.”

1.12.14 Making walking and cycling more appealing to all Londoners requires a significant change to take place in the city’s culture. A three-point plan is proposed to make this happen:

- **“Street environments that encourage walking and cycling:** Londoners need quiet, safe, accessible streets that are not dominated by motorised traffic and that are pleasant for walking, cycling and spending time. Improving street environments to encourage walking and cycling will be integral to TfL’s investment in, and management of, the Transport for London Road Network (TLRN), and TfL will work with London’s boroughs to deliver improvements to their streets.”
- **“Making it easy to get around on foot or by cycle:** Ensuring that all people are able to navigate easily and safely around the city by cycle and on foot is another way that the experience of travelling actively on London’s streets can be enhanced.”
- **“Promoting walking and cycling for all Londoners:** ...Appealing environments are required to encourage new people to walk and cycle, but removing other barriers and changing perceptions will be equally important. New infrastructure will be complemented with work to promote the benefits of walking and cycling and to highlight how people’s local streets have been improved.”

1.12.15 London’s buses transport more people than any other public transport mode. Buses form key links to town centres and other destinations in most parts of the city and are one of the most efficient uses of road space. Buses play an important role in delivering the Healthy Streets Approach.

1.12.16 The Proposed Development would deliver the ‘Transport Principles of Good Growth’ through:

- Providing high-density and mixed-use development in an appropriate location. The Site’s Inner London location provides numerous local facilities and amenities, which means shorter journeys to key destinations can take place by active modes.
- Facilities that will encourage walking and cycling such as landscaped access and cycle parking.
- A car-lite approach with a long term aspiration to become car-free.
- Inclusive and accessible design enabling access for everyone travelling to and from the development.
- Promoting efficient freight by preparing a DSP to be secured by planning.

LONDON PLAN (MARCH 2021)

1.12.17 The London Plan was formally adopted in March 2021. The Proposed Development has been reviewed against transport-related policies in **Table 1-2**.



Table 1-2: The London Plan 2021 Compliance

POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
T1	<p>Development proposals should target 80% of all trips in London to be made by foot, cycle, or public transport by 2041.</p> <p>Development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.</p>	<p>The Proposed Development is providing a car-lite development which could in time become a car-free development. The Proposed Development is expected to exceed the 80% sustainable travel target.</p> <p>The Proposed Development is well connected and aims to make the most effective use of land.</p>
T2	<p>Policy T2 relates to ‘Healthy Streets’ and seeks development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Healthy Streets Approach recognises the importance of promoting and facilitating active modes of travel by making developments permeable and highly connected by foot and cycle, with reduced vehicle dominance.</p>	<p>The Proposed Development will provide improvements to walking and cycling infrastructure that will make the Site itself a more attractive environment for people to walk and cycle through, including pedestrianisation of sections of the Site, new priority crossings for people walking and cycling, and traffic calming. Additionally, the proposals include transformative changes to A12 crossing facilities for people walking and cycling, which have the potential to facilitate hundreds of thousands of active travel movements through the local area.</p>
T3	<p>Policy T3 states that development proposals should provide adequate protection for transport schemes, not remove vital transport functions or limit their necessary expansion without suitable alternative provisions. Proposals should also support capacity, connectivity and other improvements to the bus network, ensuring it can operate efficiently.</p>	<p>The Proposed Development does not impact safeguarded transport schemes and is not expected to have a negative impact on the bus network given the significant local bus service provision.</p>
T4 (A)	<p>Policy T4 identifies that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.</p>	<p>The development is located within a short walking distance to bus stops, and there are existing bus services passing through the Site. DLR and Underground stations are located near the Site. Langdon Park Station (DLR) will become more easily and safely accessible via the proposed pedestrian underpass.</p>
T4 (B)	<p>Transport Assessments are required to assess impacts on the capacity of the transport network at the local, network-wide and strategic levels. Transport Assessments should focus on embedding the Healthy Streets Approach.</p>	<p>The transport strategy has been developed to achieve the objectives of the Healthy Streets approach.</p> <p>Impacts on the transport network have been fully assessed. A net benefit is expected due to the introduction of a new Superpass to cross the A12 and a negligible net traffic increase, as has been assessed in this Transport Assessment.</p>



POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
T4 (C)	Where adverse transport impacts are identified appropriate, mitigation will be required, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions.	The development has a negligible impact on strategic traffic flows. Localised modelling is being undertaken to review the performance of the local highways network. The movement and journey times of buses have been a key consideration of the assessment, and potential delays have been minimised through the provision of a bus priority junction onto the A12.
T4 (D)	In instances where there is limited ability to absorb increased travel demand through active travel modes and existing public transport capacity is insufficient with no plans for increased capacity, planning permission will be contingent on the provision of transport infrastructure.	There is significant potential for active travel at and around the Site, and there is sufficient capacity in the local public transport system to accommodate the additional trips generated by the Proposed Development.
T4 (F)	Development proposals should not increase road danger.	The development is proposed to be car-lite with an aspiration of becoming car-free in future. Disabled parking is provided. Overall, the development will result in a net reduction of car parking of 117 spaces which will help contribute to reduced vehicle traffic and road danger, thereby resulting in a positive impact on the highway network.
T5	Policy T5 sets out that development should encourage cycling and provides new cycle parking standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for disabled cyclists. In places of employment, supporting facilities are recommended.	Cycle parking is proposed in line with the London Plan and London Cycle Design Standards. To encourage inclusive cycling, dedicated spaces for accessible and larger bicycles are provided.
T6	Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport.	The development is proposed to be car-lite with an aspiration of becoming car-free in future. Disabled parking is provided. Overall, the development will result in a net reduction of car parking of 117 spaces.
T7	Development proposals should facilitate sustainable deliveries and servicing, including through the provision of adequate space for servicing, storage, and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way that reflects the scale and complexities of developments. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or nighttime. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.	A Delivery & Servicing Plan has been prepared and is appended to this TA. A combination of on and off-street loading/unloading facilities are provided that will allow the development to be serviced safely and efficiently. This TA includes a section that describes the expected construction logistics.

LOCAL POLICY

TOWER HAMLETS LOCAL PLAN 2031: MANAGING GROWTH AND SHARING BENEFITS

- 1.12.18 The Tower Hamlets Local Plan 2031: Managing Growth and Sharing Benefits was adopted in January 2020. The Local Plan provides spatial policies, development management policies and Site allocations to guide and manage development in the borough. The relevant transport policies contained within the Tower Hamlets Local Plan 2031 are presented below.



1.12.19 Policy S.TR1 'Sustainable travel' focuses on travel choice (including connectivity and affordability) and how sustainable travel will be improved within the borough and to other parts of London and beyond. The policy states that development should:

"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."

1.12.20 Policy D.TR2 'Impacts on the transport network' seeks to address the impact that development has (both individually and cumulatively) on the transport network, particularly issues of congestion, air quality, severance, safety and/or accessibility for cyclists and pedestrians. The policy states the following:

"Major development and any development that is likely to have a significant impact on the transport network will be required to submit a transport assessment or transport statement as part of the planning application."

"Development that will have an adverse impact on traffic congestion on the highway network and/or the operation of public transport (including crowding levels) will be required to contribute and deliver appropriate transport infrastructure and/or effective mitigation measures."

1.12.21 Policy D.TR3 'Parking and permit-free' addresses residential developments that are required to be permit-free in terms of on-street car parking. All parking associated with development will be required to be located off-street.

1.12.22 Development is required to prioritise sustainable approaches to any parking through ensuring:

- a) *"Priority is given to space for cycle parking*
- b) *The allocation of car-club spaces*
- c) *There are sufficient electric charging points*
- d) *Any parking spaces are distributed across all tenure types with priority given to family homes and accessible properties, and*
- e) *Where suitable, publicly accessible shared cycle hire scheme docking station(s) are provided as part of the development."*

1.12.23 Policy D.TR4 'Sustainable delivery and servicing' states that developments that generate a significant number of vehicle trips for goods or materials during their construction and/or operational phases are required to demonstrate the following:

"Impact to the transport network and amenity will be avoided, remedied or mitigated through transport assessments, construction management and logistic plans and delivery and servicing plans"

"Delivery of goods and servicing will be provided within the Site to encourage shared arrangements and timing of deliveries unless demonstrated it can take place on-street without affecting highway safety or traffic flow"

"Movement by low emission vehicles, electric vehicles, bicycles and freight consolidation facilities have been prioritised"



“Deliveries to Sites will be reduced through suitable accommodation and management (or through a financial contribution.”

- 1.12.24 The proposals have been developed with these Tower Hamlets Local Plan 2031 policies in mind. A review of the development proposals against Tower Hamlets Local Plan 2031 policies is included in Section 7 of this TA.

DRAFT LEASIDE AREA ACTION PLAN (NOVEMBER 2021)

- 1.12.25 The Leaside Area Action Plan (AAP) sets out a strategy for growth and regeneration in the Leaside area from now until 2031. It is currently at consultation stage, and the latest issue of the AAP was in November 2021 as a Regulation 18 consultation version.
- 1.12.26 The Site is located within the centre of the area covered by the AAP and is identified as Site LS-A in the document.
- 1.12.27 The AAP notes that barriers to movement such as the A12 and A13 make getting to the local public transport stations difficult and time-consuming. There is limited availability of crossings to overcome these barriers. The AAP sets out the approach to improving connectivity and car dependence. The AAP’s policies set out a vision for the area, which will see a significant reduction in cars travelling through residential parts of Leaside and a corresponding increase in the availability and safety of walking and cycling routes through the area.
- 1.12.28 Policy LS8 ‘Movement and connectivity improvements’ sets out that *“Proposals for development will be expected to improve the quality and connectivity of walking and cycling routes in the area.”*
- 1.12.29 It identifies top priority walking and cycling interventions that new development will be expected to contribute towards and help deliver, including:

“v. Creation of an east-west walking and cycling ‘spine’ from the River Lea to Langdon Park DLR Station by delivering segregated cycle provision and improved footways along Lochnagar Street, Zetland Street, St Leonard’s Road, and Langdon Park. This should include an upgraded junction between Zetland Street, A12, and Lochnagar Street, with tightened turning radii and more direct pedestrian crossings, and access to the new bridge crossing at Lochnagar Street.”

“vii. Creation of an east-west walking and cycling ‘spine’ between Abbott Road and Chrisp Street Market by delivering dedicated cycling provision and continuous footway crossings along Blair Street and Brownfield Street. This should include environmental improvements to the subway crossing at Balfron Tower, a new crossing between the top of Abbott Road and Jolly’s Green, and aligning the Chrisp Street crossing with Brownfield Street and converting it to a ‘toucan’ crossing.”

“viii. Traffic calming on Abbott Road, including high-quality cycling provision and continuous footway crossings. Upgraded, ‘Toucan’-style crossings should be provided at the junctions with Aberfeldy Street, Dee Street, and Blair Street.”

- 1.12.30 Policy LS8 also notes that the Council, in partnership with the London Borough of Newham, will aim to deliver up to five new crossings of the River Lea.
- 1.12.31 Policy LS9 ‘Liveable Streets’ identifies that Aberfeldy has been chosen as an area for ‘Liveable Streets’ and therefore *“, Proposals in the Teviot and Brownfield and Aberfeldy estates must support the delivery of low traffic neighbourhoods by being designed to minimise ‘rat-runs’ and shortcuts for cars.”*



1.12.32 Policy LS10 'Parking' states that *"on estate regeneration schemes, the re-provision of existing parking must be justified in terms of existing parking permits held by residents who are returning to the new development. Where possible, development is strongly encouraged to reduce the number of parking spaces currently on-site."*

1.12.33 The Aberfeldy Estate is allocated as Site LS-A and details the following transport-related principles:

- *Redevelopment should be based around a connected, grid-like street network, with buildings that provide active frontages and active and passive surveillance onto streets.*
- *Development of the site should positively address the A12 edge. This should include improvement of the public realm in this area to create walkable, welcoming connections between the A12 pedestrian route and the estate.*
- *Redevelopment of the area should be based on low traffic neighbourhood principles, with limited opportunities for motorised vehicles to 'rat-run' or take shortcuts through the site. Streets should be designed with priority given to pedestrians and cyclists, with motorised vehicles treated as guests rather than owners of the space. Consideration should be given to the potential for shared surfaces on some streets, where vehicle numbers and speeds are expected to be particularly low.*
- *A key potential site for improved connectivity is through the provision of a new crossing of the A12 at the top of Abbott Road that can provide the opportunity for onward connections to Jolly's Green, Chrisp Street and Langdon Park DLR station. The form of this crossing will be dependent upon further feasibility work and detailed modelling, and the agreement of Transport for London, but could include the repurposing of the existing vehicle subway underneath the A12 for the exclusive use of pedestrians or an at-grade crossing. In all cases, it should include reclamation of road space to provide an attractive public realm and linkages to the open space of Jolly's Green on the west side of the A12. Discussions with Transport for London will be vital to securing this improvement.*
- *Blair Street should act as a key, traffic-calmed east-west route for pedestrians and cyclists through the installation of dedicated cycle provision, the reduction or removal of on-street parking, and the installation of continuous pedestrian crossings on side streets.*
- *Traffic-calming measures should be installed on Abbott Road, including two-way cycle provision and continuous pedestrian crossings on side streets. Toucan crossings should be installed at the intersections with Blair Street, Dee Street, and Aberfeldy Street.*
- *Consideration should be given to how development connects to the earlier phases of the Aberfeldy development, providing a walking and cycling connection from Aberfeldy Street to the A13 and onward to East India DLR station.*
- *Delivery of a new crossing of the A12 at the top of Abbott Road will help to address the significant connectivity problems of this area.*



2 TRANSPORT PLANNING FOR PEOPLE

2.1.1 This Section summarises who the development will be for and when and why they will travel. TfL's Transport Classification of Londoners⁶ demographic segments are presented.

2.2 WHO IS THE DEVELOPMENT FOR?

2.2.1 The Proposed Development will be lived in by new and returning residents and worked in by employees. It will also be for visitors and will be experienced by those using the local infrastructure and transport network, particularly people walking and cycling through the development, including the repurposed underpass, improved Balfron Subway, and along the high street.

TRANSPORT CLASSIFICATION OF TOWER HAMLETS

2.2.2 Transport Classifications of Londoners (TCoL) is a multi-modal demographic segmentation tool developed by TfL that has been designed to categorise Londoners based on the travel choices they make and their motivations for making those decisions.

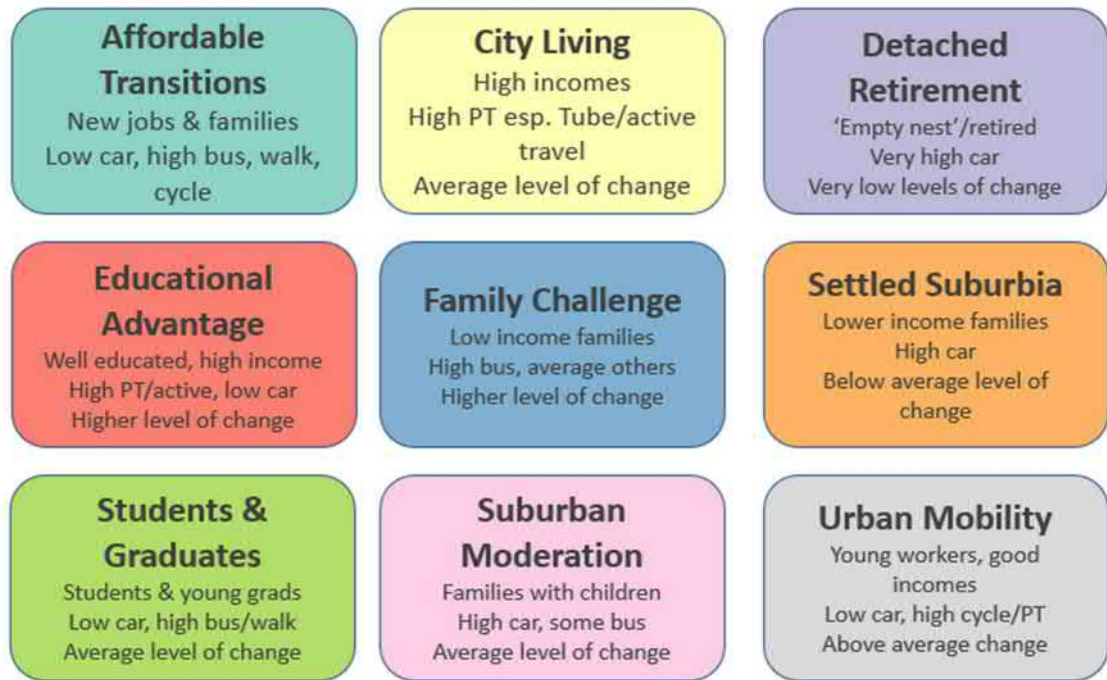
2.2.3 The desire to understand these behaviours and motivations is borne out of a need to plan effectively for London both now and in the future. Understanding who will use the Proposed Development and their expected travel behaviours based on the TCoL's demographic segments has been used to inform the design of the Proposed Development.

2.2.4 TCoL provides information about the existing demographic segment proportions at the borough level and shows the TCoL's identified nine high-level tier demographic segments.

⁶ Transport for London, Transport Classification of Londoners (TCoL): Presenting the Segments, February 2017



Figure 2-1: TCoL demographic segments



2.2.5 Table 2-1 shows the demographic segment proportions present within LBTH.

Table 2-1: Existing demographic segment proportions within LBTH

AFFORDABLE TRANSITIONS	CITY LIVING	DETACHED RETIREMENT	EDUCATIONAL ADVANTAGE	FAMILY CHALLENGE	SETTLED SUBURBIA	STUDENTS & GRADUATES	SUBURBAN MODERATION	URBAN MOBILITY
57%	8%	0%	16%	0%	0%	11%	4%	3%

2.2.6 The existing demographic within Tower Hamlets can be identified broadly by the following segments: Affordable Transitions (57%), Educational Advantage (16%), Students & Graduates (11%), City Living (8%), Suburban Moderation (4%), and Urban Mobility (3%).

2.2.7 The dominant existing demographic segments for Tower Hamlets share common characteristics such as low usage of cars and a high-level propensity to change their current choice of travel mode.

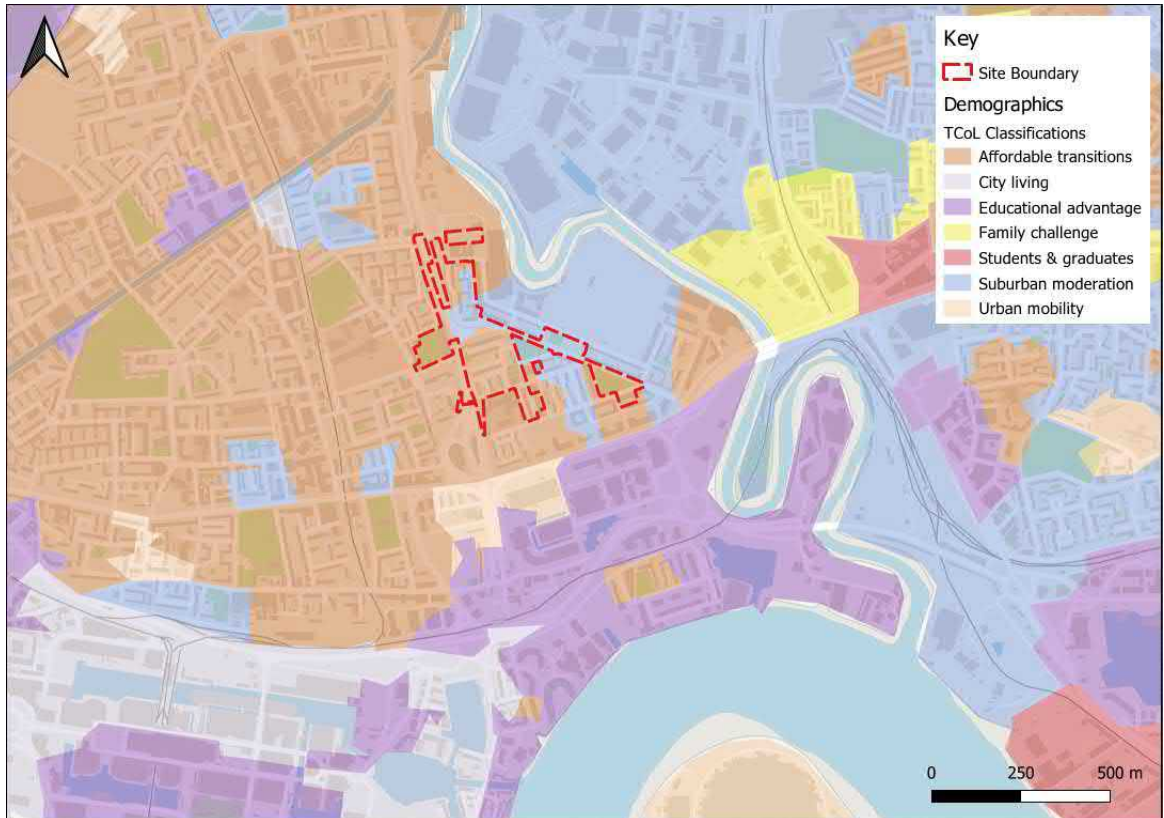
TRANSPORT CLASSIFICATION AROUND THE SITE

2.2.8 TCoL also provides further information in the form of mapping, indicating the areas in which certain demographic segments are most prevalent. The demographic segment mapping allows for a further level of understanding of more local demographics.

2.2.9 Figure 2-2 indicates the demographic segments that currently occupy the Site. It shows that the Site is located within the following demographic segments, mainly categorised as 'Affordable Transitions' and 'Suburban Moderation'.

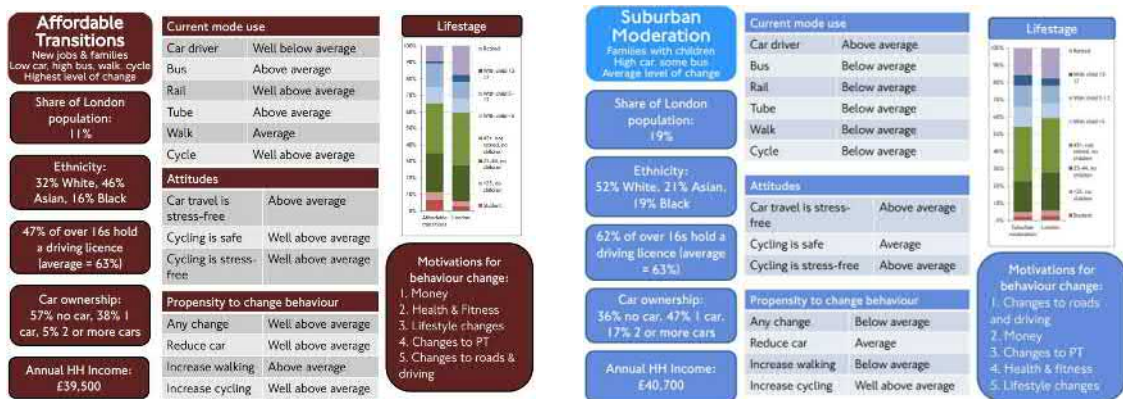


Figure 2-2: TCoL Demographic Segments – Tower Hamlets



2.2.10 TfL’s segment profiles for ‘Affordable Transitions’ and ‘Suburban Moderation’ are set out within **Figure 2-3**. The segment profiles indicate that existing residents living at the Site have an average to above-average propensity to change travel behaviour, particularly in terms of increasing cycling and reducing car use.

Figure 2-3: Affordable Transitions and Suburban Moderation Segment Profiles



NEW RESIDENTS

2.2.11 The Proposed Development will provide a mixture of tenures and dwelling sizes. **Table 2-2** sets out the predominant groups of future residents at the development based on the demographic segment profiles and their propensity to change travel behaviour. The Proposed Development is expected to be occupied primarily by people from the existing ‘Affordable Transitions’ and ‘Suburban Moderation’ classifications, as well as by new residents that would fall under the ‘City Living’, ‘Educational Advantage’, and ‘Students and Graduates’ classifications.



Table 2-2: Residents at the Proposed Development

PEOPLE	TCOL SEGMENT	AT THE PROPOSED DEVELOPMENT	CURRENT MODE	PROPENSITY TO CHANGE	PROPENSITY TO CHANGE BY MODE
New jobs and families	Affordable Transitions	One / two-bedroom units	Low car High active/public transport	Well above average	<ul style="list-style-type: none"> • Reduce car – Well above average • Increase walking – Above average • Increase cycling – Well above average
	Educational Advantage	Two/ three-bedroom units	Low car High cycle / public transport	Above average	<ul style="list-style-type: none"> • Reduce car – Below average • Increase walking – Well above average • Increase cycling – Above average
Families with children	Suburban Moderation	3+ bedroom units	High car Low cycle/ public transport	Below average	<ul style="list-style-type: none"> • Reduce car – Average • Increase walking – Below average • Increase cycling – Well above average
Professional individuals/couples	City Living	One / two-bedroom units	Low car High public transport Average Cycle	Average	<ul style="list-style-type: none"> • Reduce car – Below average • Increase walking –Average • Increase cycling – Average
	Students & Graduates	One-bedroom units	Low car High public transport Average cycle	Average	<ul style="list-style-type: none"> • Reduce car – Average • Increase walking – Below average • Increase cycling – Above average

2.2.12 Overall, this shows that the residents of the Proposed Development are well suited to a low car ownership sustainable-travel led lifestyle.

2.2.13 Overall, the likely demographic profile of the development represents a good opportunity to maintain a low level of car use and increase active travel amongst residents. An appropriate transport strategy in line with the Healthy Streets approach will encourage residents to choose active modes of travel and public transport rather than the use of the private car.

2.3 WHEN WILL PEOPLE TRAVEL?

2.3.1 Data from the 'London Travel Demand Survey'⁷ (LTDS) has been analysed to indicate when future residents and employees may travel.

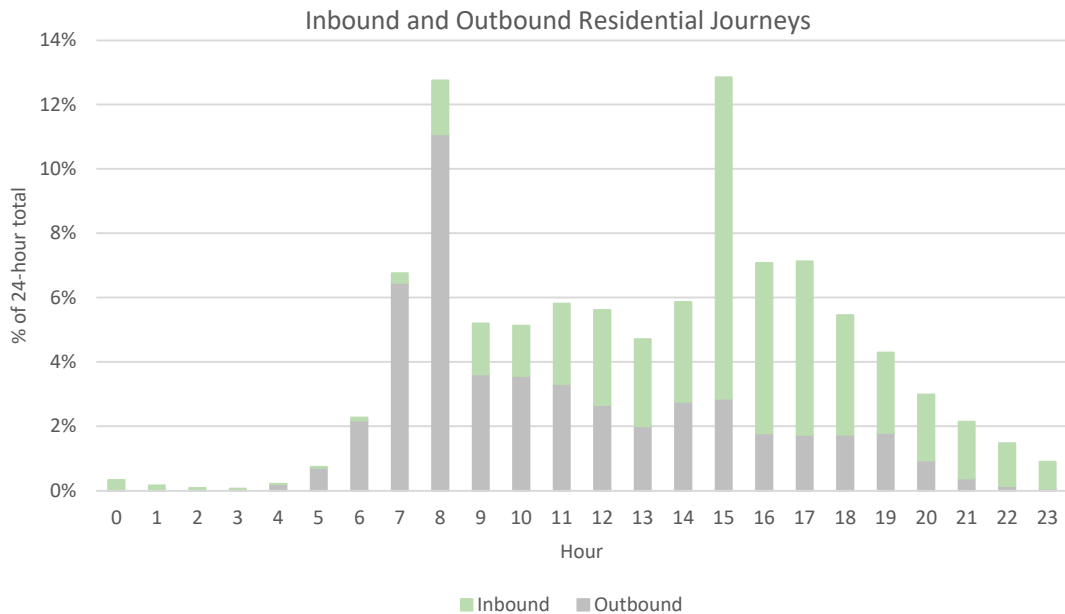
RESIDENTS

2.3.2 **Figure 2-4** shows the inbound and outbound trips that are expected to occur for an Inner London residential development. It is expected that the Proposed Development will have similar travel patterns throughout a typical day.

⁷ Transport for London, <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/consultations-and-surveys#on-this-page-1>, accessed 20 October 2021



Figure 2-4: LTDS daily inbound/outbound movements - Inner London residences



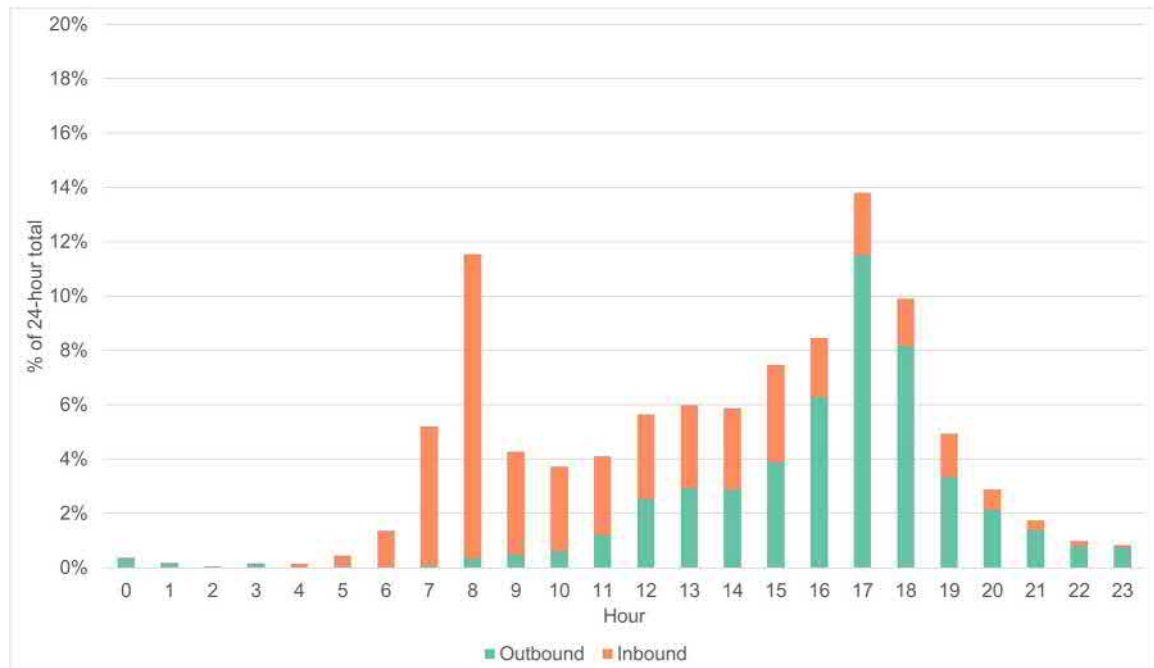
2.3.3 **Figure 2-4** shows tidal outbound / inbound movements, with the majority of outbound trips occurring in the morning hours and the majority of inbound trips occurring after 1500 in the afternoon. The morning peak will coincide with the typical highway network peak and, therefore, has the potential to be the most impacted time period. The afternoon peak (i.e. 1500-1600) is likely to occur as a result of the end of the school day, which does not coincide with the highway network peak or end of the working day evening peak (typically 1700-1800).

EMPLOYEES

2.3.4 A daily profile of journeys being made to and from 'usual workplace' or 'other work related' locations is shown in **Figure 2-5**. The highest number of employee trips are undertaken between 0800 and 0900 (trips to work) and between 1700 - 1800 (trips from work).



Figure 2-5: Employees trips (Weekday)



2.4 WHY WILL PEOPLE TRAVEL THERE?

2.4.1 LTDS data for the following trip purposes were used to determine the likely distribution of journeys in an average 24-hour period, based on trips from home to:

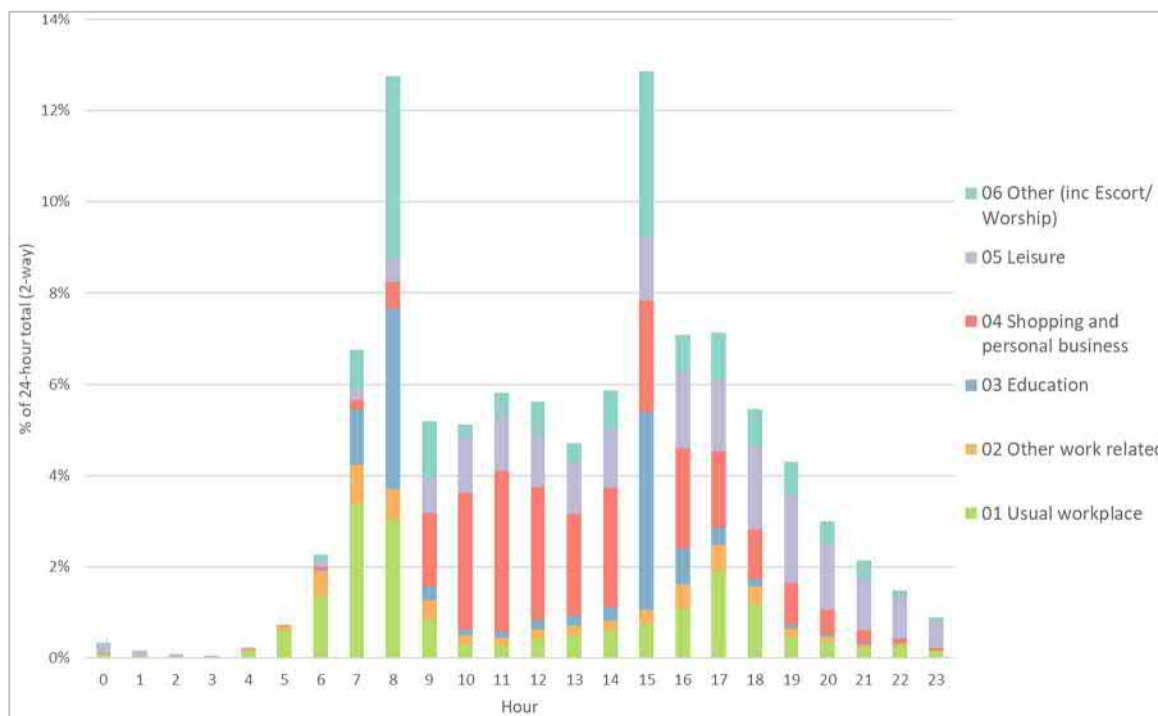
- usual workplace;
- other work-related;
- education;
- shopping and personal business;
- leisure, and
- other (incl. place of worship).

2.4.2 LTDS data has been used to identify the likely journey purpose for resident trips across a weekday, which is illustrated in

2.4.3 **Figure 2-6**, with the journey purpose proportion at peak times shown in **Table 2-3**.



Figure 2-6: Trips by time and journey purpose (Weekday) – Residents



2.4.4 The LTDS data shows that the majority of trips generated by residents in the morning peak hour are associated with other (inc. escort/worship - likely to be local trips), travel to work and for education purposes. During the afternoon network peak hour (1700 - 1800), the majority of trips are associated with leisure, travel from work and shopping & personal business.

2.4.5 More trips are made during the 1500 - 1600 peak hour as a result of trips from school and associated parent escort trips. It should be noted that these journeys are on average much shorter than journeys made for the purpose of work, so generally have less impact on the highway and public transport network.

Table 2-3: Residents Journey Purpose

JOURNEY PURPOSE	DAILY	08:00-09:00 (AM PEAK)	15:00-16:00 (SCHOOL PM PEAK)	17:00-18:00 (COMMUNITY PM PEAK)
Usual workplace	18%	24%	6%	26%
Other work related	6%	6%	3%	8%
Education	12%	31%	34%	5%
Shopping and personal business	26%	5%	19%	24%
Leisure	21%	4%	11%	22%
Other (inc. Escort/Worship)	17%	31%	28%	14%

EMPLOYEES

2.4.6 Employees will travel for the purpose of work as a destination and for other work-related matters such as attending meetings.



2.5 SUMMARY

- 2.5.1 The analysis of the local demographics suggests that the existing population already has high potential for car-lite lifestyles. The expected predominant demographic groups that are likely to occupy the Proposed Development are low car users and generally have a higher propensity to change their travel behaviour towards more sustainable travel modes. The Proposed Development transport strategy has been developed to maximise the opportunity for sustainable travel that the likely future demographic groups present.



3 TACKLING SEVERANCE AND ENABLING ACTIVE TRAVEL

3.1 OVERVIEW

3.1.1 This section provides a review of the existing transport network, severance and barriers to movement. It details the key interventions and changes that are part of the Proposed Development and the alternative options that were also explored.

3.2 EXISTING ACCESS

3.2.1 The Site is bounded to the west by the A12, and the A13 is 100m to the south. These strategic traffic arteries cause material severance by requiring pedestrians to either wait at traffic signals at grade or use one of several subways, which are generally uninviting spaces with limited passive surveillance.

3.2.2 To the northeast of the Site, the River Lea also creates a significant barrier to movement, as there are currently no ways to cross the River Lea along pedestrian/cycle desire lines to Star Lane Docklands Light Railway station or West Ham London Underground station.

3.2.3 Motorised vehicles can access the site via three vehicular site access points. These are:

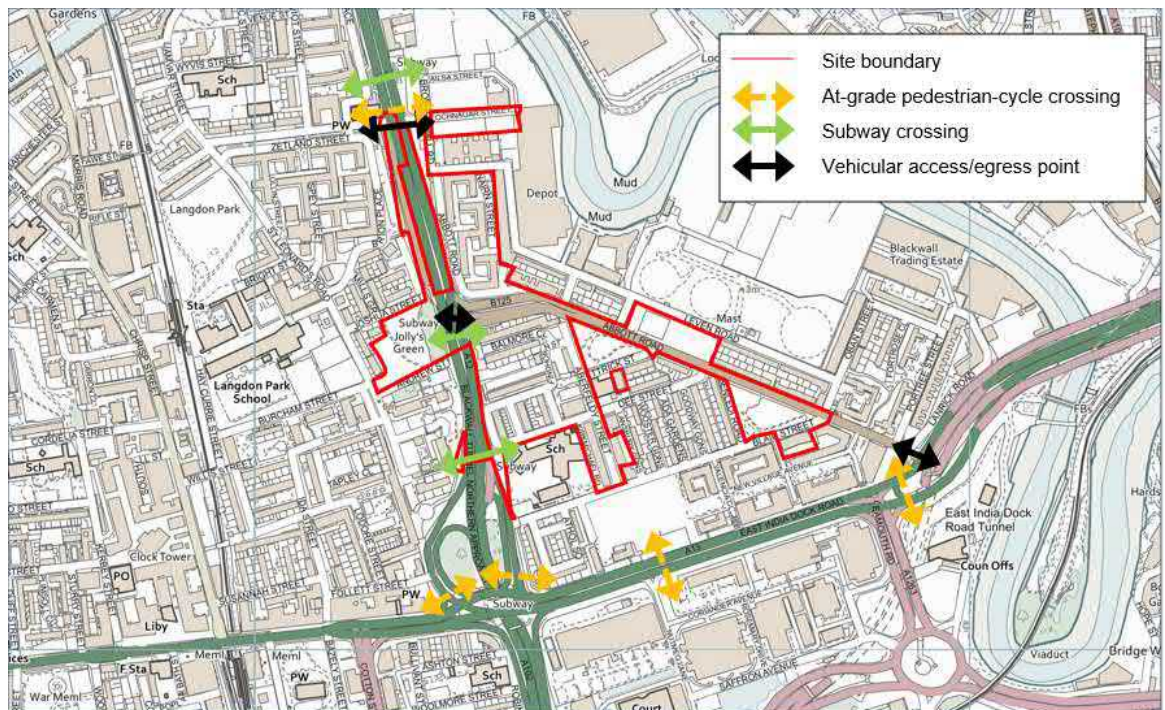
- The A12 / Abbott Road / Abbott Road Underpass junction
- The A12 / Lochnagar Street / Zetland Street junction
- The A13 East India Dock Road / Abbott Road / Lanrick Road junction

3.2.4 **Figure 3-1** illustrates the existing access points to the Site, including pedestrian crossing points for the strategic road network from the west and south. These include:

- A subway underneath the A12 directly north of Lochnagar Street;
- A two-stage at grade signalised crossing of the A12 at Lochnagar Street;
- A subway underneath the A12 adjacent to the Abbott Road underpass;
- A subway underneath the A12 which connects to Dee Street;
- A multiple-stage at-grade signalised crossing of the A13/A102 junction using shared-use paths;
- A multiple-stage at-grade signalised crossing of the A13 East India Dock Road directly east of Nutmeg Lane; and
- A multiple-stage at-grade signalised crossing of the A13 at the A13/A1020/Abbott Road junction using shared-use paths.



Figure 3-1: Existing Site Access Points



Source: Levitt Bernstein and LDA Design, Aberfeldy Village Design and Access Statement P15 with VTP annotations, April 2022

3.2.5 **Figure 3-1** shows that in response to the severance created by the strategic infrastructure that bounds the Site to the south and west, some existing pedestrian connections are provided. However, in most instances, these connections are currently of poor quality; they add delays to pedestrian journeys and are perceived as being unsafe.

3.2.6 The severance that the A12 causes to walking and cycling journeys in the Leaside area was identified about 20 years ago, and since then, numerous studies commissioned by various public bodies have assessed the issues and considered potential solutions. These studies were reviewed as part of a Technical Note produced by VTP in January 2021, included in **APPENDIX B** for information.

VEHICLE ACCESS

3.2.7 The Site is located adjacent to the A12, which is part of the Transport for London Road Network (TLRN) and carries over 100,000 vehicles per day. At the southwest of the Site, the A12 forms a grade-separated junction with the A13 (East India Dock Road), which carries over 50,000 vehicles per day. With the River Lea to the northeast, the Site is located within a contained area (for ease, this is referred to as the 'Aberfeldy Island') with three points of access (Lochnagar Street and the western and eastern ends of Abbott Road).

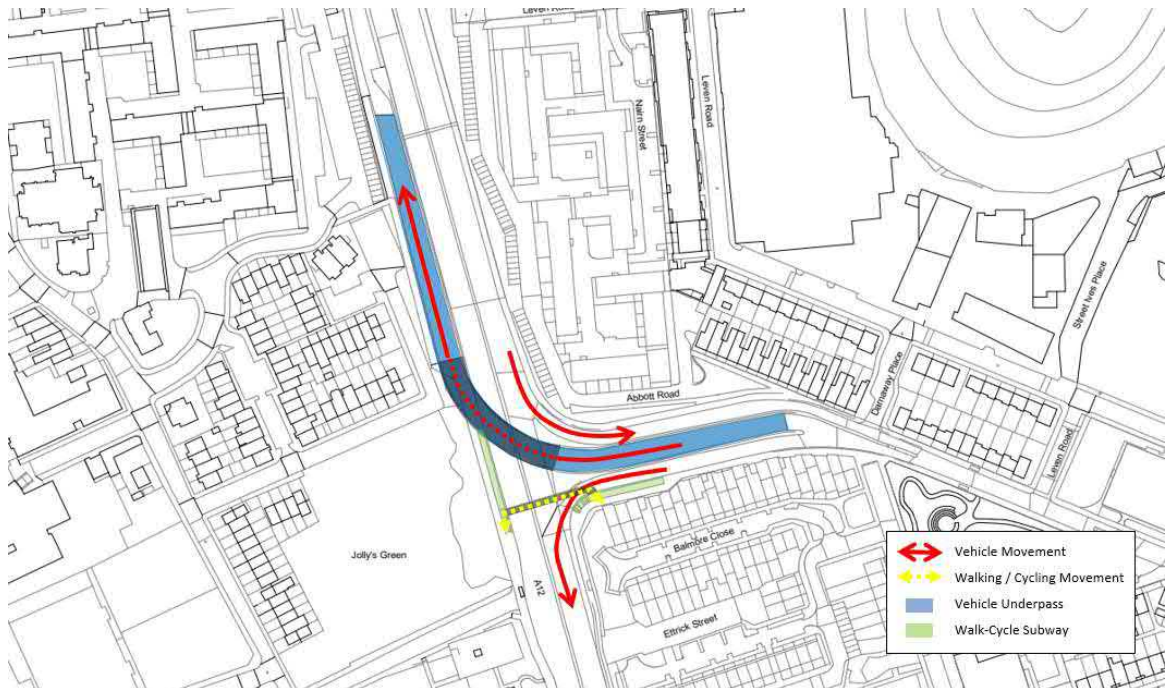
3.2.8 Lochnagar Street forms a signalised junction with the A12 at the north of the site.

3.2.9 Abbott Road passes through the site and connects the A12 and A13. At its eastern end, Abbott Road forms a signalised junction with the A13. The access operates as left-in, left-out, with the right turn entry movement being restricted to bus only.



3.2.10 The A12/Abbott Road junction includes a southbound off and on slip for the A12 as well as the Abbott Road underpass, which allows vehicles to egress the site and turn right onto the northbound A12. Apart from general traffic, the existing underpass is also used by the 309 bus service to turn right onto the A12 from the site. **Figure 3-2** shows a diagram of the existing junction.

Figure 3-2: Existing Abbott Road / A12 Junction



Source: Levitt Bernstein, Drawing 3663-LB-ZZ-00-DR-A-000001 P15 with VTP annotations, October 2021

3.2.11 The eastern entrance to the underpass from Abbott Road is shown in **Figure 3-3**. The underpass is a movement-based facility with no landscaping, no walking or cycling facilities and long ramps to allow for >4.5m clear headroom, which allows HGVs and buses to use the underpass. The eastern underpass ramp severs the north and the south of the Site and acts as a further barrier to walking and cycling.

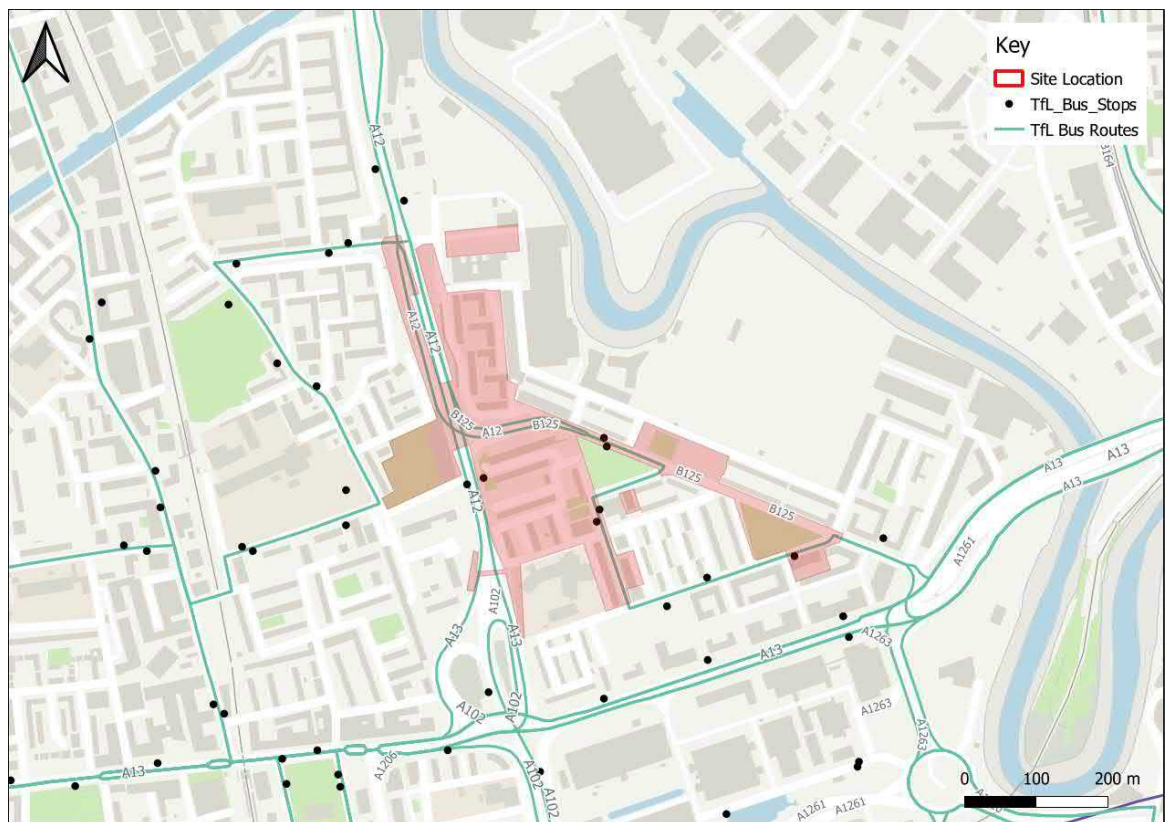
Figure 3-3: Existing Underpass from Abbott Road Looking West



BUS ACCESS

- 3.2.12 One bus route, the 309 service, travels through the site and operates between Canning Town and Bethnal Green. This bus route uses the A12/Abbott Road junction and A13/Abbott Road junction. **Figure 3-4** shows the route of the existing 309 bus service. Westbound 309 bus services use the existing Abbott Road underpass to cross the A12 and then turn left onto Zetland Street. Eastbound services use a bus-only right turn to travel from Zetland Street onto the southbound A12 and then turn left onto Abbott Road.

Figure 3-4: Existing 309 Bus Route



LOCAL AMENITIES

- 3.2.13 Residents of the Site undertake journeys for education, leisure and shopping purposes, and various local amenities are available in the proximity of the Site. **Table 3-1** shows the distances to key destinations by foot from the centre of the Site.

Table 3-1: Local Facilities Outside of the Site

FACILITY / DESTINATION	TRIP PURPOSE	FACILITY ON OTHER SIDE OF INFRASTRUCTURE BARRIER	WALK DISTANCE	WALK TIME (MINUTES)	CYCLE TIME (MINUTES)
Manorfield Primary School	Primary Education	Yes – A12	650m	9	2
Woolmore Primary School	Primary Education	Yes – A13	1km	14	3
Langdon Park School	Secondary Education	Yes-A12	400m	6	1.5



FACILITY / DESTINATION	TRIP PURPOSE	FACILITY ON OTHER SIDE OF INFRASTRUCTURE BARRIER	WALK DISTANCE	WALK TIME (MINUTES)	CYCLE TIME (MINUTES)
Bow School	Secondary Education	No	1.2km	16	4
Jolly's Green	Greenspace	Yes – A12	300m	4	1
Millennium Green	Greenspace	No	100m	1	0.5
Chrisp Street Health Centre	Healthcare	Yes – A12	700m	9	2
Lansbury Pharmacy	Healthcare	Yes – A12	700m	9	2
Chrisp Street Market	Food retail	Yes – A12	850m	12	3
Co-op Poplar	Food retail	Yes – A12	650m	9	2
Barclays Bank	Personal Business	Yes – A12	950m	12	3

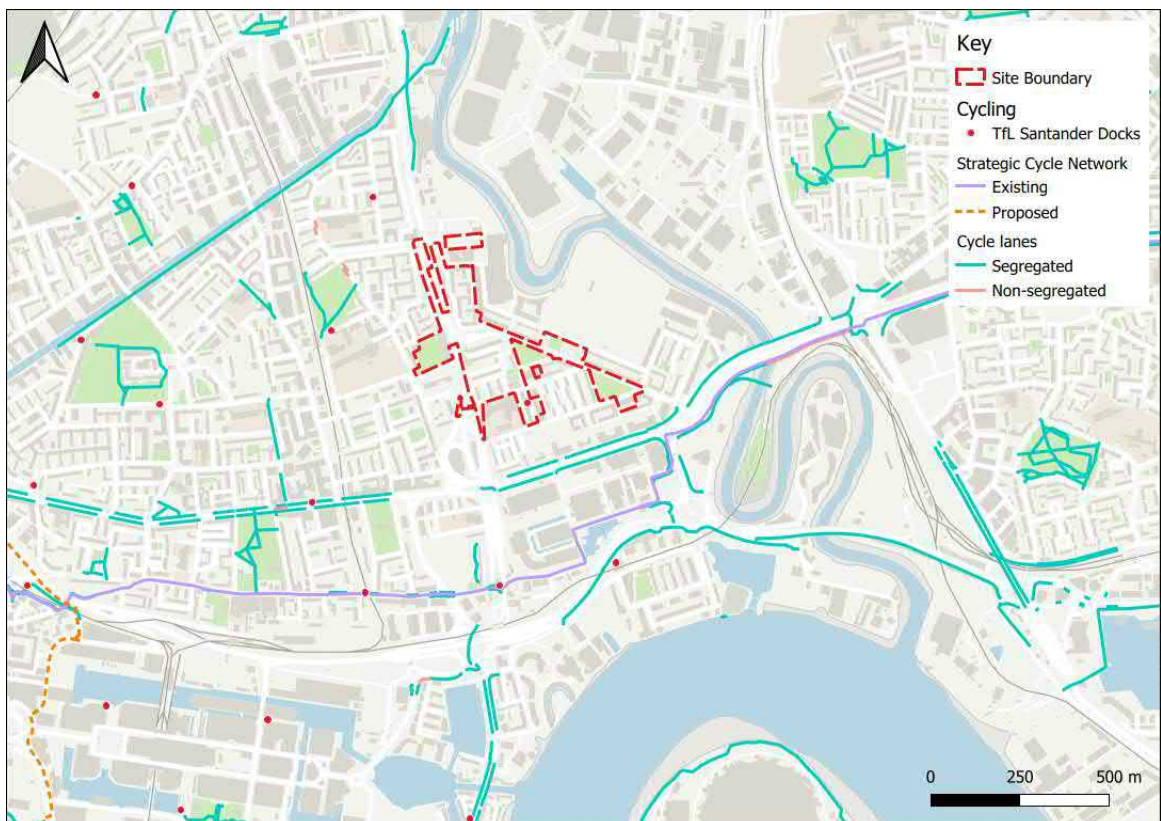
3.2.14 There are a large number of facilities located within easy walking and cycling distance of the Site. With the supporting infrastructure, walking and cycling could be the most convenient choices for travel which encourages healthier lifestyles, improves air quality and generates more on-street activity.

3.2.15 It should be noted that a 500m walking distance is only a six-minute walk. The Active Travel Zone assessment methodology developed by TfL assumes people would be willing to walk or cycle up to 20 minutes to their destination, suggesting that amenities that are up to three times as far away from the Site as those set out in **Table 3-1** would be considered accessible on foot.

CYCLE ACCESS

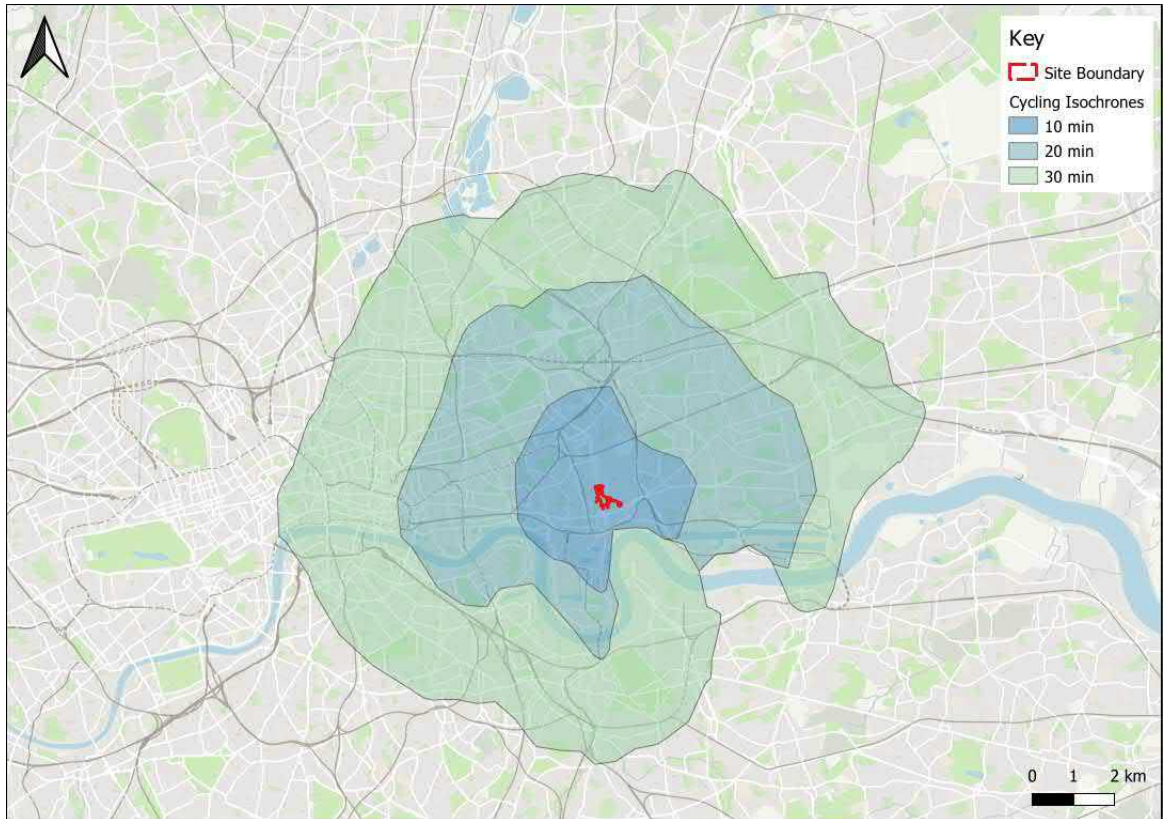
3.2.16 The existing cycle route network for the LBTH is shown in **Figure 3-5**. Cycle Superhighway 3 forms the main strategic cycle route in the vicinity of the Site and provides a connection into Central London.

Figure 3-5: Local Cycling Routes



3.2.17 **Figure 3-6** highlights the extent of the Site’s excellent potential accessibility by bicycle. It demonstrates that all of LBTH and some parts of the City, situated to the west, LB Newham, situated to the east and Southwark, situated to the south, are within a 30-minute cycle journey from the Site.

Figure 3-6: A 30-minute cycle catchment around the Site



3.2.18 **Figure 3-6** shows that with the right walking and cycling infrastructure in place (such as new attractive crossing facilities over infrastructural barriers, segregated lanes along busy roads, and easily accessible cycle parking), future residents and employees of the Site, as well as existing residents of the Site’s surrounding area, would be able to access a significant catchment area extending throughout LBTH and beyond.

3.3 EXISTING A12 CROSSINGS AND DEMAND MOVEMENT

3.3.1 Pedestrian and cycle counts were undertaken in early July 2021 at the A12 pedestrian crossings facilities near the Site. The surveys were repeated in February 2022. **Table 3-2** summarises the results of both surveys.



Table 3-2: Existing A12 Pedestrian Crossing Movements

LOCATION	TYPE OF CROSSING	AM PEAK HOUR	PM PEAK HOUR	24-HRS	% CHILDREN	% CYCLISTS
July 2021						
Lochnagar Street	At-Grade Crossing	18	16	213	11%	12%
Lochnagar Street	Subway	33	29	343	8%	7%
Abbott Road	Subway	74	52	851	11%	11%
Balfron	Subway	141	48	1,087	24%	7%
Total		266	145	2,494	16%	9%
February 2022						
Lochnagar Street	At-Grade Crossing	25	15	210	7%	4%
Lochnagar Street	Subway	43	33	422	6%	5%
Abbott Road	Subway	140	67	855	28%	8%
Balfron	Subway	228	44	1,296	37%	5%
Total		436	159	2,783	27%	6%

3.3.2 The survey results show that there are between approximately 2,500 and 2,800 crossing movements of the A12 per day in the vicinity of the Site, of which between 260 and 440 occur in the AM Peak. Around 6% to 9% of the total movements (c.170 per day) are cyclists. The Balfron Subway is the busiest of the crossings due to it being used to access Culloden Primary School (24% to 37% of those using the Balfron Subway are children) and because there are no other suitable crossing places at present. Between 31% and 34% of pedestrians and cyclists use the subway at Abbott Road, of which between 11% and 28% are children suggesting that this subway is also used to access Culloden Primary School within Aberfeldy Island and Langdon Park Secondary School to the west of the A12.

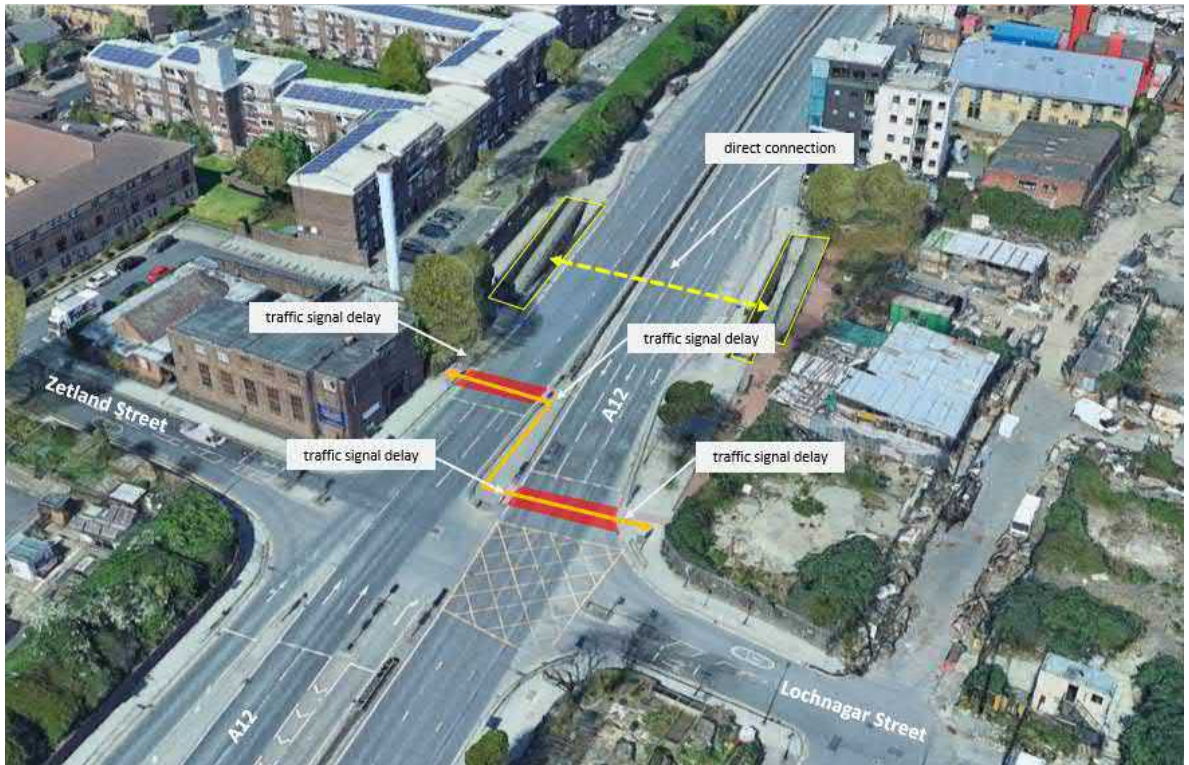
LOCHNAGAR STREET CROSSINGS

3.3.3 At the Lochnagar Street junction, pedestrians and cyclists can decide whether to use the at-grade signalised crossing or the subway.

3.3.4 The existing subway is not an attractive facility. It is narrow, has no passive surveillance, and the 180-degree bends on the ramps make it difficult and inconvenient for cyclists to use. Despite the poor environment offered by the subway, it is preferred (343 to 422 movements per day) to the at-grade signalised crossing (c. 210 movements per day). This is likely to be due to the delays associated with using the at-grade signalised crossing, which requires crossing in two stages. The junction cycle time is 120 seconds to maximise the green time for a vehicle travelling along the A12, as a result, it typically takes pedestrians three to four minutes to cross the A12. The crossing options are illustrated in **Figure 3-7**.



Figure 3-7: Lochnagar Street A12 Pedestrian-Cycle Crossing Options



Source: Google Earth imagery with VTP annotations, October 2021

ABBOTT ROAD CROSSING

- 3.3.5 The Abbott Road Subway connects from the southern side of the Abbott Road / A12 junction to the western A12 footway adjacent to Jolly's Green. It is a relatively unattractive facility due to its narrow width, littering, and lack of passive surveillance – when using the subway, there is no visual connection to the footways on the upper levels meaning that pedestrians/cyclists feel enclosed. Site visit photos of the subway are shown in **Figure 3-8**.

Figure 3-8: Abbott Road Subway

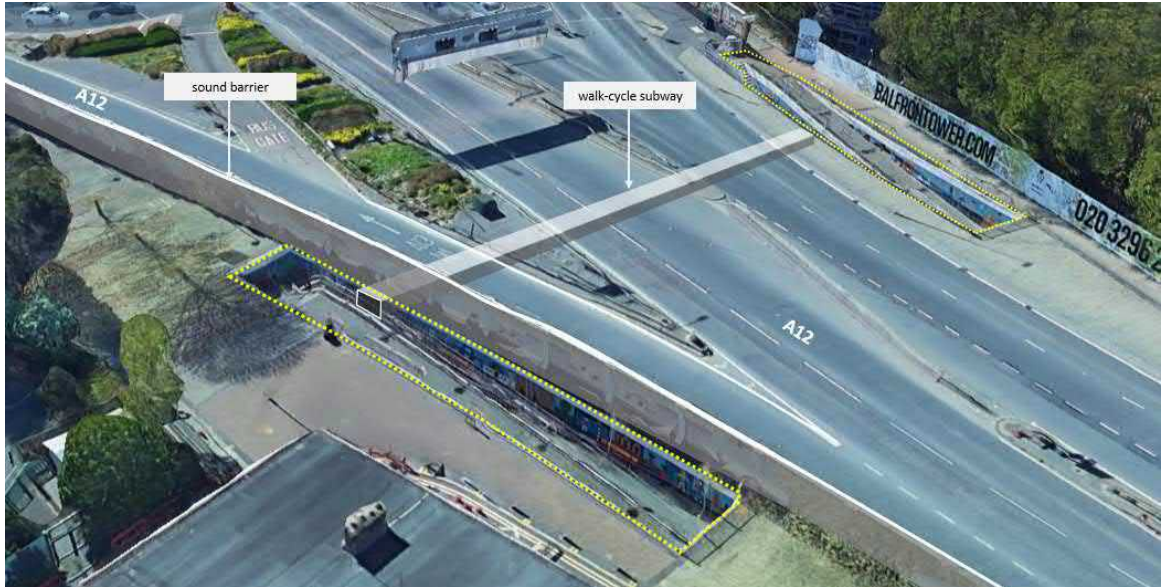


- 3.3.6 The subway ramps do not provide acceptable gradients for wheelchair access which further limits the attractiveness of the subway.

BALFRON SUBWAY

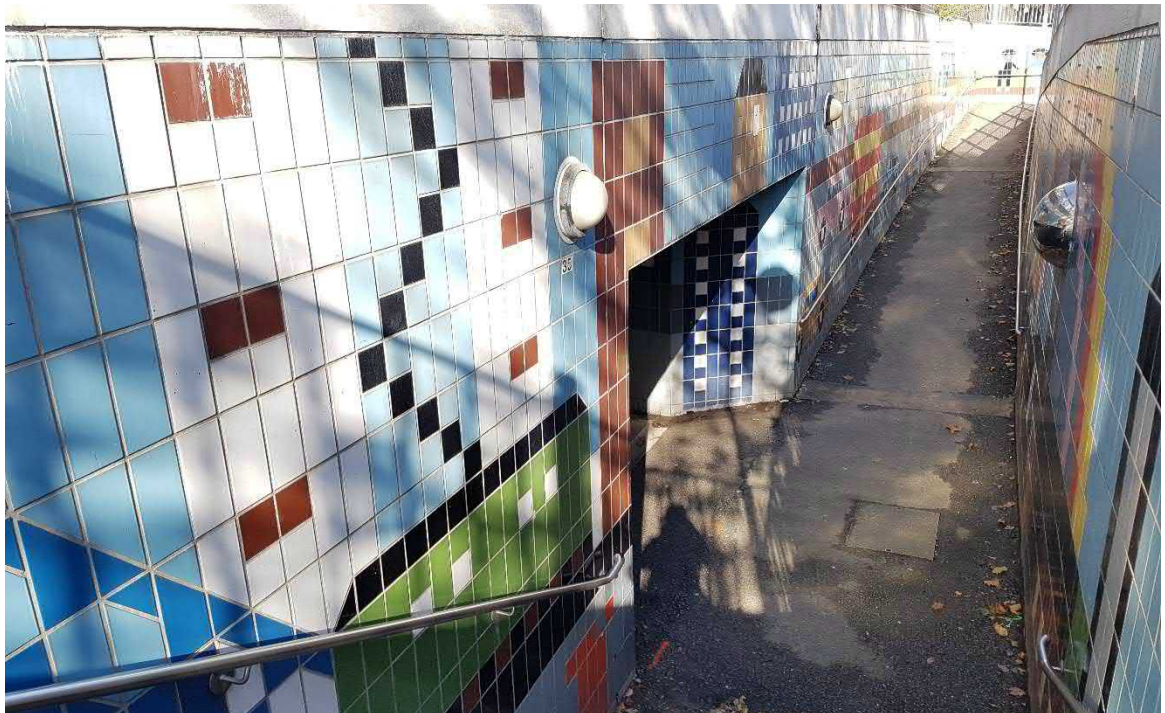
- 3.3.7 The Balfroon Subway connects Dee Street within the Site and Balfroon Tower on the western side of the A12. **Figure 3-9** sets out a visual representation of the existing subway link.

Figure 3-9: Existing Balfroon Subway Looking Southwest



Source: Google Earth 3D imagery with VTP annotations, October 2021

Figure 3-10: Balfroon Subway – Dee Street Access



- 3.3.8 Access to the subway is via a stairway or ramp. The ramp includes a 180-degree turn and is not DDA compliant, which makes it difficult to use for people with mobility impairments and people cycling. At each end of the subway, there are retaining walls, which creates a sense of being enclosed. A positive feature of the Balfroon subway facility is the coloured tile art on the walls.

ACTIVE TRAVEL ZONE ASSESSMENT SUMMARY

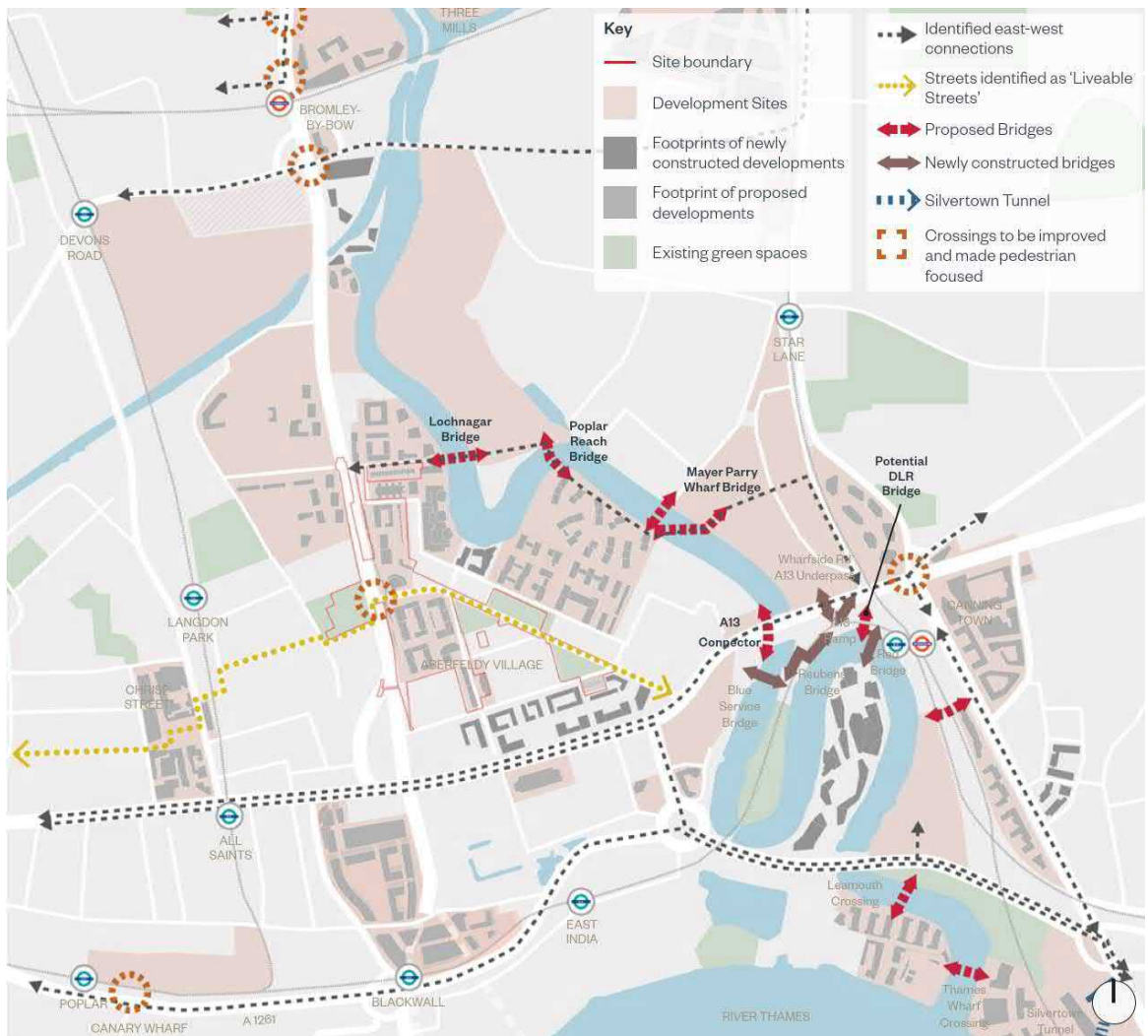
- 3.3.9 An Active Travel Zone assessment was undertaken on routes between the Site and key destinations in the surrounding area. This assessment is detailed in **Section 5** of this TA.
- 3.3.10 For four of the six key journeys, crossing the A12 was identified as being the worst part of the journey. The issues raised were a lack of passive surveillance, the bad pedestrian experience in and around the crossings, and access issues for people cycling and people with mobility impairment due to the steepness of ramps and tight 180-degree bends on these ramps. Tackling this issue has informed the proposed masterplan and transport strategy.

3.4 A12 FUTURE CROSSING DEMAND

- 3.4.1 Whilst the existing A12 crossing points provide sufficient capacity to accommodate the existing daily demand of around 2,500 walking and cycling movements, issues around accessibility and concerns about personal safety makes using them unattractive to local residents.
- 3.4.2 During consultation with young people in the area, pupils of Langdon Park School made statements such as *“would like to walk to school, but my dad drives me because the foot tunnel is dark and smells. Older people hang out there and smoke. I would like to use it to get to school, but it is unsafe.”* And *“it’s okay during the day for people our age because it is quite busy. I make sure I go with friends; I don’t go there on my own”*.
- 3.4.3 Surveys of pupils at Culloden Primary School indicate that whilst 59% of pupils would like to cycle to school, only 1% of them currently do so and that although approximately 75% of pupils live within 1km of the school, 21% travel by car.
- 3.4.4 The condition and quality of the existing pedestrian and cycle facilities across the A12 are limiting walking and cycling activity. Significantly more primary and secondary school pupils would walk and cycle to school if the crossing facilities were safe and more attractive.
- 3.4.5 Most of the existing demand for crossing the A12 is from residents living in the Site's immediate vicinity, with wider east-west through movement being restricted by the River Lea. The London Boroughs of Tower Hamlets and Newham are working in partnership with developers to introduce new pedestrian and cycle bridge links over the River Lea. These include the Lochnagar Bridge, Poplar Reach Bridge and Mayer Parry Wharf Bridge. **Figure 3-11** shows the indicative locations of these new bridge connections.



Figure 3-11: Potential New Bridge Connection Plan



Source: Levitt Bernstein and LDA Design, Aberfeldy Village Design and Access Statement, April 2022

3.4.6 The new bridge connections will result in additional demand for movement through the Site and across the A12. This will increase the walking and cycling demand on the existing A12 crossings.

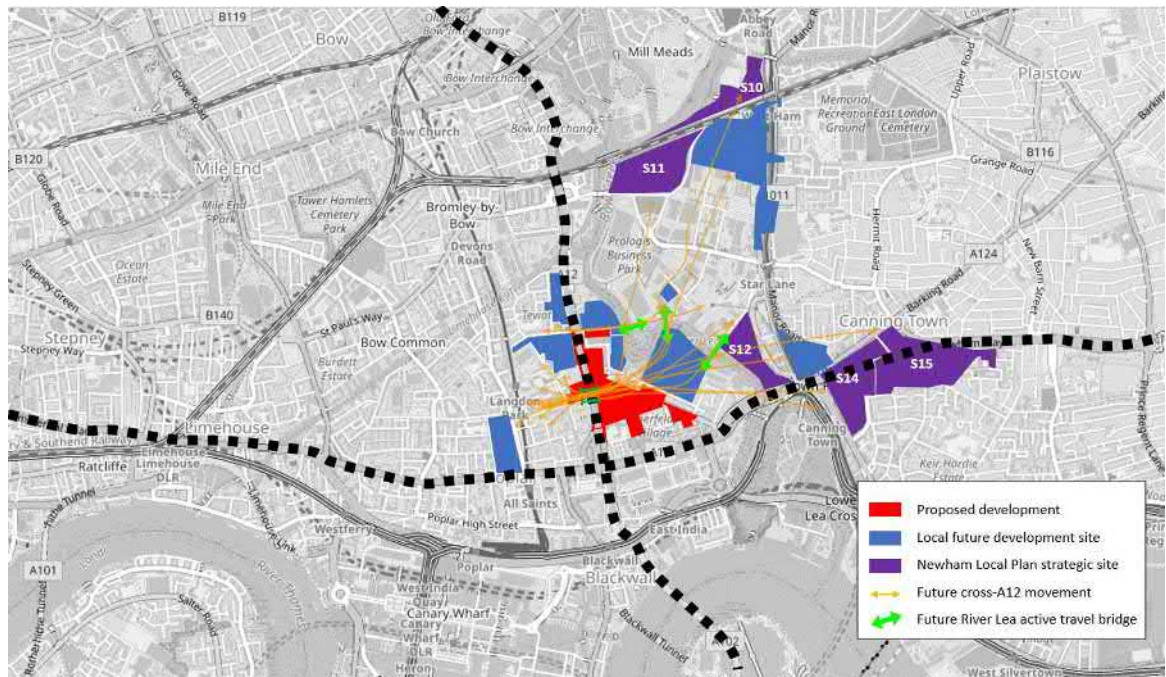


- 3.4.7 Future additional demand for pedestrian/cycle movement will be generated by committed and emerging development. Within the Aberfeldy Island area alone, a number of schemes have planning approval which will deliver over 4,000 new dwellings, and the draft AAP identifies three development sites (excluding the proposed development) with the potential to deliver around 1,850 more dwellings⁸. Car parking provisions at these developments are very restricted (some are car-free), and therefore people will primarily travel on foot, bicycle and public transport. Travel demand will increase significantly, and connectivity constraints will apply to both existing and future residents. A Technical Note was prepared by VTP to study the A12 crossings at the site and future demand for crossing movement. This Technical Note has been included in **APPENDIX B** for information.
- 3.4.8 Following further engagement with LBTH during the post-planning submission period, VTP has undertaken a more detailed assessment of future demand for walking and cycling crossing movement across the A12, and is in the process of finalising a Technical Note to present the analysis and findings. The assessment only accounts for allocated and permitted sites in addition to existing demand and does not make allowance for an increase in crossing demand due to the provision of the forthcoming bridges at the River Lea. The Technical Note will be issued in due course, but it identifies a demand of approximately 2,400 people wanting to cross the A12 in the morning peak hour alone, and due to the location of new development in Aberfeldy, approximately 50% of the crossing demand will be by Abbott Road.
- 3.4.9 **Figure 3-12** sets out an overview of some of the future development in the local area, including sites that have been submitted for planning, sites actively consulting, and sites allocated in the Newham Local Plan as strategic development sites. Desire lines have been added to the map to illustrate how with supporting infrastructure, there is expected to be a growing volume of people walking/cycling through the Site and wishing to cross the A12.

⁸ London Borough of Tower Hamlets, Draft Leaside AAP Chapter 4 Housing Delivery paragraph 4.11, November 2021



Figure 3-12: Future Development and A12 Active Travel Demand



3.4.10 There is an opportunity to influence how this growing local population travels by providing supporting infrastructure. Maximising active travel will help minimise unsustainable travel and reduce congestion on the public transport network. To help deliver strategic development in a sustainable way, improved walking and cycle connectivity crossing the A12 is necessary.

3.5 TACKLING SEVERANCE

A12 CROSSING OPTIONS

3.5.1 As part of the design development process, a detailed appraisal of ways to tackle the issue of A12 severance was undertaken. A study titled *'Aberfeldy Village: A study to identify appropriate pedestrian and cycling infrastructure improvements'* was issued in January 2021 and is included in **APPENDIX B**. The paragraphs below summarise some of the key findings of this study.

3.5.2 Over the past 15 years or so, the severance to walking and cycling caused by the A12 has been the subject of at least eight studies commissioned by LBTH, TfL, and other public bodies. The purpose of the studies has been to assess the capacity of the A12, the severance that it generates between communities and how these matters can be addressed. The previous studies confirm the need for crossing improvements at the A12 and investigate a range of potential options. This work provided the background context for the Aberfeldy Village study by the Applicant's team.

3.5.3 At the Site, the greatest demand for east-west crossing movement is expected to be in the centre of the Site near the Abbott Road Subway. In simplistic terms, there are three ways to get pedestrians/cyclists across the A12:

1. An at-grade signalised crossing;
2. A bridge crossing; and
3. A repurposed underpass crossing.



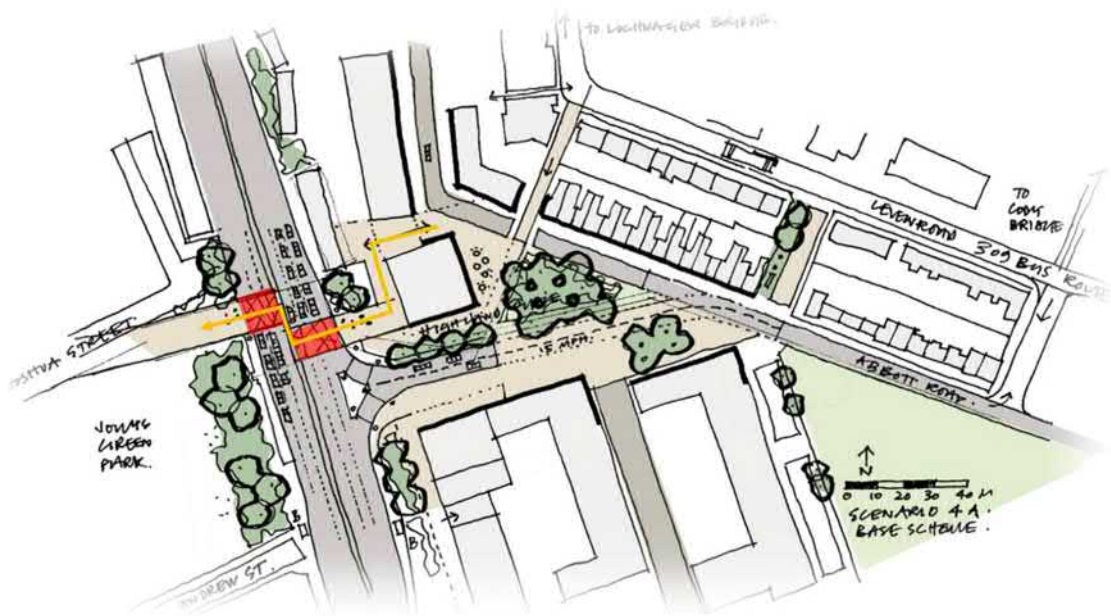
3.5.4 The Aberfeldy Village A12 Study investigated a total of 13 variants of these options and sought to weigh up the benefits and costs for all users of the transport system. Each of the options was rated against eleven assessment criteria, with those schemes scoring most highly as being preferred. Any scheme that was considered to have an unacceptable impact on A12 traffic or bus delay was discounted irrespective of other benefits it may have offered.

3.5.5 Three of the main variants considered within the options study are summarised below.

AT GRADE SIGNALISED CROSSING

3.5.6 In general, there is a preference for pedestrian/cyclist crossing facilities to be at grade. Two options to introduce an at-grade crossing have been explored; a staggered pedestrian-cycle crossing similar to the Lochnagar Street crossing or a single-stage pedestrian-cycle crossing. **Figure 3-13** provides an indicative sketch of the staggered at-grade crossing option.

Figure 3-13: A12 Crossing Option - At Grade Signalised Crossing



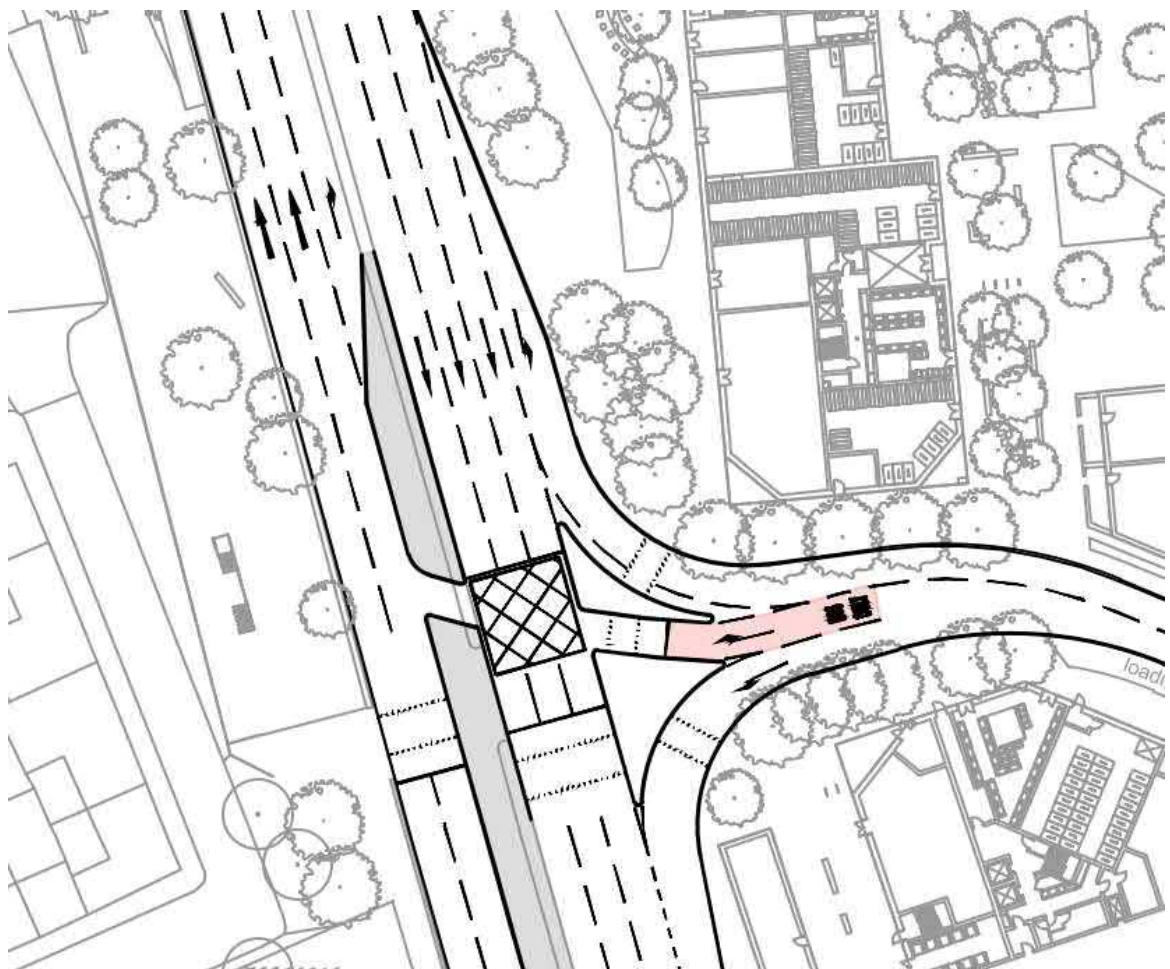
3.5.7 A staggered at-grade crossing was found to have the following issues:

- Introduction of delays to traffic using the A12.
- A two-stage crossing would require pedestrians/cyclists to take 3-4 minutes to cross the road. Evidence from the existing Lochnagar Street crossings (signalised at-grade and subway) indicates that people prefer a route that does not delay their journey, even if it is less attractive.
- A two-stage crossing would require an island to be introduced (using part of the right turn lane), which at the busiest times would become congested and provide limited space, particularly for cyclists.
- The potential to introduce safety issues, with people crossing a high volume 40mph road outside of green times in order to limit delays to their journeys.



- 3.5.8 A single-stage crossing could resolve the issues associated with walking/cycling delay and island capacity however it would create unacceptable delays on the A12 and require halting traffic for 30 to 35 seconds in every 120-second cycle.
- 3.5.9 In summary, an at-grade pedestrian crossing option was discounted due to the additional delay it would likely cause on the A12 (especially the single-stage crossing option), the delay to people walking and cycling, which would make the facility unattractive to use, the noise pollution that would be experienced by people crossing, and the potential for vehicle collisions. It was considered that a new at-grade signalised crossing would not be suitable to facilitate and encourage large volumes of active travel movements.
- 3.5.10 During post-planning submission consultation with LBTH Highways, it was agreed that the impact of implementing an at-grade crossing would be investigated further. As stated in Paragraph 3.4.8, VTP is currently assessing the future demand for crossing the A12. As part of this assessment, a more detailed design of an at-grade crossing has been developed and is currently being modelled (using Vissim microsimulation software) to assess its impact on the A12 corridor and the wider highway network.
- 3.5.11 An extract of VTP drawing 4060-1100-T-103-A is shown on **Figure 3-14**. An at grade crossing would require a centre reserve which results in one existing lane along the A12 (in the northbound direction) being removed from A102 Blackwall Tunnel Approach and instead being introduced north of the crossing. This removes significant capacity on the A12 northbound.

Figure 3-14: A12 At Grade Signalised Crossing (Extract from Drawing 4060-1100-T-103 A)

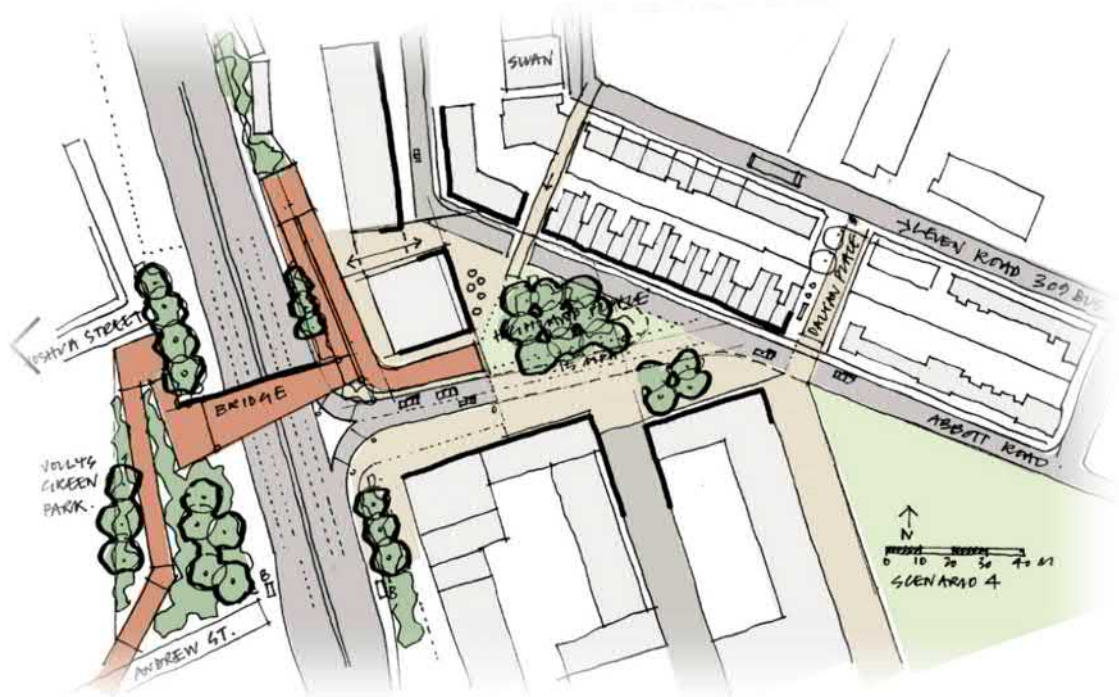


3.5.12 The results of the modelling and S1 RSA will be set out in a Technical Note which will be issued in due course.

GRADE SEPARATED – BRIDGE CROSSING

3.5.13 A pedestrian-cycle bridge crossing the A12 would allow people walking and cycling to cross the A12 without encountering traffic. **Figure 3-15** provides an indicative sketch of a bridge option.

Figure 3-15: A12 Crossing Option - Bridge Crossing



3.5.14 A bridge has the potential to minimise the delay that would be created by a signalised option. The main dimensional requirement is the need to provide over 5m headroom above A12 traffic and to provide accessible ramps. For the bridge to be a comfortable, high-quality walking and cycling link that feels safe, it would need to be of a significant width throughout.

3.5.15 The following issues were identified with a bridge option:

- The level difference of c.6m that pedestrians/cyclists need to overcome requires the use of either a large stairway or a long ramp (a minimum of 130m on either side)
- The long ramps result in them becoming indirect with inconvenient turns.
- Significant land take either side of the bridge for the ramp/stairways and its visual impact.
- Potential climatic issues such as exposure to wind and lack of shelter on a bridge. This may make a bridge less attractive than other options.

GRADE SEPARATED – REPURPOSED UNDERPASS CROSSING

3.5.16 The existing A12 subways do not provide an attractive environment for pedestrians/cyclists, with the main issues being dimensional (width/headroom) and perceived danger (no passive surveillance). Therefore, an option that goes underneath the A12 would need to be a substantial improvement on the existing facility.



3.5.17 LBTH sets out within the draft Leaside AAP an aspiration to close and remove the vehicle underpass. If the underpass can be closed to traffic, there is an opportunity to repurpose it as a pedestrian and cycling crossing.

Figure 3-16: A12 Crossing Options - Repurposed Underpass Crossing



3.5.18 This option would allow people to cross the A12 with minimal delay. By partly filling in the existing underpass (to still provide a generous headroom of 3m), the distance of accessible ramps can be reduced to around 70m (compared to 130m for the bridge option). This means that the access ramps are shorter and can be designed into the landscape more easily, along with the potential for passive surveillance via ground-level activation.

3.5.19 The Dutch CROW Design Manual for Bicycle Traffic (2016 version) sets out design advice for grade-separated crossings and identifies that tunnels perform better than bridges, apart from personal safety. However, the Design Manual notes the key principles to minimise potential issues of personal safety:

- The view of the tunnel from the surrounding area is optimal (inclines at a gentle angle);
- The design guarantees that the amount of time people spend in the tunnel is minimal (as short a 'span' as possible);
- The design will minimise any sense of claustrophobia; and
- Design, lighting and colour scheme ensures an 'open aspect'.

3.5.20 On the basis that these principles can be achieved through careful design and that there are significant overall benefits, it was concluded on balance that the re-purposing of the underpass is the preferred option of tackling A12 severance and enabling the significant demand for walking and cycling.



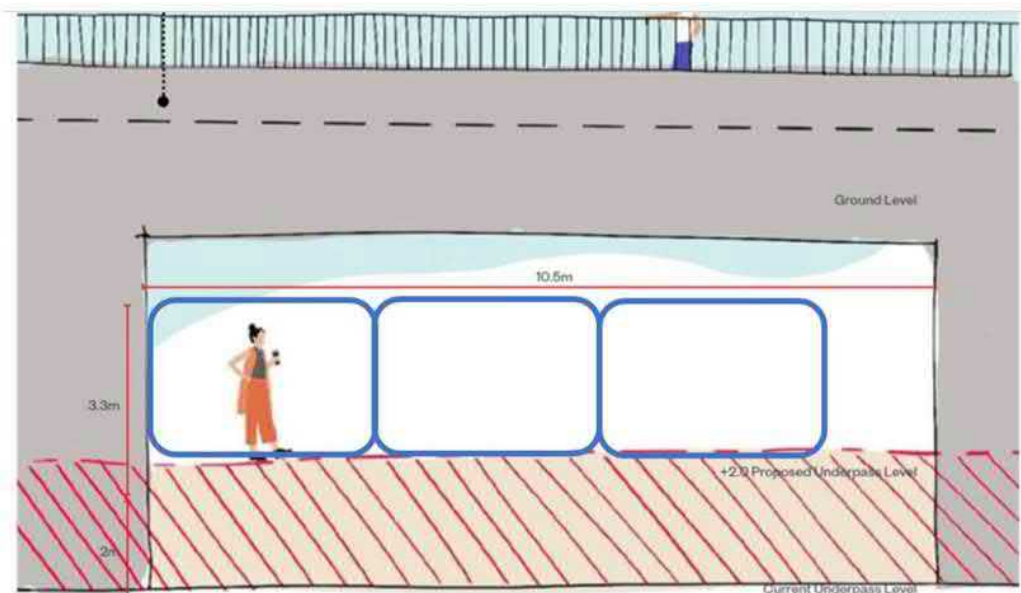
ABBOTT ROAD UNDERPASS

- 3.5.21 The repurposed underpass (Superpass) crossing of the A12 would close the existing underpass to motorised traffic and make substantial changes to create an attractive public space and route for walking and cycling, including a connection to Jolly's Green. The existing Abbott Road subway would be closed.
- 3.5.22 The Aberfeldy Village project team has developed the re-purposed Superpass preferred option by addressing the concerns that are synonymous with subways through design with extra attention given to passive surveillance, activating the new spaces, and designing with attractive surfacing, colours and lighting.
- 3.5.23 The Superpass would connect Highland Place to the existing A12 on-slip on the western side of the A12, which would become a pedestrian-cycle only facility and connect directly into Jolly's Green with pedestrian-cycle routes to the south western corner of Jolly's Green (leading to Crisp Street market) and north-west corner (leading to Langdon Park Secondary School and DLR Station).
- 3.5.24 The following paragraphs describe and illustrate the proposals. The Abbott Road Superpass is part of the Masterplan and would be delivered in Phase B. As this proposal is currently in outline, visualisations provide an indication of the facility and specifics of design, lighting, activation of the space, and colour can be determined at the reserved matters stage and detailed design stage.

THE SUPERPASS

- 3.5.25 The existing underpass itself is 10.5m wide and would be partly filled in to provide 3.3m headroom. This would ensure an 'open aspect' with sufficient space to accommodate high future walking and cycling flows. The facility will be significantly wider than the existing subways under the A12 provided at Lochnagar Street, Dee Street, and Abbott Road. Indeed **Figure 3-17** shows that it would provide more space than all three existing subways combined.

Figure 3-17: Proposed Re-Purposed Underpass Future Dimensions



- 3.5.26 The Superpass would be light, colourful and inviting. A visualisation of this part of the crossing is set out in **Figure 3-18**.



Figure 3-18: Superpass Internal Visualisation



- 3.5.27 Best practice shows that including art relevant to the surrounding context within subway facilities can significantly enhance the facility and experience of people using it. Art can also act as a deterrent for graffiti and enhance the feeling of safety.
- 3.5.28 The illustrations of the proposal show a shared walking/cycling route rather than a segregated route, although there is sufficient space to accommodate either option.
- 3.5.29 An example of both local art and a segregated cycle route is the popular pedestrian-cycle tunnel near Amsterdam Central Station, shown in **Figure 3-19**.

Figure 3-19: Amsterdam Central Station Pedestrian-Cycle Tunnel



Source: Archdaily, Benthem Crowel Architects, www.archdaily.com/780990/cuypperspassage-benthem-crowel-architects, July 2020



HIGHLAND PLACE

- 3.5.30 The existing eastern entrance into the underpass, as well as the left turn on and off slips, create a large vehicle dominated environment that is hostile to pedestrians. Repurposing the underpass provides an opportunity to create a new space at the heart of the Proposed Development. On the eastern side of the A12 within the Site, the existing underpass accessway will be transformed into Highland Place; a landscaped, activated, pedestrianised, public open area that gently guides people walking and cycling to the crossing facility while being a destination in its own right.
- 3.5.31 Highland Place's movement role is to accommodate the ramped access route (a 1:21 gradient can be achieved) to the A12 crossing and Jolly's Green.
- 3.5.32 An overview of Highland Place is shown in **Figure 3-20**.

Figure 3-20: Highland Place



- 3.5.33 **Figure 3-21** sets out a before and after visualisation of the current underpass entrance and Highland Place.

Figure 3-21: The Superpass - Highland Place Side Before-After



3.5.34 To avoid the traditional drawbacks of subways, the Superpass is designed to be an active, attractive space with passive surveillance. Building B3 would have a basement level fronting and activating Highland Place and the entrance to the Superpass. New Poplar Works buildings are proposed that would screen Highland Place from the A12, thereby reducing noise levels. **Figure 3-22** shows a visual representation of the Superpass during the evening.

Figure 3-22: Proposed Aberfeldy Active Travel Connector



JOLLY'S GREEN

- 3.5.35 Following validation of the Hybrid Application, the Applicant has been in discussions with LBTH officers in relation to the aspirations for a direct link from the pedestrianised underpass into Jolly's Green and works to Jolly's Green.
- 3.5.36 The Applicant and LBTH officers have jointly agreed that the works to Jolly's Green should be included within the red line and secured as part of the future planning permission. The delivery of works to Jolly's Green will sit within Phase B as part of the Outline Proposals. The Applicant has updated the red line and amended the Proposed Development to incorporate the provision of a direct link from the proposed pedestrianised underpass to Jolly's Green. Accordingly, the Applicant has updated the planning application plans and documents where necessary to reflect this. Importantly the extension of the redline boundary of the Hybrid Application does not result in any fundamental alterations to the development that is proposed.
- 3.5.37 To appraise the context of the Proposed Development, the Applicant has considered a scheme for works to Jolly's Green – both to show a new connection directly to it and also wider enhancement works to the park itself.
- 3.5.38 The provision of the connection from Highland Place to Jolly's Green along with the improvements to Jolly's Green will provide significant improvement to the east-west connectivity of the A12 crossing and provide a more direct and attractive link to Langdon Park, Chrisp Street and Canary Wharf.

Figure 3-23: Superpass Jolly's Green Link



A12 SLIP ROAD

3.5.39 A stairway and re-graded ramp will connect the underpass to the western side of the A12.

3.5.40 **Figure 3-24** and **Figure 3-25** show the proposals next to the existing facility for comparison. The ramp length would be reduced to c.70m, and the gradient of the accessway would be reduced to 1:21.

Figure 3-24: Abbott Road Underpass A12 On-Slip Before and After



Figure 3-25: Abbott Road Underpass A12 Slip Road Before and After Human Point of View

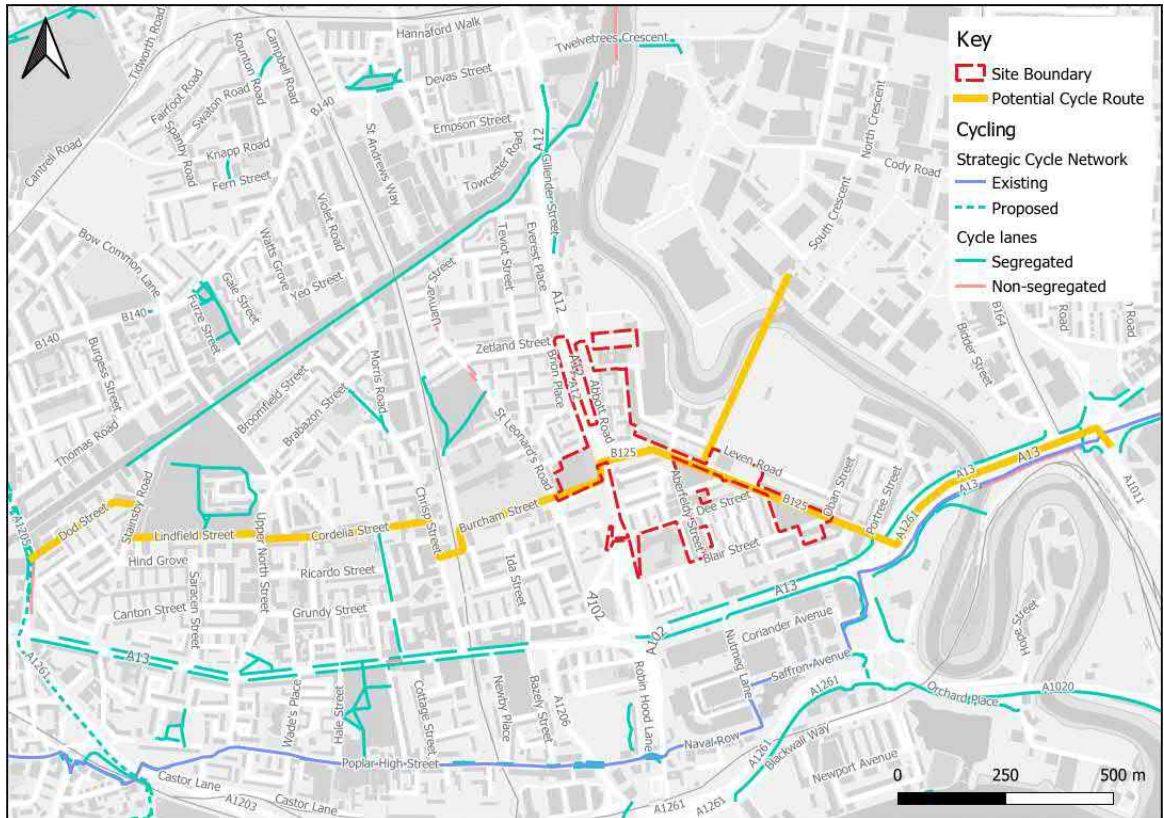


3.5.41 The Slip Road would be provided with acoustic barriers, extensive landscaping and trees to enhance the pedestrian experience.

STRATEGIC CYCLING NETWORK BENEFITS

3.5.42 The Superpass has the potential to become part of a wider east-west cycle connection that runs roughly parallel to the popular Cycle Superhighway 3 to the south of the Site. This new connection, fed by the new demand created by development at the Site and its surrounding area, combined with the new pedestrian-cycle bridges over the River Lea, could help enable local and long-distance cycling.

Figure 3-26: Potential New Cycle Route



BALFRON SUBWAY

3.5.43 The existing Balfron Subway provides a poor environment, and an improvement scheme has been developed. This will not only benefit future residents of the Site but existing residents and school children travelling to Culloden Primary School.

3.5.44 **Figure 3-27** shows the Balfron Subway proposals, which feature a straight run of steps from Dee Street to facilitate clear sightlines and is directly on the desire line for children accessing Culloden Primary Academy. A realigned, landscaped and regraded 1:21 ramp will be easier for cyclists and wheelchair users to navigate.



Figure 3-27: Balfron Subway Proposals



3.5.45 A digital rendering of the public realm improvements to the Balfron Subway access is set out in **Figure 3-28**.

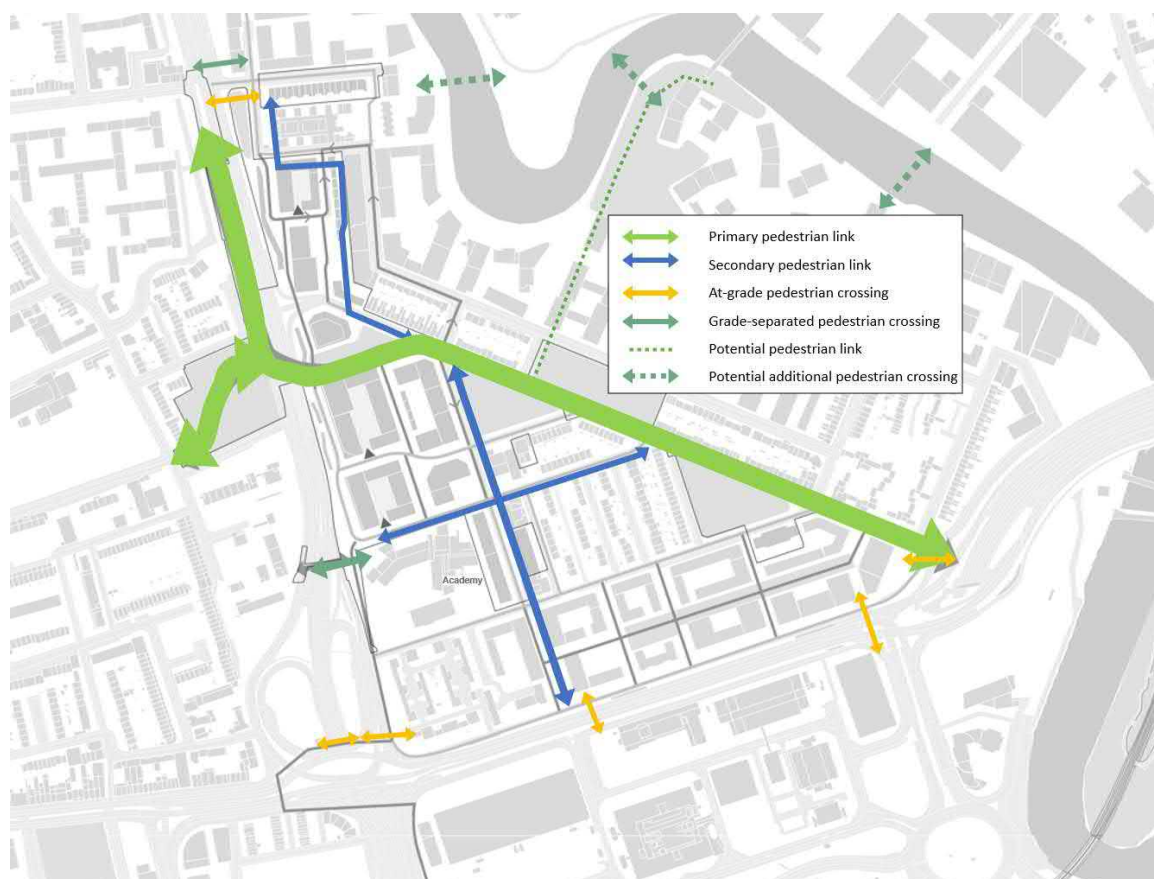
Figure 3-28: Balfron Subway Access Public Realm Improvements



SUMMARY OF WALKING IMPROVEMENTS

3.5.46 **Figure 3-29** provides an overview of the proposed walking connection plan for the Proposed Development in the context of the wider network. The new and improved connections will add to the walkability of the neighbourhood and encourage active and healthy travel. The area will become more pleasant for people walking, enabling active lifestyles, reducing congestion and contributing to LBTH and TfL policy goals, including London Plan Policy T2 'Healthy Streets' and Local Plan policy TR1.

Figure 3-29: Future Walking Connection Plan



3.6 ROAD NETWORK CHANGES

NEW ABBOTT ROAD/A12 JUNCTION

3.6.1 The existing Abbott Road / A12 junction would be replaced and become Highland Place. There remains a need for Abbott Road to form access with the A12, particularly to accommodate buses. Abbott Road would extend northwest on its historic alignment to form a new junction with the A12, which would provide left turns for general traffic.



3.6.2 A signalised right turn bus gate is proposed that would prioritise bus movement and minimise delay relative to the existing underpass. Similar right turn bus facilities exist locally to allow buses priority when turning right on or off the strategic road network – for instance, the bus only right turns from Zetland Street on the A12 and from the A13 onto Abbott Road. The signalised bus gate would be linked to the traffic signals at the A12 / Lochnagar Street Junction. Therefore, buses would wait on average around 60 seconds at the bus gate, and it is considered that good service can be maintained. The proposed junction arrangement is set out in **Figure 3-30**. Two buses can be accommodated at the stop line.

Figure 3-30: Proposed New A12 / Abbott Road Junction



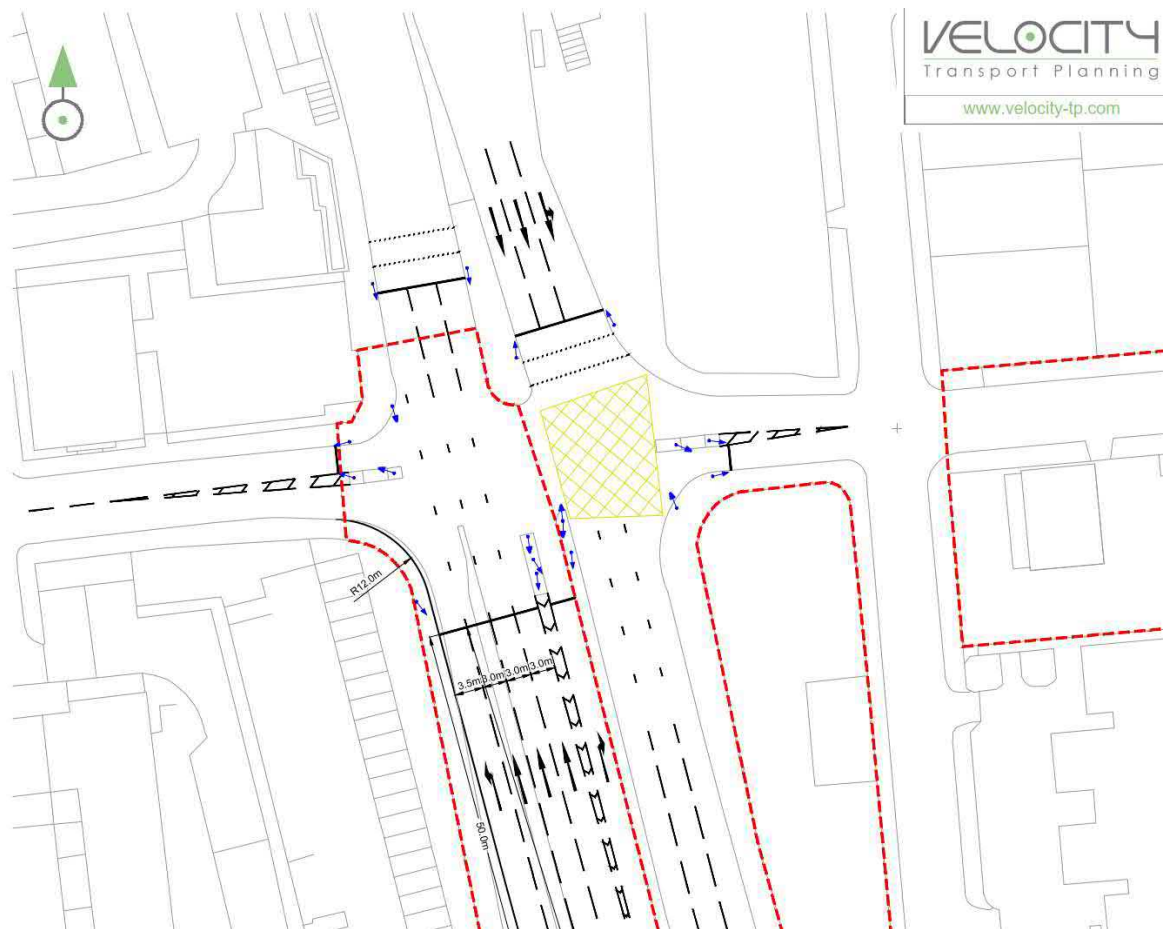
3.6.3 An alternative bus routing was explored that assessed re-routing north-bound buses via Leven Road and the Lochnagar Street/ A12 junction, however, this option introduced much greater delays to bus journey time. Further details are provided in **Section 6.7** of this TA.

LOCHNAGAR STREET/ ZETLAND STREET/A12 JUNCTION

3.6.4 The removal of traffic from the underpass will change the southern arm of the Lochnagar Street / A12 junction. Traffic will no longer need to join the A12, and there is an opportunity to change the approach lanes to provide an additional ahead lane, thereby adding more capacity, and also to provide a new left-turn lane onto Zetland Street, which is currently not provided for. The proposed layout is shown in **Figure 3-31**.



Figure 3-31: Changes to A12 / Lochnagar Street Junction



3.7 STAGE 1 ROAD SAFETY AUDIT

3.7.1 A Stage 1 Road Safety Audit (S1 RSA) has been undertaken by an independent certified consultant. The audit has included the proposed infrastructure improvements along the A12 corridor, namely:

- Relocation of the A12 on-slips/off-slips at Abbott Road;
- Provision of a signalised bus gate; and
- Reconfiguring the Abbott Road slip road from the underpass at the junction of A12/Zetland Street/Lochnagar Street to provide an additional ahead lane and a dedicated left turn into Zetland Street.

3.7.2 The S1 RSA report is being finalised for issue to TfL as this TA report is being written. The full S1 RSA and designer's response will be provided in a TA Addendum during the determination period of the planning application.



4 SITE & SURROUNDINGS

4.1 OVERVIEW

4.1.1 This section sets out the transport conditions before and after the Proposed Development is built. It considers the Site itself and its immediate surroundings.

4.2 ON-SITE WALKING AND CYCLING

BEFORE

4.2.1 In Section 3 of this TA, facilities within walking distance outside of the site were listed in **Table 3-1**. **Table 4-1** outlines the distances to key destinations within the Site itself by foot from the centre of the Site.

Table 4-1: Local Facilities Within the Site

FACILITY / DESTINATION	TRIP PURPOSE	WALK DISTANCE	WALK TIME (MINUTES)	CYCLE TIME (MINUTE)
Aberfeldy Street	Convenience Retail	150m	2	1
Culloden Primary Academy (immediately south of the site)	Primary Education	400m	6	2
Leven Road Open Space	Greenspace	200m	3	0.6
Millennium Green	Greenspace	150m	2	1
Braithwaite Park	Greenspace	150m	2	1
The Aberfeldy Practice	Healthcare	150m	2	1

4.2.2 There are a number of facilities present within the existing Site for local residents.

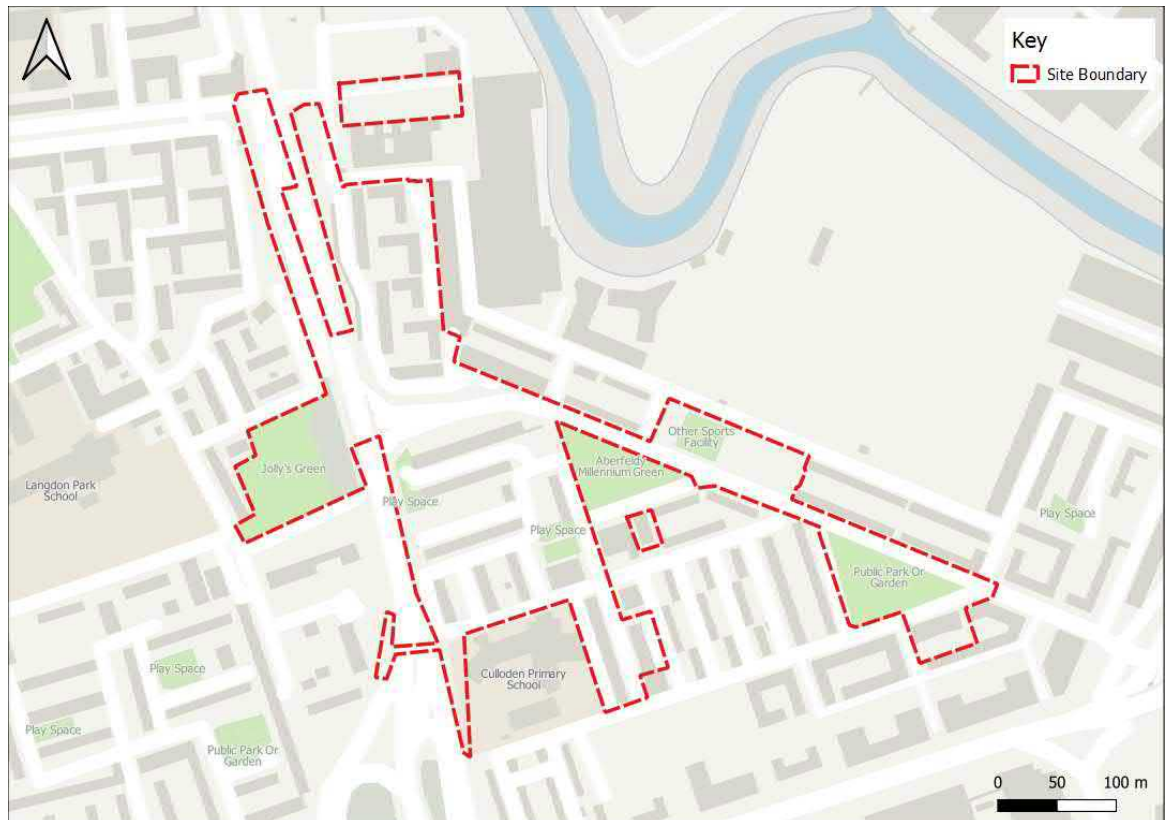
4.2.3 The Site is located southwest of the meandering River Lea, which feeds into the River Thames. At present, the nearby riverside is difficult to access due to a lack of pedestrian routes and bridge infrastructure.

4.2.4 There are a number of green areas and parks in close proximity, including Millennium Green, East India Green, Leven Road Open Space and Braithwaite Park.

4.2.5 An overview of the existing green spaces in the Site as well as the local street network is set out in **Figure 4-1**.



Figure 4-1: Existing Green Spaces and Local Steet Network



- 4.2.6 The existing site is moderately suitable for walking, with footways provided along all streets, mostly of suitable width for people walking with a pram and wheelchair users. Dropped kerbs and tactile paving is provided along the main pedestrian desire lines, and dedicated pedestrian crossing points are provided at Abbott Road to allow pedestrians to cross more easily.
- 4.2.7 Aberfeldy Street is the main north-south connection within the site for pedestrians. It is tree-lined, and its southern part provides local retail outlets.
- 4.2.8 Dee Street is one of the main east-west connections within the site and provides access to the Culloden Primary Academy.

AFTER

- 4.2.9 The proposed public realm will be formed of new and improved streets and squares, including pedestrianised zones. The proposed streets aim to be safe, green and leafy and prioritise walking and cycling while safely accommodating necessary vehicle movements. The streets are being designed to allow for inclusive movement and the independent mobility of children.
- 4.2.10 **Figure 4-2** sets out a high-level plan of the landscape proposals for the Proposed Development. The Design and Access Statement (DAS), submitted as part of the planning application, includes further detail of the landscaping strategy.



Figure 4-2: Proposed Public Realm Masterplan

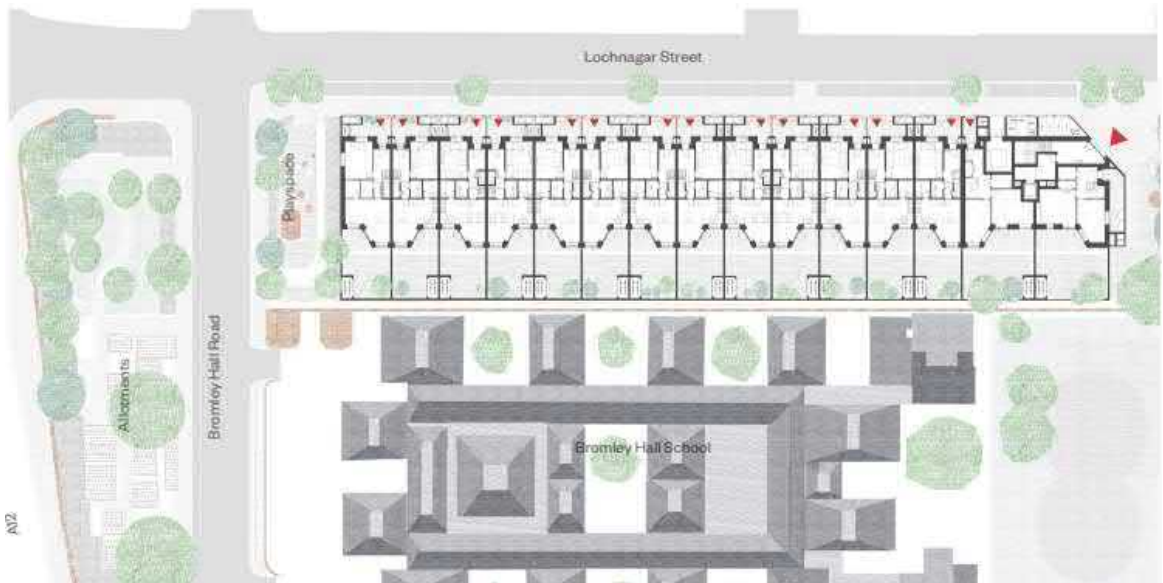


Source: Levitt Bernstein and LDA Design, Aberfeldy Village Design and Access Statement, April 2022

LOCHNAGAR STREET AND BROMLEY HALL ROAD

4.2.11 As part of the Proposed Development, Lochnagar Street will undergo significant public realm improvements with additional planting, marked out car parking bays, and a new footway. This is set out in **Figure 4-3**.

Figure 4-3: Lochnagar Street and Bromley Hall Road Public Realm Proposals



4.2.12 On Bromley Hall Road, it is proposed to introduce a small square with play space.



ABBOTT ROAD

- 4.2.13 Abbott Road would be transformed in line with the Healthy Streets approach. The carriageway would be narrowed, and footways widened. Abbott Road will act as a green spine connecting together the series of existing public open spaces (Braithwaite Park, Leven Road Open Space, Millennium Green) with the proposed Highland Place and the new pedestrian connection across the A12 linking to Jolly's Green in future.
- 4.2.14 Abbott Road will give priority to pedestrians and cyclists and seek to calm traffic to create a safe and child-friendly environment. An impression is set out in **Figure 4-4**.

Figure 4-4: Proposed Abbott Road Visualisation



- 4.2.15 New raised table 'tiger crossings' are proposed along Abbott Road.
- 4.2.16 Highland Place will extend from Abbott Road and provide an uninterrupted walking and cycling route under the A12 to Jolly's Green or north along the A12 via the slip road. A schematic representation of this central location of the Masterplan is shown in **Figure 4-5**.



Figure 4-5: Highland Place



Source: Levitt Bernstein and LDA Design, Aberfeldy Village Design and Access Statement, April 2022

ABERFELDY STREET

- 4.2.17 Aberfeldy Street will retain its function as the local high street and be enhanced by significant public realm improvements.
- 4.2.18 The proposed layout retains mature trees along Aberfeldy Street and provides new buildings with non-residential uses at ground level and residential dwellings above. These homes will have balconies facing onto the street to create an active and overlooked environment.
- 4.2.19 The northern part of Aberfeldy Street will be connected to Abbott Road via a new priority junction and become a one-way southbound street. This section can deliver wide footways between Abbott Road and Ettrick Street.



- 4.2.20 The pedestrianisation of Aberfeldy Street is proposed between Ettrick Street and Dee Street. A new public square is proposed within a high-quality public realm Town Square adjacent to St. Nicholas Church. During post-planning submission discussions, LBTH has indicated that they would not accept stopping up of Aberfeldy Street between Ettrick Street and Dee Street. VTP and the design team are working with LBTH on a design of this section to enable the delivery of the Town Square along with ensuring access is retained as needed.
- 4.2.21 At the southern section of Aberfeldy Street between Dee Street and Blair Street, it is proposed to remove some car parking from Aberfeldy Street and narrow the carriageway / widen footways. This helps to create an active landscape zone wide enough to hold the functions of the street, such as cycle parking and a bus stop, whilst also making space for permanent and temporary seating/ stalls.
- 4.2.22 A visualisation of the pedestrianised section of Aberfeldy Street between Dee Street and Ettrick Street with Town Square is shown in **Figure 4-6**.

Figure 4-6: Aberfeldy Street and Town Square



COMMUNITY LANE

- 4.2.23 Community Lane is a new, primarily traffic-free north-south route. The street connects Leven Road in the north to Culloden Primary School in the south via Highland Place. Community Lane is intended to be a family and child-friendly connection prioritising walking and cycling.
- 4.2.24 Community Lane will have front doors to homes directly onto the street to encourage social interaction and create a community feel. **Figure 4-7** shows how Community Lane is integrated with the rest of the proposals.



Figure 4-7: Community Lane



Source: Levitt Bernstein and LDA Design, Aberfeldy Village Design and Access Statement, April 2022

4.2.25 A greenspace (Culloden Green) will be provided in the pedestrianised area to the north of Dee Street. A visual representation of this space is provided in **Figure 4-8**.

Figure 4-8: Culloden Green Pedestrianised Area



ENTERPRISE YARD

- 4.2.26 Enterprise Yard runs north-south parallel to the A12 and has workspaces, maker spaces and studio spaces along with its durations, which act as noise, physical and visual buffer to the A12. Enterprise Yard is proposed to be used by people walking, cycling and for local access vehicles. **Figure 4-9** shows the location of Enterprise Yard along the west of the Site. The sections to the north and south of Enterprise Lane will not provide a continuous route for vehicles

Figure 4-9: Enterprise Yard



Source: Levitt Bernstein and LDA Design, Aberfeldy Village Design and Access Statement, April 2022

DEE STREET AND ETRICK STREET

- 4.2.27 Dee Street is an important east-west connection and connects to the west to the Balforn Subway. It will have a wide and generous public realm from Aberfeldy Street to Balforn Subway.
- 4.2.28 The southern pavement adjacent to Culloden School would be widened to improve the pedestrian environment, whilst parking is located on the northern side of the street.
- 4.2.29 Both Dee Street and Ettrick Street will allow the movement of vehicular traffic in a west and east direction provide attractive footways and pedestrian crossings. They are being designed to encourage slower speeds.



4.3 ON-SITE PUBLIC TRANSPORT

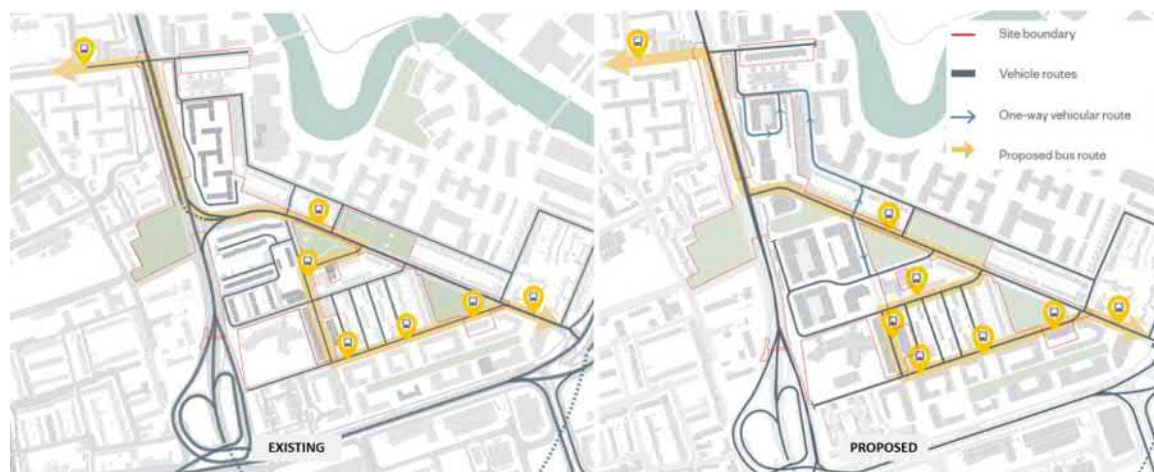
BEFORE

- 4.3.1 One bus service currently routes through the site. Bus stops are provided on Blair Street, Aberfeldy Street and Abbott Road. All bus stops have a shelter, with the exception of the Goodway Gardens stop on Blair Street.

AFTER

- 4.3.2 As a result of the underpass and public realm proposals, the 309 bus service would be rerouted:
- Westbound buses would use a bus-only right turn at the Abbott Road / A12 junction
 - Buses would use Dee Street rather than Ettrick Street. **Figure 4-10** shows the existing and proposed bus routing through the Site.

Figure 4-10: Bus Re-Routing



Source: Levitt Bernstein and LDA Design, Aberfeldy Village Design and Access Statement, April 2022

- 4.3.3 The proposed re-routing of the bus requires changes to bus stop locations on Dee Street and Aberfeldy Street. Indicative locations have been identified, and the exact location and design of these bus stops will be determined at the detailed design stage.

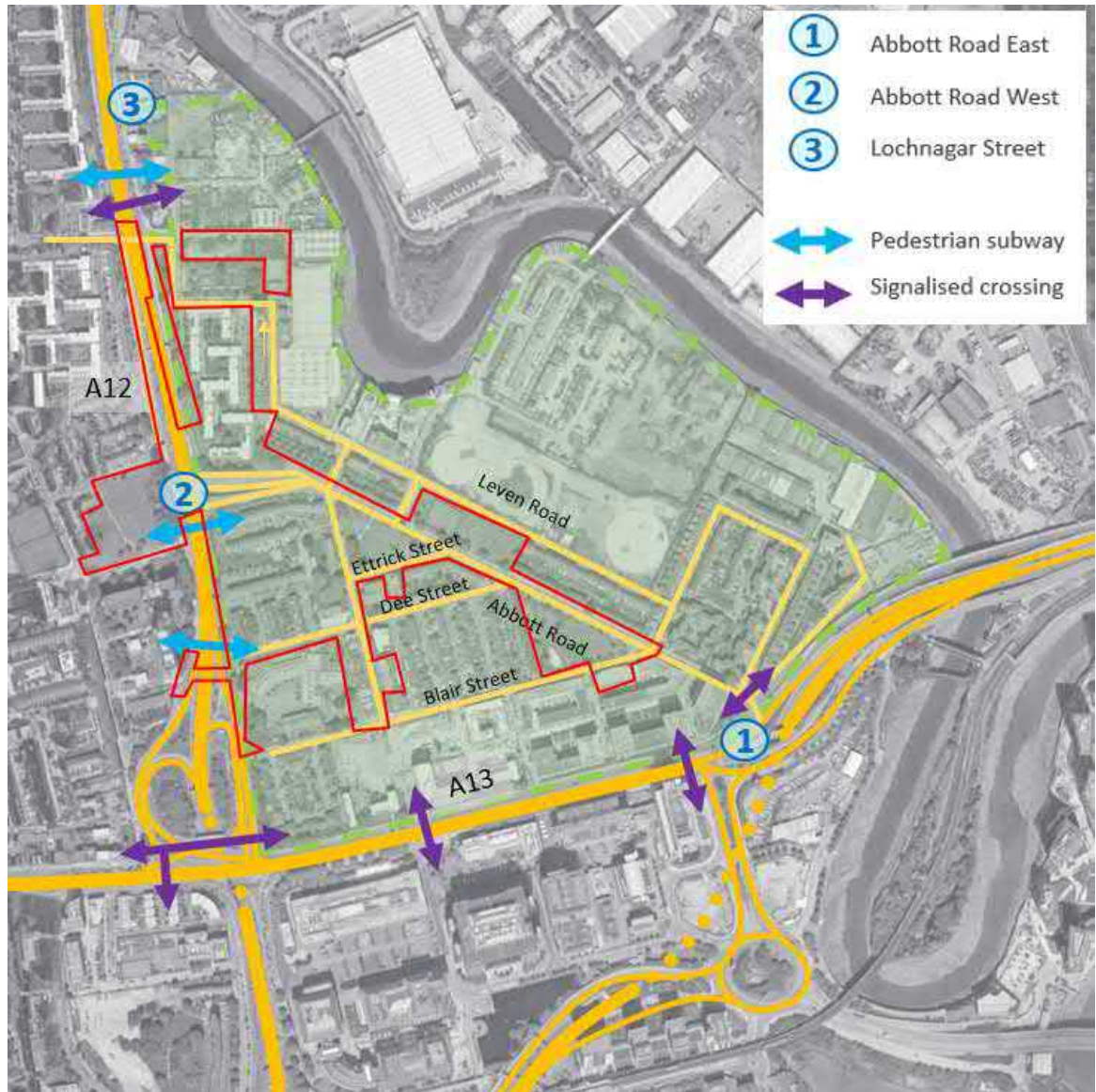
4.4 VEHICULAR MOVEMENT

BEFORE

- 4.4.1 The Site is located within a contained area (for ease, this is referred to as the 'Aberfeldy Island') with three points of access, shown within **Figure 4-11**:
- Lochnagar Street, forms a signalised junction with the A12 at the north of the Site.
 - Abbott Road passes through the Site and connects the A12 and A13. At its western end, Abbott Road forms a junction with the A12 via a grade-separated right turn onto the northbound A12 in the form of a vehicle underpass and a left-in left-out for southbound A12 traffic.
 - At its eastern end, Abbott Road forms a signalised junction with the A13. The access operates as left-in, left-out, with the right turn entry movement being restricted to bus only.



Figure 4-11: Existing Street Network and Key Accesses



4.4.2 Descriptions of each of the roads within the Site most relevant to this TA are set out below.

ABBOTT ROAD

4.4.3 Abbott Road is a local access road that allows two-way movement in a northwest and southeast direction between the A13 to the south and the A12 in the north. The road has pedestrian crossing facilities (Zebra crossings and informal pedestrian crossings).

4.4.4 The road is subject to a 20mph speed limit and has various double yellow line restrictions and permit car parking. The road serves bus route 309.

LOCHNAGAR STREET

4.4.5 Lochnagar Street is located at the northern boundary of the Site and historically was used to service an area that had an industrial character. Lochnagar Street provides the most northern access from the Site to the A12 via an at grade signalised junction.

ABERFELDY STREET

- 4.4.6 Aberfeldy Street is a two-way single carriageway road that generally runs north to south between Abbott Road and Blair Street. Of all roads within the Site, Aberfeldy Street is the most commercial in character; it provides a local high street with convenience stores, a pharmacy and a local community centre. Footways, which are generally of good width, are provided on either side of the carriageway. Several mature trees line Aberfeldy Street.
- 4.4.7 Parking is provided along both sides of the Aberfeldy Street carriageway, including immediately outside of the high street shops. Aberfeldy Street also provides the highest concentration of cycle parking of any road within the Site, including a Cycle Hire docking station.

DEE STREET

- 4.4.8 Dee Street is predominately a residential road that allows two-way vehicular movement in an eastbound and westbound direction. The road is subject to a 20mph speed limit and has on-street permit parking (Zone B3) (indicated by the white demarcated bays). The road has no waiting restriction in places, indicated by the single and double yellow lines, and forms part of a bus route. The road provides wide footways on both sides of the road with dropped kerbs and tactile paving along pedestrian desire lines.

ETTRICK STREET

- 4.4.9 Ettrick Street is predominately a residential road that allows two-way vehicular movement in an eastbound/westbound direction. The northern side of the road is bounded by Millennium Green. The road is subject to a 20mph speed limit and has on-street permit parking (B3) (indicated by the white demarcated bays). Parking is available for non-permit holders on a Pay and Display (P&D) basis, enabling a maximum stay of four hours. The road has no waiting restrictions, indicated by the single and double yellow lines, and forms part of a bus route. The road provides wide footways on both sides of the road with dropped kerbs and tactile paving along pedestrian desire lines.

LEVEN ROAD

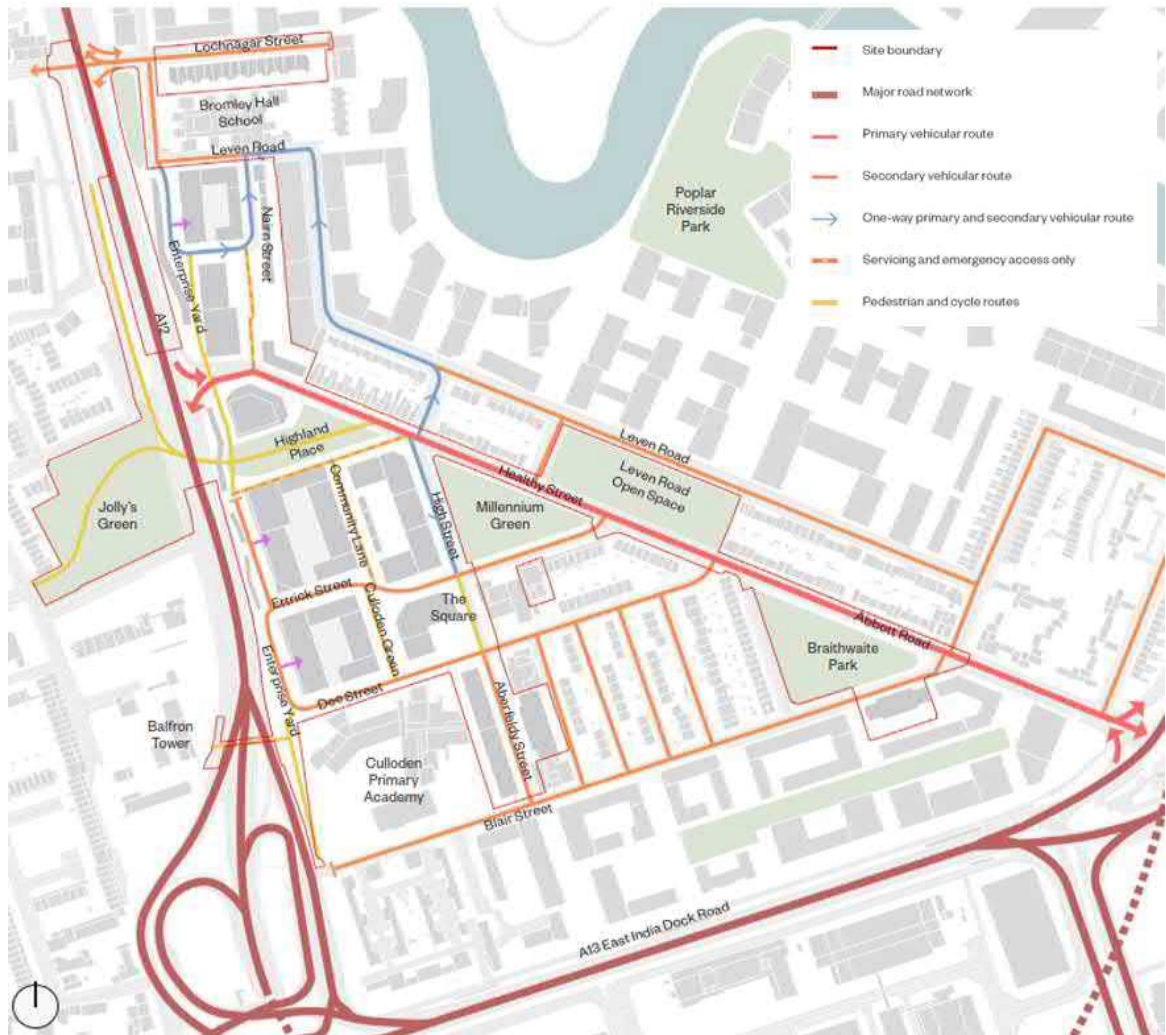
- 4.4.10 Leven Road is predominately a residential road, which restricts southbound movement along the eastern part of the road. The road is subject to a 20mph speed limit and has on-street permit parking (B3) (indicated by the white demarcated bays). The road has no waiting restrictions, indicated by the single and double yellow lines, and forms part of a bus route. The road provides wide footways on both sides of the road.

AFTER

- 4.4.11 As noted earlier in this chapter, as part of the proposals, some sections of the Site will be pedestrianised, and traffic calming measures will be implemented to reduce vehicle speeds on-site. However, the general principles of vehicle movement for the proposals will remain similar to the existing Site.
- 4.4.12 **Figure 4-12** shows a plan setting out the general access and movement strategy for vehicles at the Proposed Development.



Figure 4-12: Vehicular Access and Movement



Source: Levitt Bernstein and LDA Design, Aberfeldy Village Design and Access Statement, April 2022

- 4.4.13 The proposals demonstrate that while vehicular movement will be facilitated within the Site, the Proposed Development prioritises walking, cycling and connections to public transport, with new one-way vehicle routes and pedestrianised areas along desire lines being introduced as part of the proposals. This is in line with the proposed parking provision, as the vast majority of future residents will not own a car, and the proportion of residents without a car is expected to increase over time as a result of the parking strategy for the Site.

4.5 DELIVERY & SERVICING ARRANGEMENTS

BEFORE

- 4.5.1 Deliveries and servicing of the existing dwellings and commercial units is currently undertaken from the public highway, such as from parking bays and sections of single or double yellow lines without loading restrictions.
- 4.5.2 The section of Aberfeldy Street that functions as a local high street are serviced from Aberfeldy Street itself and from the streets to the rear of the commercial units; Kirkmichael Road and Lansbury Gardens.

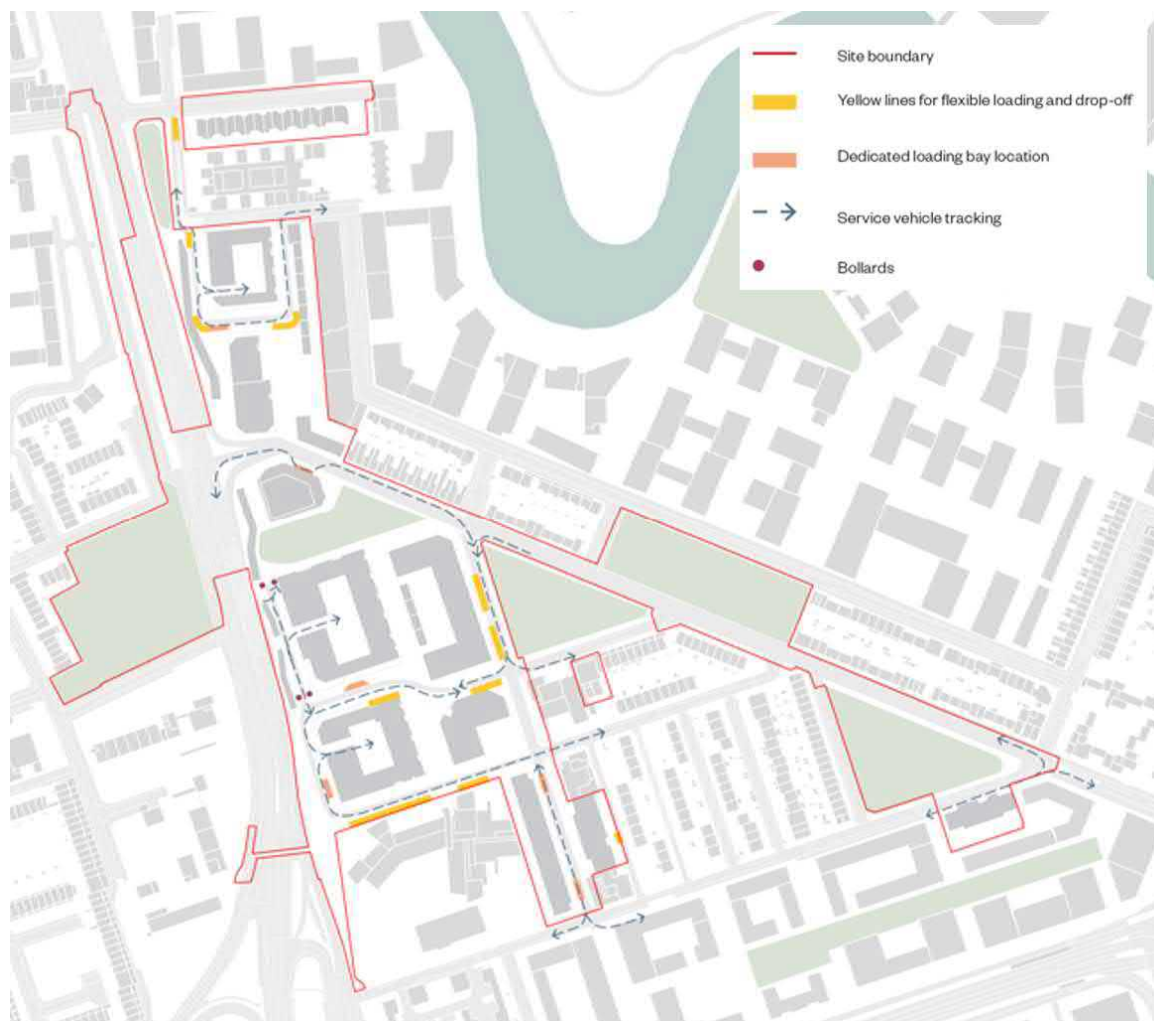


AFTER

- 4.5.3 The Proposed Development would provide a mixture of facilities for servicing:
- Dedicated loading bays to support commercial uses and the residential hub;
 - Yellow lines for more ad hoc use and deliveries to residential areas; and
 - On-site podium servicing space for waste collection vehicles only.
- 4.5.4 Six dedicated on-street loading bays will be provided. The proposed position for loading bays for the Aberfeldy Village residential and commercial properties has been carefully considered, ensuring access to all buildings can be achieved from each location.
- 4.5.5 The following loading bays are proposed:
- 2x Aberfeldy Street, west side of the road;
 - 1x Dee Street, east side of the road, west of building E1;
 - 1x Ettrick Street, north side of the road, south of building C3;
 - 1x Abbott Road, south side of the road, north of building B3; and
 - 1x Nairn Street, south side of the road, north of building B1.
- 4.5.6 In addition to these dedicated loading bays, sections of single and double yellow line markings are proposed to allow for flexible loading and drop-off when required. Several of the proposed residential blocks would allow the refuse collection to occur off-street within the podiums, including Block A, Block C and Block E.
- 4.5.7 The layout has been designed to minimise the need for vehicles to reverse. No vehicle would need to reverse on the public highway.
- 4.5.8 All proposed loading bays and sections of yellow line within the masterplan are set out in **Figure 4-13**.



Figure 4-13: Proposed Servicing and Loading Arrangements



Source: Levitt Bernstein and LDA Design, Aberfeldy Village Design and Access Statement, April 2022

- 4.5.9 Swept path analysis has been undertaken using industry-standard Autotrack software to test the loading bays and off-street servicing arrangements. These swept path analysis drawings are included in **APPENDIX C** for information.
- 4.5.10 An outline Delivery and Servicing Plan (DSP) has been prepared and is submitted with this TA. It sets out the proposed servicing and delivery management measures.
- 4.5.11 The DSP and trip generation assessment included in Section 5 provides estimated delivery and servicing movements in the peak hours for the Proposed Development.

4.6 PARKING

CYCLE PARKING

BEFORE

- 4.6.1 There is some short-stay cycle parking provided within the Site in the form of Sheffield stands, which can be used by existing residents and visitors. These are primarily provided on and around the high street.



4.6.2 In addition to regular Sheffield Stands, Aberfeldy Street provides a Cycle Hire docking station with space for 16 hire bikes.

AFTER

4.6.3 Cycle parking (both long and short stay) for each proposed land use will be compliant with the London Plan (2021) and will be designed in accordance with TfL’s London Cycle Design Standards⁹ (LCDS).

4.6.4 **Table 4-2** sets out the residential (C3) minimum cycle parking standards. Based on the maximum development parameters, the residential component of the development would require 2,836 long-stay and 41 short-stay cycle parking spaces.

Table 4-2: Residential Minimum Cycle Parking Requirements – Maximum Development Parameters

LAND USE	PROPOSED NO. OF UNITS	UNIT TYPE	LONDON PLAN LONG-STAY STANDARD	LONDON PLAN SHORT-STAY STANDARD	PROPOSED LONG-STAY CYCLE PARKING SPACES	PROPOSED SHORT-STAY CYCLE PARKING SPACES
Residential C3	114	Studio	1-space	5 to 40 dwellings: 2 spaces	114	41
	612	1-bed 2 person	1.5 spaces		918	
	710	2-bed	2-spaces	1,420		
	158	3-bed		316		
	29	4-bed		58		
	0	5-bed		0		
	5	6-bed		10		
Total	1,628			2,836	41	

4.6.5 The final residential cycle parking provision for the Proposed Development will be dependent on the number of units provided in the outline element of the proposals and the unit mix. However, the Applicant has confirmed that cycle parking will be provided in accordance with London Plan cycle parking standards.

4.6.6 Based on the maximum development parameters, the commercial components of the development would require 62 long-stay and 136 short-stay cycle parking spaces, as shown in **Table 4-3**.

Table 4-3: Commercial minimum cycle parking standards requirements

LAND USE	FLOOR AREA (SQM) (GEA)	LONDON PLAN LONG-STAY STANDARD	LONDON PLAN SHORT-STAY STANDARD	PROPOSED LONG-STAY CYCLE PARKING SPACES	PROPOSED SHORT-STAY CYCLE PARKING SPACES
Food Retail (Formerly A2 - A5)	2,586	1-space per 175sqm (GEA)	1 space per 20 sqm;	15	129
Office (Formerly B1)	3,516	1 space per 75 sqm (GEA)	first 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm (GEA)	47	7
Total	6,102			62	136

⁹ Transport for London, London Cycle Design Standards, <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit>, 2014



4.6.7 Similarly to the residential cycle parking, the final commercial cycle parking provision for the Proposed Development will be dependent on the amount of commercial floorspace provided in the outline elements of the proposals. However, the Applicant has confirmed that cycle parking for the outline elements of the scheme will also be provided in accordance with London Plan cycle parking standards.

4.6.8 The combination of the maximum development parameters for the proposed residential and commercial land uses would equate to a total of 2,898 long-stay and 177 short-stay cycle parking spaces.

PHASE A CYCLE PARKING ONLY

4.6.9 The residential and commercial cycle parking spaces will be distributed based on each building's requirements. Phase A (Detailed Proposals) residential and commercial minimum cycle parking can be seen in **Table 4-4** and **Table 4-5**.

Table 4-4: Residential minimum cycle parking requirements – Phase A

LAND USE	PROPOSED NO. OF UNITS	UNIT TYPE	LONDON PLAN LONG-STAY STANDARD	LONDON PLAN SHORT-STAY STANDARD	PROPOSED LONG-STAY CYCLE PARKING SPACES	PROPOSED SHORT-STAY CYCLE PARKING SPACES
Residential C3	12	Studio	1-space	5 to 40 dwellings: 2 spaces	12	7
	81	1-bed 2 person	1.5 spaces		122	
	124	2-bed	2-spaces	Thereafter: 1 space per 40 dwellings	248	
	39	3-bed			78	
	17	4-bed			34	
	0	5-bed			0	
	4	6-bed		8		
Total	277				502	7

4.6.10 Phase A will provide, at a minimum, 502 long-stay and seven short-stay cycle parking spaces for the residential component of the development.

4.6.11 **Table 4-5** shows the commercial minimum cycle parking standards associated with the Phase A element of the development.

Table 4-5: Commercial minimum cycle parking requirements – Phase A

LAND USE	FLOOR AREA (SQM) (GEA)	LONDON PLAN LONG-STAY STANDARD	LONDON PLAN SHORT-STAY STANDARD	PROPOSED LONG-STAY CYCLE PARKING SPACES	PROPOSED SHORT-STAY CYCLE PARKING SPACES
Food Retail (Formerly A2 - A5)	1,341	1 space per 175sqm (GEA)	1 space per 20 sqm;	8	67
Office (Formerly B1)	317	1 space per 75 sqm (GEA)	first 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm (GEA)	4	1
Total	1,658			12	68

4.6.12 The Phase A element of the development, includes 317sqm (GEA) of office space land use (the temporary marketing suite) and has 1,341sqm (GEA) of retail. The retail component of the development requires a minimum of 12 long-stay and 68 short-stay cycle parking spaces.

4.6.13 The Phase A residential and commercial land uses cycle parking spaces will equate to a minimum requirement of 514 long-stay and 75 short-stay cycle parking spaces.



- 4.6.14 The Applicant has worked with Cycling Score, a cycle parking certification scheme to encourage high-quality cycle parking facilities that exceed London Plan cycle parking standards at the Proposed Development. These facilities will include repair stations for cycles, space for (e-)scooter parking, e-cycle charging, showers and locker spaces, and attractive design choices.

CAR PARKING

BEFORE

- 4.6.15 Most parking on the existing Site is located on-street. The Site is located within CPZ Zone B3, which restricts parking to permit holders Monday to Friday between 8:30 am and 5:30 pm.

Figure 4-14: Local CPZ Map



- 4.6.16 There are 149 private car parking spaces and 92 public permit spaces that would be directly affected by the masterplan. Some existing residents that will relocate within the Proposed Development have a right to car parking, and this parking will be re-provided.
- 4.6.17 Local parking availability and parking beat surveys are set out in Section 7 'Tower Hamlets Analysis' of this TA.



AFTER

- 4.6.18 The development is proposed to be car-lite progressing to car-free. For new residents and staff, only Blue Badge parking spaces for all land uses will be provided. However, returning residents are permitted to apply for a parking permit due to their existing car parking spaces being removed. It is understood that approximately 70 returning residents have applied for the permit, and in order to protect local parking amenities, new residents would be prohibited from obtaining on-street parking permits. As residents inevitably move out of the development, car ownership will reduce as new residents would not be able to apply for a parking permit. The space that is made available could be turned into additional public realm improvements, cycle parking for residents, additional parking for the mobility impaired, or other uses that benefit the community.
- 4.6.19 The residential development will deliver 3% Blue Badge parking, which equates to 49-spaces. Parking will be provided on-street and within the development (i.e. podium parking). One Blue badge space is included for commercial uses. Accessible car parking spaces will be provided close to building entrances to minimise time and distance travelling between vehicles and buildings.
- 4.6.20 Whilst the accessible parking provision and car club provision are fixed (and comply with London Plan standards), the number of permit parking spaces will be dependent on the number of existing residents that currently have a parking permit and will return to reside in the Proposed Development.
- 4.6.21 At this stage, the number of these returning residents is expected to be around 70; however, this figure cannot be fixed at this stage due to uncertainty generated by the project programme and potential changes to residential tenants. For robustness and in order to provide certainty, it is proposed that the number of standard permit parking spaces will not exceed 80 bays.

Table 4-6: Proposed Car Parking Provision – Maximum

PHASE	PERMIT PARKING SPACES (MAXIMUM)	ACCESSIBLE PARKING SPACES	CAR CLUB SPACES	TOTAL
Phase A	17	7	2	26
Phase B	25	17	1	43
Phase C	30	20	1	51
Phase D	8	6	0	14
Total	80	50	4	134

- 4.6.22 It should be noted that while the maximum permit parking provision comprises 80 spaces, it is expected that the final number will be reduced, consistent with falling car ownership level trends in London and the higher level of accessibility to sustainable modes of transport and local services that will be provided by the Proposed Development compared to the existing Site.

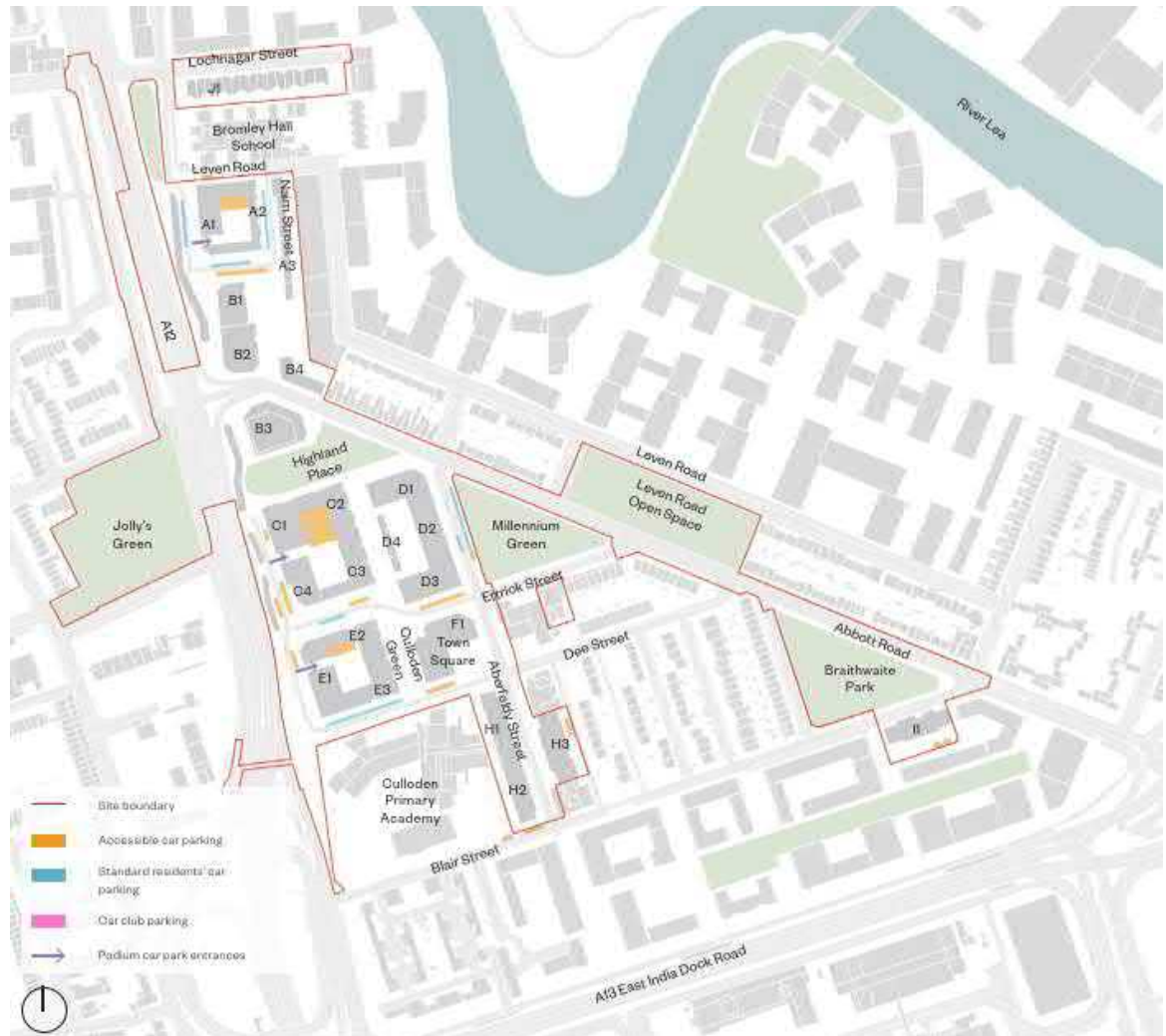
CAR CLUB PROVISION

- 4.6.23 An existing local car club operator has been approached to establish the business case for providing a car club service to meet the needs of the residents that do not own cards. The operator suggested that eight spaces would be an appropriate provision. However, following discussion with TfL and LBTH, it is proposed to include four spaces in order to discourage general car use. The car club vehicles are intended to offer a mixture of larger vehicles that are more useful for people with disabilities and vans to assist residents with collecting large items such as furniture. Once space will be provided in each of the four phases.



4.6.24 An excerpt of the proposed parking plan included in the Design and Access Statement is set out in **Figure 4-15** below. The image shows that some on-street car parking will be moved from the middle and southern section of Aberfeldy Street onto the extended Ettrick Street and new Enterprise Yard.

Figure 4-15: Proposed Car Parking Plan



Source: Levitt Bernstein and LDA Design, Aberfeldy Village Design and Access Statement, April 2022

4.6.25 For the detailed element of the Proposed Development, the car parking designs have been tested by swept path analysis using the industry-standard Autotrack software. Drawings showing the tracking of the most relevant car parking spaces are included in **APPENDIX C** for information.

4.6.26 During the subsequent Reserved Matters applications for each remaining phase (B-D), the exact locations and quantum of parking bays will be determined. If the quantum of homes within future phases B to D changes, in line with the maximum parameters set out in the Design Code and Parameter Plans, the quantum will be adapted accordingly.

4.6.27 The applicant would accept a condition requiring all cars associated with the car club to be electric vehicles and provide appropriate charging facilities.



4.7 SUMMARY - PROPOSED SITE & SURROUNDINGS

HEALTHY STREETS INDICATORS	EXISTING	PROPOSED DEVELOPMENT / FUTURE
Pedestrians from all walks of life		The pedestrian environment across the Site will be improved.
	There is currently a low provision of cycle parking provided on-site.	The masterplan includes the delivery of a minimum of 2,836 long-stay cycle parking spaces for residents and 62 for commercial uses. The masterplan includes the delivery of a minimum of 41 short-stay cycle parking spaces for residents and 136 for commercial uses.
		Shower and changing facilities within commercial uses
People choose to walk, cycle and choose Public Transport	Due to the infrastructural barrier of the A12, public transport links to the west of the A12 are harder to reach for people walking and cycling.	Through the provision of the Superpass and improvements to the Balfron Subway, the severance caused by the A12 will be reduced for people walking and cycling, which will enable more public transport use.
	The existing Site currently is not car-free.	The masterplan will deliver a car-lite scheme, where some existing residents may keep their parking permit, but for new residents, only Blue Badge parking will be provided on-site. As existing residents move out of the development, they will not be allowed to apply for a parking permit, and therefore, the development will gradually become car-free. A Framework Travel Plan will be submitted as a part of the hybrid planning application for the Proposed Development. This document will seek to encourage travel by sustainable and active modes.
clean air	According to the London Air Quality Network, Aberfeldy Village and the boundary roads (A12/A13) fail the annual mean objective for NO2 air pollution.	The Site is proposed to be car-lite and to become car-free over time. The improved public realm implemented with open green spaces and the planting of street trees will also help mitigate the effects of air pollution.
People feel safe	In general, the perception of safety in this area may feel low.	The masterplan will deliver significant improvements across the Site: improved lighting; pedestrian-only routes; car-lite to become car-free over time; and improved connectivity.
Not too noisy	This area is noisy due to the high traffic volumes on A12 and A13.	The masterplan will introduce pedestrianised areas, including a Superpass, which will assist pedestrian and cycle across the A12 safely and in a quiet and attractive environment. Additionally, the development will be strategically placed to shield the public realm from traffic noise, and additional landscaping will help further mitigate noise.
easy to cross	The roads are easy to cross; however, the facilities (underpasses) provided are undesirable, unattractive, secluded and overall feel unsafe.	The proposed Superpass will help pedestrians and cyclists cross the road with ease and provide an attractive environment. The Balfron Subway will also be improved, making the A12 easier to cross for people walking, especially people with mobility impairment.



HEALTHY STREETS INDICATORS	EXISTING	PROPOSED DEVELOPMENT / FUTURE
		Additionally, pedestrian crossing facilities will be provided on Site, and through traffic calming, internal Site roads will become easier to cross.
Places to stop and rest	At present, there are some places provided to stop and rest within the masterplan area.	Parks and attractive public spaces will be introduced with benches which will offer places to stop and rest.
Shade and shelter	Other than street trees and bus shelters, which provide some shade and shelter surrounding the Site, there are limited places for people to seek shade and shelter at present.	Trees will be planted as part of the proposed public realm and parks, which will offer shade and shelter, especially in the Spring/ Summer months.
People feel relaxed	The area currently lacks green spaces.	Additional planting, landscaping and green space for people to enjoy will be introduced as part of the Proposed Development.
Things to see and do	Things to see and do are currently limited within the Site.	The attractive public realm and commercial frontages on ground floors will provide things to see and do.



5 ACTIVE TRAVEL ZONE

5.1 OVERVIEW

- 5.1.1 An Active Travel Zone (ATZ) assessment has been undertaken to assess the existing walking and cycling baseline conditions surrounding the Site.
- 5.1.2 This ATZ Assessment has been carried out in line with the new TfL Transport Assessment guidance, which came into effect on 5 March 2020 and aims to show how the Proposed Development supports Vision Zero and the Healthy Streets policies.
- 5.1.3 The ATZ assessment has been prepared using the 'ATZ assessment instructions'. There are four parts to the ATZ assessment process, which are as follows:
1. **Map One:** The ATZ and all potential key active travel destinations;
 2. **Map Two:** Neighbourhood safety and the most important journeys with supporting text, including a vision zero analysis and safety improvement ideas;
 3. **Map Three:** ATZ Neighbourhood healthy characteristics check including text on severance, deficiency, local change, the development; and
 4. **Neighbourhood Photo Survey:** ATZ neighbourhood key routes check based on the Healthy Streets Indicators.
- 5.1.4 The neighbourhood photo survey site visit was carried out on 7 October 2020 between 10:30-13:00. Throughout the site visit, consideration was given to how people walking or cycling would experience the route after daylight hours.
- 5.1.5 Larger-size versions of all maps produced as part of this ATZ assessment are included in **APPENDIX D**.

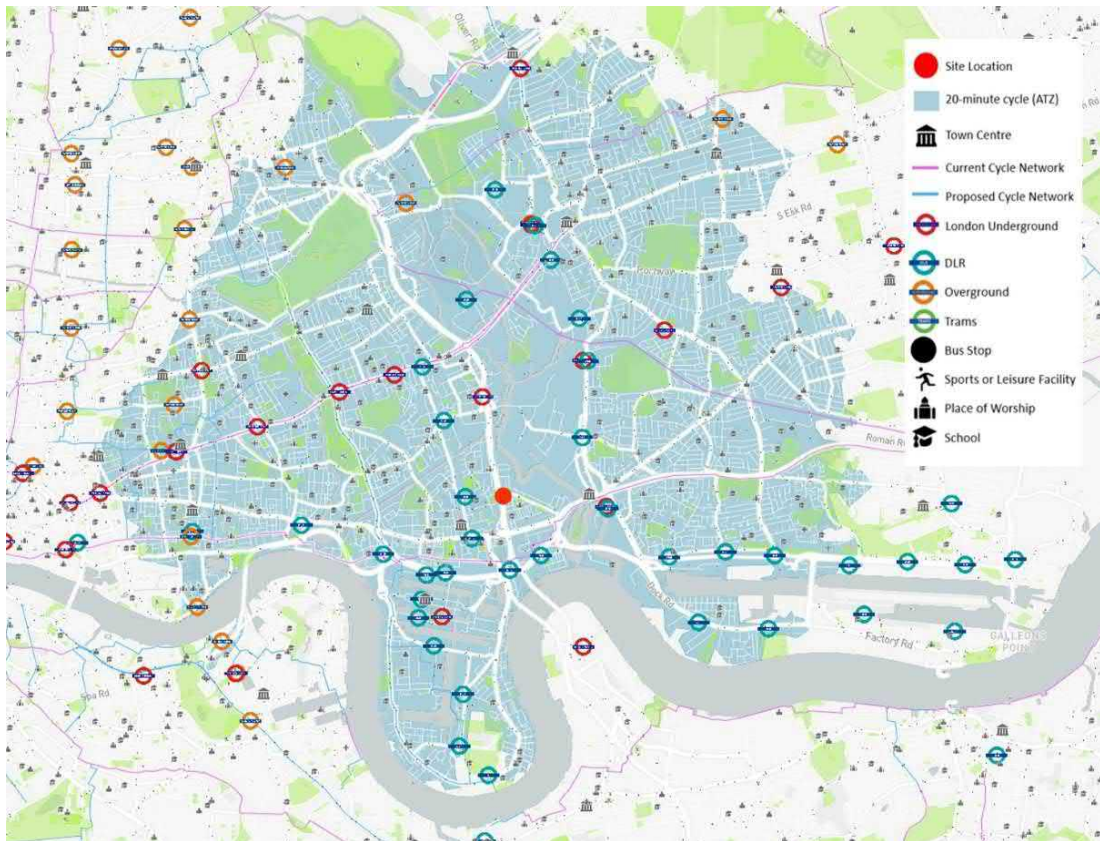
5.2 ACTIVE TRAVEL ZONE ACCESSIBILITY

OVERVIEW

- 5.2.1 Map One, shown in **Figure 5-1**, displays all destinations within a 20-minute cycle of the Site, including:
- Town Centres;
 - Public transport stations;
 - Bus stops;
 - Primary and secondary schools;
 - Health centres/hospitals;
 - Recreational parks / green spaces;
 - Places of worship; and
 - The strategic cycle network (existing and proposed routes).



Figure 5-1: Active Travel Zone



5.2.2 The potential key destinations shown within **Figure 5-1** were assessed based on their relevance to the land use of the Proposed Development; this assessment is shown in **Table 5-1**.

Table 5-1: Relevant ATZ key destinations

KEY DESTINATION	PRIORITY	JUSTIFICATION
Dockland Rail (DLR)	High	High DLR mode share is expected for residents and employees travelling to/from the Proposed Development. DLR stations would be a key destination and are therefore classified as 'high priority.'
Underground station	High	High underground mode share is expected for residents travelling to/ from the Proposed Development Site. Underground stations would be a key destination and are therefore classified as 'high priority.'
Bus stop	High	The Development Site is situated near a number of bus stops which provide access to local bus routes. Bus stops are considered to be a high priority destination, as it is expected a significant proportion of residents will use buses as they travel from the development.
Greenspace	Medium	Green spaces in city centres developments are considered to be key leisure and recreation spaces, encouraging activity. Green spaces are considered a medium priority.
Medical Centre	Medium	As most people generally do not need to go to a medical care facility on a daily basis and people who do require medical care



KEY DESTINATION	PRIORITY	JUSTIFICATION
		are less likely to be able to walk and cycle to this care, this category has been labelled as medium priority.
Places of Worship (PoW)	Low	These have been determined as low priority as the religious beliefs of future occupants are unknown, and for most residents, their local PoW will not usually be a daily destination.
Strategic Cycle Network	High	The strategic cycle network will allow future residents and employees for the Site to access local facilities easily using zero-emission, active travel. Therefore, the network is classified as a high priority.

5.3 ATZ NEIGHBOURHOOD SCALE

OVERVIEW

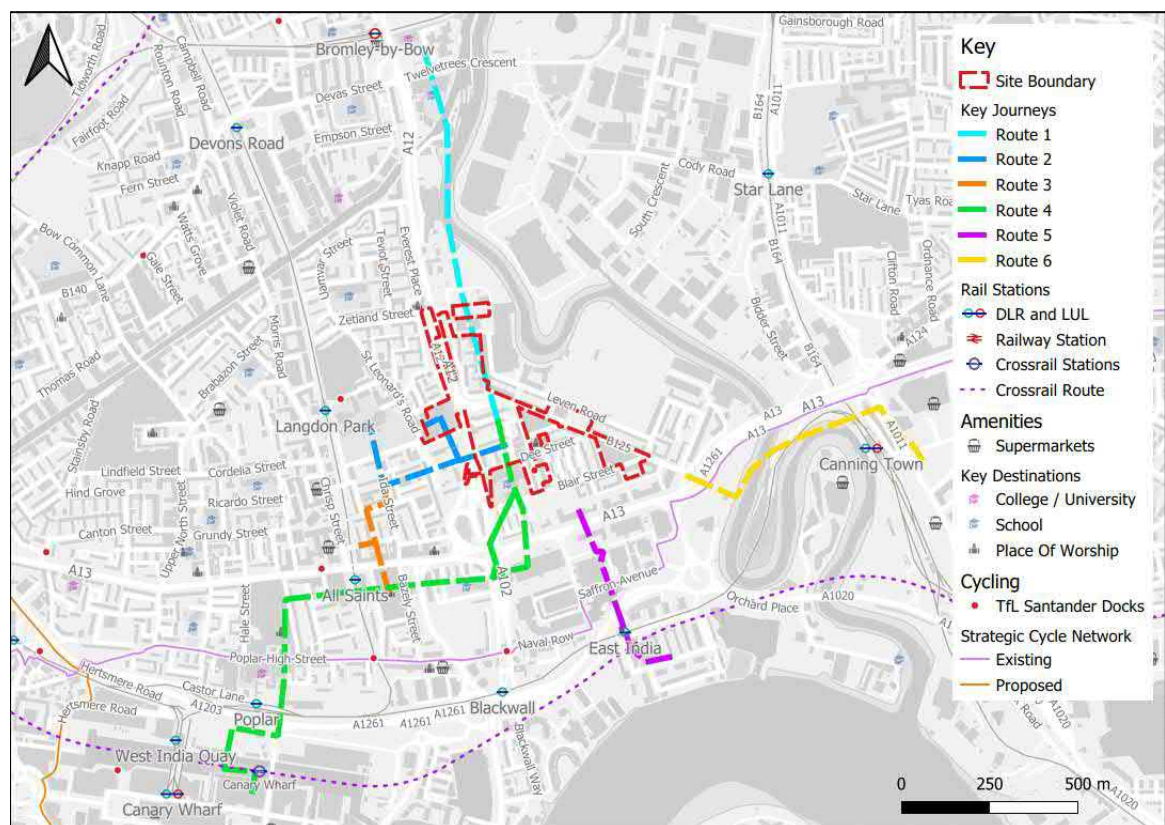
5.3.1 Map Two (**Figure 5-2**) prioritises key destinations within the ATZ based on the assessment undertaken in **Table 5-3** and shows the likely walking and cycling routes residents will take to reach them. Due to the high density of potential key destinations close to the development, all destinations listed in **Table 5-3** have been included.

5.3.2 The destinations have been grouped into the following routes:

- Key route one: Bromley-by-Bow Underground station;
- Key route two: Langdon Park DLR station, Langdon Park School, Jolly's Green;
- Key route three: All Saints DLR station, Crisp Street Market;
- Key route four: Canary Wharf;
- Key journey five: East India DLR station;
- Key journey six: Canning Town Underground station.



Figure 5-2: Map Two - Neighbourhood zone map



VISION ZERO AND MITIGATION

- 5.3.3 As a part of this assessment, a Vision Zero analysis (assessing historic collisions to identify patterns) was undertaken by looking at the locations and severity of collisions that occurred between March 2015 and March 2020. The data was obtained from Transport for London. All collisions at the Site or along one of the key routes involving a person walking or cycling that resulted in a KSI (Killed or Seriously Injured) have been plotted in **Figure 5-2**.
- 5.3.4 No pedestrian or cyclist fatalities or serious collisions involving a cyclist occurred within the Site or along key routes during the timeframe studied. However, a total of 14 pedestrians were seriously injured in accidents. Seven of these collisions occurred on a formal crossing: one on a zebra crossing, three on a signalised crossing during the pedestrian phase, and three on a pelican crossing. Five accidents took place, not on a crossing facility, and the location of two collisions are unknown.
- 5.3.5 The data does not show any particular pattern in collisions. However, most of the collisions occurred along busy roads such as the A13 East India Dock Road and the A12. Two of the collisions occurred on Abbott Road, near the East India Dock Road junction.
- 5.3.6 As the data shows, the number of pedestrians getting injured whilst crossing the road at formal crossing points is high. To prevent similar collisions at crossing points in the future, a range of measures could be put in place, such as:
- Introduce, design for and enforce lower speed limits;
 - Introduce raised tables and better/clearer crossing facilities where appropriate, i.e., Abbott Road;



- Provide grade-separated crossing facilities for people walking and cycling across these highest trafficked and highest speed routes such as the A12.

5.3.7 As part of the Proposed Development, a number of improvements will be implemented to facilitate easier and safer crossing, including:

- Traffic calming improvements along Abbott Road designed to reduce traffic speeds and the provision of more crossings;
- Introduction of a new, wide, well lit, attractive Superpass by repurposing the existing Abbott Road A12 underpass. This grade-separated crossing is being designed for significant volumes of pedestrians and cyclists who will not need to encounter vehicles.
- Improvements to the Balfron Subway to make this a more attractive crossing for people walking and cycling, encouraging people to take this route, rather than use an at-grade pedestrian crossing; and

5.3.8 The Proposed Development is therefore being designed to support Vision Zero principles.

5.4 NEIGHBOURHOOD HEALTHY STREETS CHARACTERISTICS

5.4.1 The following thematic maps show the density of green spaces, public transport, and permeable neighbourhoods.

GREEN SPACES

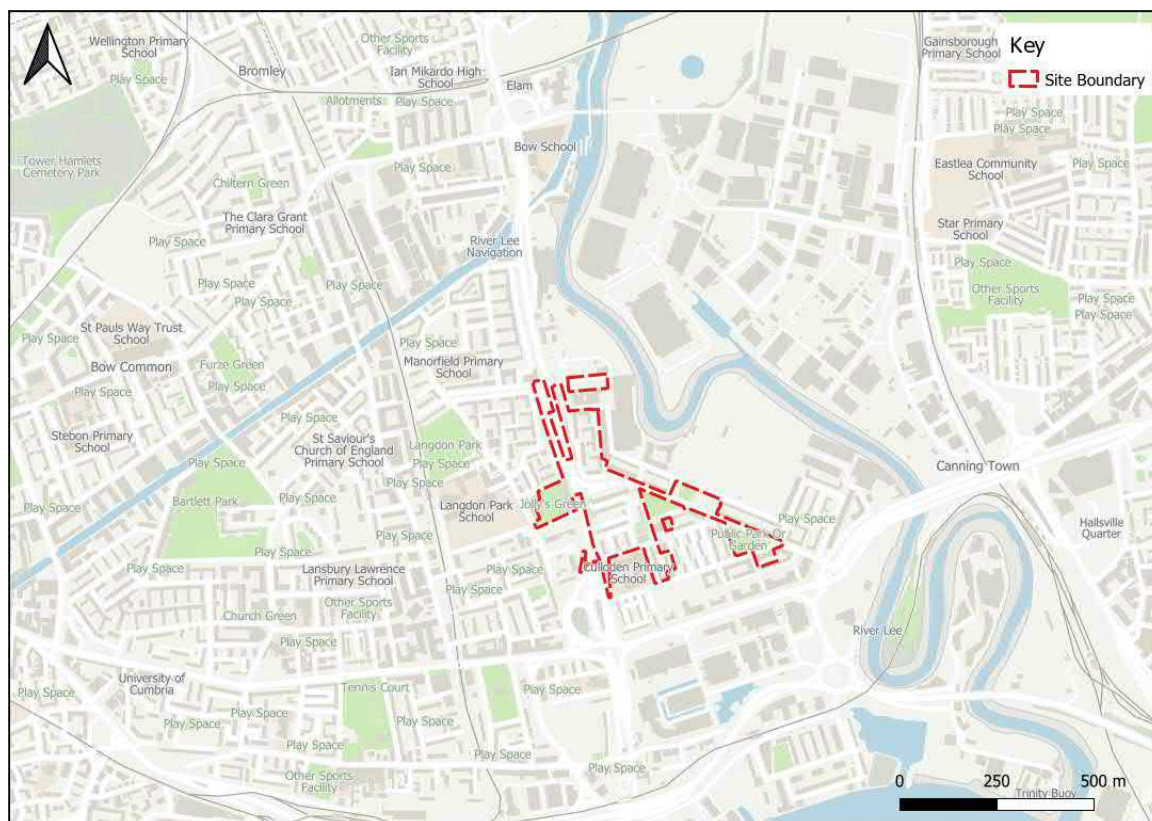
5.4.2 There are a number of open spaces within the Site, such as Braithwaite Park and Leven Road Open Space.

5.4.3 Other green spaces accessible from the Site are Millennium Green in Aberfeldy along with Jolly's Green and Langdon Park, both located to the west of the Site. These spaces are ideal for walking, exercise, playing or relaxing.

5.4.4 Green spaces located in the vicinity of the Site are shown in **Figure 5-3**.



Figure 5-3: Green spaces

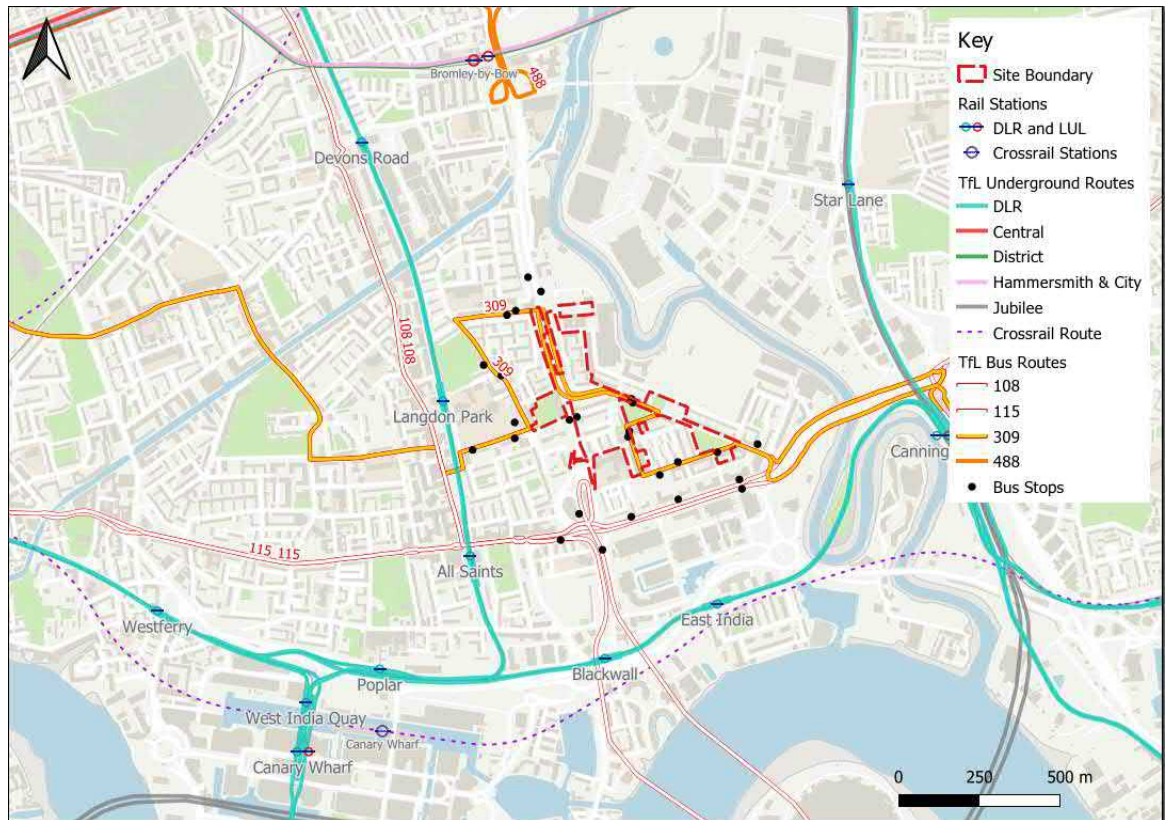


PUBLIC TRANSPORT DENSITY

- 5.4.5 The Site is located near several public transport stations and stops. Bus route 309 serves the Site and connects it with Canning Town station. Canning Town station provides access to DLR and Jubilee line services. Bromley-by-Bow Station is located to the north of the Site and provides access to the District and Hammersmith, and City lines. Other stations that provide services to the DLR and are accessible from the Site are Langdon Park DLR station on the Stratford-Lewisham line and East India DLR station on the Beckton-Tower Gateway branch.
- 5.4.6 A manual PTAL calculation of the Site has been undertaken for three different locations within the Site, which identifies that the Site has a PTAL score ranging from PTAL 3 to 4, which indicates a moderate/ good level of access to public transport. A Technical Note contained in **APPENDIX E** provides an in-depth review of a manual PTAL showing more realistic transport connectivity for the Site.
- 5.4.7 Public transport density in proximity to the Site is shown in **Figure 5-4**.



Figure 5-4: Public transport density

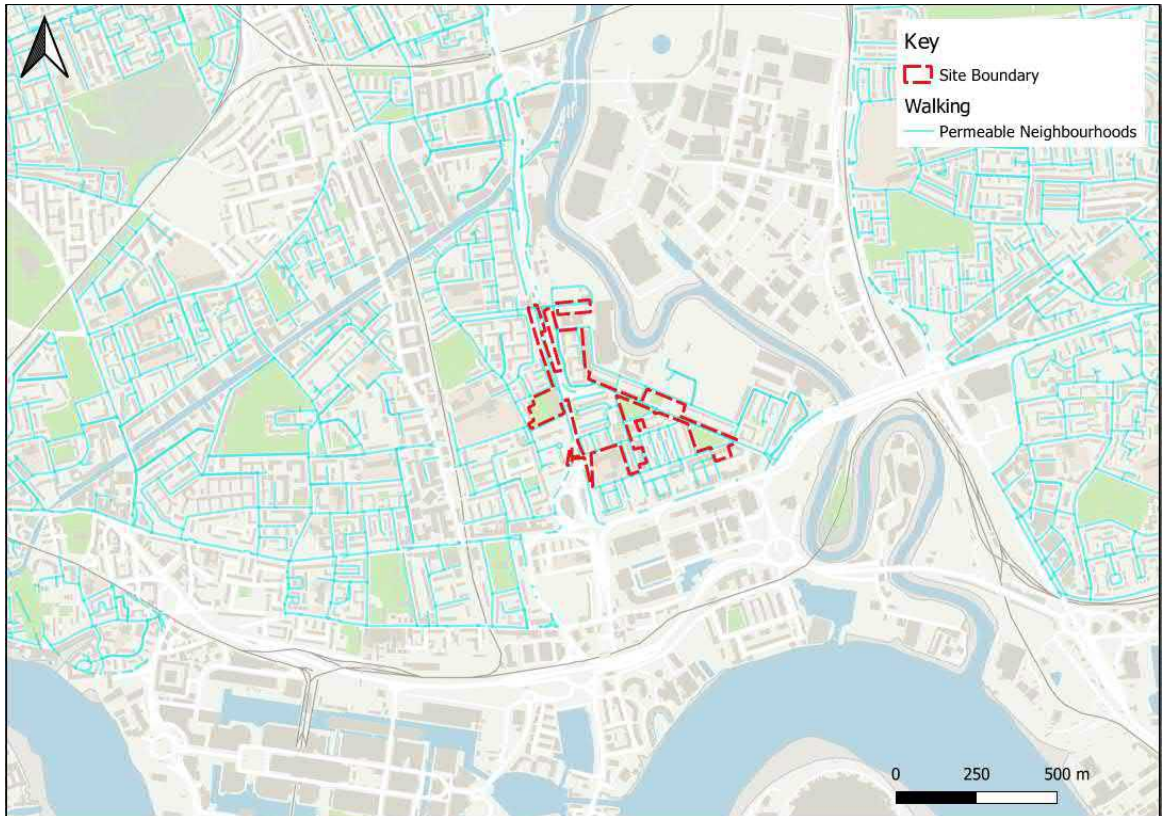


STREET DENSITY

- 5.4.8 The London permeable neighbourhood network layer (green coloured) suggests that the area around the Site is very permeable, with the exception of Journey 5, which leads to East India station. However, in reality, there is an excellent pedestrian link (under private ownership with public access rights) provided between East India Dock Road and the DLR station with wide footways and a pleasant pedestrian environment. This link includes a pedestrian bridge over Aspen Way (A1261).
- 5.4.9 Street density and permeability is shown in **Figure 5-5**.



Figure 5-5: Street density and permeability



COMMITTED DEVELOPMENTS

5.4.10 **Table 5-2** summarises the committed developments in the vicinity of the Site.

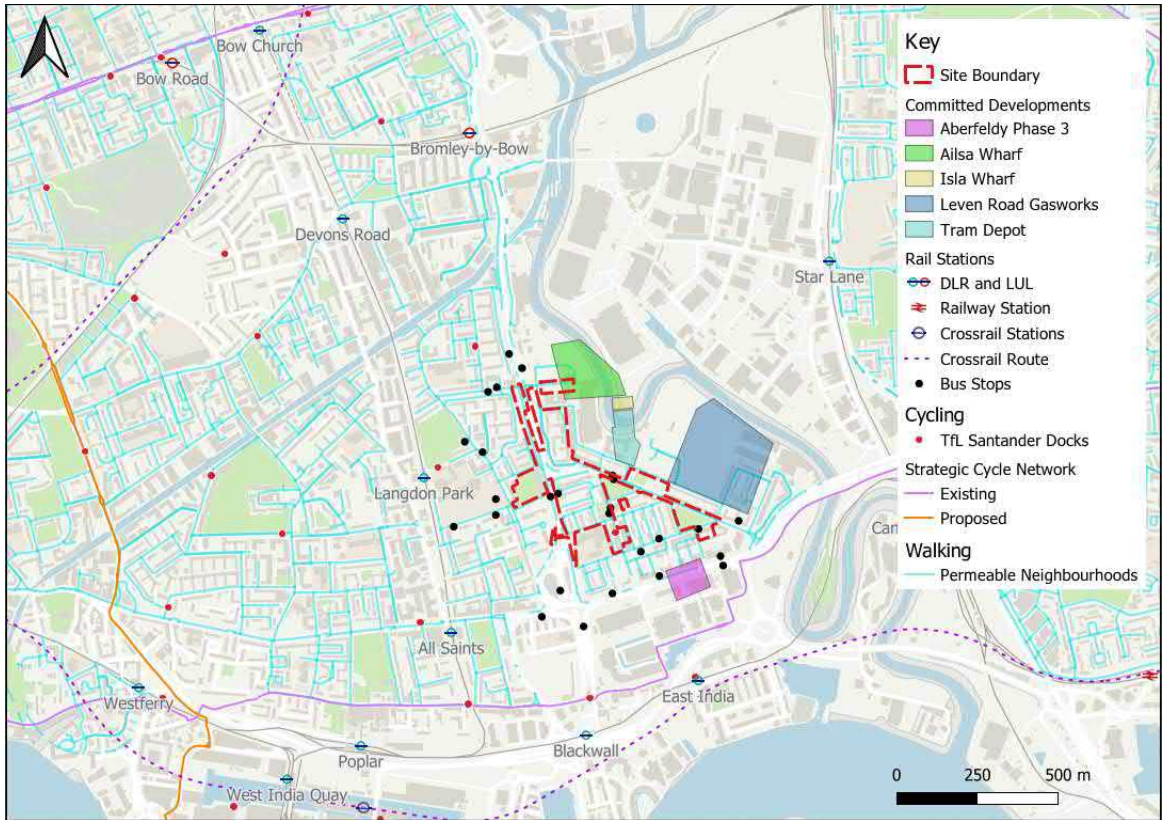
Table 5-2: Proposed Developments

REFERENCE	DEVELOPMENT	TYPE	STATUS	DESCRIPTION
PA/11/02716/P0	Aberfeldy Village - Phase 3	Mixed	Under construction	A series of 11, 12, 14 and 16 storey towers of mixed-use, comprising of 1,153 homes, community facilities, a health centre, faith centres and retail.
PA/18/02803	Leven Road Gasworks	Mixed	Under construction	A residential-led mixed-use development comprising of 2,800 homes, commercial space, a 1-hectare riverside park and riverside walk.
PA/16/02692	Ailsa Wharf	Mixed	Under construction	A series of 13 building blocks of 3 to 17 storey comprising of 785 residential units and 2,954sqm commercial floor (Class A1/A3/B1/D2).
PA/19/01760/A1	Islay Wharf	Mixed	Approved	A series of 12 and 21 storey towers comprising 133 residential units and 351sqm of flexible uses classes (Class A1, A2, B1, D1 and D2) with associated public realm.
	Former Poplar Tram Depot / East Riverside	Mixed	Submitted	Three buildings of 2 to 26 storeys comprising of 435 residential dwellings, 2,738sqm flexible commercial floorspace, 901sqm flexible commercial. Community floorspace and 135sqm flexible retail floorspace.



5.4.11 **Figure 5-6** pulls together the Healthy Streets characteristics of the neighbourhood and includes locations of the most relevant committed developments in the area.

Figure 5-6: Healthy streets characteristics



5.5 KEY JOURNEYS ASSESSMENT

5.5.1 In line with TfL’s ATZ assessment guidance, key destinations in the Site’s ATZ neighbourhood have been identified, and the routes between the Site and these key destinations have been plotted. **Table 5-3** lists the key destinations that can be reached via the six key journeys.

Table 5-3: Key destinations on foot

ROUTE	DESTINATION	DISTANCE (M)
1	Bromley-by-Bow Underground station	1,300
2	Langdon Park DLR station/ Langdon Park School/ Jolly’s Green	650/ 450/ 180
3	All Saints DLR station/ Crisp Street Market	850/ 650
4	Canary Wharf	1,900
5	East India DLR station	550m
6	Canning Town Underground station	670m

5.5.2 The routes and extents shown in Map Two have been agreed with LBTH and TfL prior to undertaking the healthy streets neighbourhood assessment.



5.5.3 Photos were taken for the 'worst' part of each journey. 'Worst' is defined as the most unpleasant or potentially unsafe section for pedestrians.

HEALTHY STREETS CRITERIA

5.5.4 The Point Of View (POV) photographs were reviewed and assessed against eight of the 10 Healthy Streets Criteria (criteria 3 – 10). The following eight criteria have been assessed:

1. **Easy to cross** - Making streets easier to cross is important to encourage more walking and to connect communities.
2. **People feel safe** - Making streets easier to cross is important to encourage more walking and to connect communities.
3. **Things to see and do** - People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.
4. **Places to stop and rest** - A lack of resting places can limit mobility for certain groups of people.
5. **People feel relaxed** - More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.
6. **Not too noisy** - Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.
7. **Clean air** - Improving air quality delivers benefits for everyone and reduces unfair health inequalities.
8. **Shade and shelter** - Providing shade and shelter enabling everybody to use our streets, whatever the weather.

KEY JOURNEYS ASSESSMENT

5.5.5 This section of the ATZ reviews the worst part of each key journey against eight of the 10 Healthy Streets criteria, making recommended suggestions for improvements where possible.



KEY JOURNEY 1: BROMLEY BY BOW UNDERGROUND STATION

Journey 1 connects the Site to Bromley-By-Bow Underground Station. The length of the journey is approximately 1.3km and provides footways on both sides of the carriageway at adequate width. It is generally an unpleasant journey due to the proximity to the A12 and the quality of the facilities to assist in crossing the road. The worst parts of the journey were identified as the crossing of the A12 via either the subway north of Lochnagar Street or the signalised crossing at the Lochnagar Street junction.

Photo 1: Lochnagar Street Subway



EASY TO CROSS

- The subway (Photo 1) provides stairs and a ramp for people on a bicycle, wheelchair users and parents with buggies. However, these ramps are narrow and make sharp turns into the subway, making them difficult to use. Improvements to the subway could include re-grading the ramp, providing a straighter stair case and adding artwork/lighting.

Photo 2: Signalised Crossing



PEOPLE FEEL SAFE

- This section of the journey does not feel safe as vehicles travel at relatively high speeds for an urban environment (40 mph speed limit).
- The subway is not overlooked, and many people would not feel safe.
- Improving access to the subway and maintaining a clean environment would contribute to people feeling safer. Reducing the speed limit on the A12 would increase the perceived level of safety at the at-grade crossing.

THINGS TO SEE AND DO

- This section of the journey is purely functional, facilitating the crossing movement. During the Site visit, it was perceived as unattractive, and there was a lack of things to see and do.
- The subway provides street art and colour tiles; however, these tiles are worn and could be improved.
- Greening the at-grade pedestrian crossing island would improve the general aesthetics of this section of the journey.

PLACES TO STOP AND REST

- At present, there are no opportunities to stop and rest at the crossing or at the subway. However, the crossing is not a place where people would want to stop and rest due to the high volume of traffic and noise.
- Sheltered bus stops along the journey provide an area to stop and rest.

PEOPLE FEEL RELAXED

- Both the pedestrian crossing and subway feel secluded and are not places where pedestrians/cyclists feel relaxed.
- Maintaining the cleanliness of the subway and pruning the hedges along the narrow footways would contribute to people feeling more relaxed here.

NOT TOO NOISY

- The journey is along A12, which carries high volumes of traffic and HGVs, with a speed limit of 40mph and is noisy.
- There are sound barriers along the mid/southern sections of the A12, which helps reduce the level of traffic noise. These sound barriers or landscaping/trees could be introduced to help reduce noise.

CLEAN AIR

- According to the London Air Quality Network, this section of the carriageway fails the annual mean objective for NO2 air pollution.

SHADE AND SHELTER

- There is shade and shelter provided at the crossing in the form of trees.



KEY JOURNEY 1: BROMLEY BY BOW UNDERGROUND STATION

- Planting street trees along the A12 would improve air quality.
- The subway provides shade and shelter; however, it is an unattractive environment where people would not linger.
- Planting street trees adjacent to the pedestrian crossings would provide shade and shelter, especially during the Spring/ Summer months.

KEY JOURNEY 2: LANGDON PARK DLR STATION/ LANGDON PARK SCHOOL/ JOLLY’S GREEN

Journey 2 connects the Langdon Park DLR station/ Langdon Park School/ Jolly’s Green to the west of the Site and can be reached with a nine-minute, five-minute and three-minute walk, respectively. The longest journey is approximately 650m. There are footways on both sides of the carriageway with adequate width. The journey is generally pleasant; however, the A12 section of the journey feels unpleasant due to the high volume of traffic and facilities that enable crossing the road. The worst part of the journey was identified to be the subway under the A12.

Photo 3: Abbott Road Subway



Photo 4: Abbott Road Subway Entrance



EASY TO CROSS

- This journey crosses the A12 via a subway. The subway provides a ramp for wheelchair users and parents with buggies; however, the ramp may still be difficult to use due to its gradient (steeper than 1:21) and narrow width, which creates potential pedestrian-cyclist conflict.
- Providing a better crossing would benefit journeys using the route, such as a more attractive grade-separated crossing that is better lit and provides gentler ramp gradients.
- The subway feels low as well, so that people cycling, especially taller people, may not feel comfortable cycling upright.

PEOPLE FEEL SAFE

- The A12 subway feels unsafe due to the high volume of traffic and the lack of passive surveillance. The subway curves at both ends, and the exits on either side are not visible when travelling through, creating a poor perception of safety.
- There was litter present at the subway at the time of the Site visit, which can be seen as evidence of ASB, further reducing the feeling of safety.
- During engagement with schools, some Langdon Park pupils have said they do not use the Subway because they feel unsafe.
- Improving access to the subway, making it wider and lighter and maintaining a clean environment would contribute to an improved perception of safety.

THINGS TO SEE AND DO

- The A12 subway does not provide any active frontage.
- Best practice examples of subways in other countries show that interactive light or a mural make subways more pleasant and interactive.

PLACES TO STOP AND REST

- There are no places to stop and rest on either side of the subway or within the subway itself. The lack of passive surveillance may discourage people from lingering.
- Providing some well lit, sheltered seating on either side of the subway would improve this.

PEOPLE FEEL RELAXED

- Due to the levels of noise and feeling of unsafety in the subway, people generally do not feel relaxed.
- Improving lighting, the addition of things to see and do, and a reduction in traffic speed on the A12 may improve how people feel.

NOT TOO NOISY

- There are high levels of noise along the A12.
- The speed limit could be reduced to help reduce noise levels.



KEY JOURNEY 2: LANGDON PARK DLR STATION/ LANGDON PARK SCHOOL/ JOLLY'S GREEN

CLEAN AIR

- According to the London Air Quality Network, this section of the carriageway fails the annual mean objective for NO2 air pollution.
- Planting street trees would improve the air quality at this location.

SHADE AND SHELTER

- The subway provides shade and shelter; however, it is an unattractive environment.
- Planting street trees at either end of the subway would provide pleasant shade and shelter.

KEY JOURNEY 3: ALL SAINTS DLR STATION/ CHRISP STREET MARKET

Journey 3 connects the Site to Chrisp Street Market and All Saints DLR station. The initial section of this journey (between the Site and the western corner of Burcham Street) has been assessed in Key journey 2. The rest of the journey includes Willis Street and Chrisp Street. The worst section of the journey was identified at the pedestrian crossing on East India Dock Road.

Photo 5: East India Dock Road crossing – Looking South



EASY TO CROSS

- The existing layout of the pedestrian crossing does not allow a direct crossing and requires crossing in two stages. The central island has limited space for waiting, particularly if bicycles, wheelchairs or buggies are crossing simultaneously.
- Removing the guard railing and aligning the crossing in a single stage would provide a more direct crossing and convenient crossing.

Photo 6: All Saints DLR Station



PEOPLE FEEL SAFE

- This section of the journey is located close to Vesey Path, which is a busy shopping area, shop fronts, Poplar Baths Leisure Centre and All Saint DLR station, meaning that the pedestrian footfall is high at this location which provides good surveillance during the daylight hours.
- However, due to the high volume of traffic and a high proportion of HGV traffic on the A13, pedestrians and cyclists can feel unsafe.

THINGS TO SEE AND DO

- This section of the route is near shop frontages and a busy shopping area which provides things to see and do.
- The forthcoming Chrisp Street Market regeneration project, which is planned to be completed in 2026, will see the regeneration of the market and Chrisp Street. This will provide plenty to see and do on the northern side of the junction

PLACES TO STOP AND REST

- Vesey Path, just south of the junction, provides benches. No benches are provided directly north of the junction.
- More benches could be provided along the northern side of East India Dock Road between Chrisp Street and Kerbey Street to allow people more places to stop and rest.

PEOPLE FEEL RELAXED

- Some littering was observed during the site visit, which reduced relaxation levels. Additionally, traffic noise from the A13 adversely impacts how relaxed people feel.
- General maintenance of the public realm and the provision of litter bins would improve the aesthetics of this area which would contribute to people feeling more relaxed.

NOT TOO NOISY

- The journey is relatively noisy due to the high level of road traffic on the A13; however, this section of the journey is purely functional, facilitating the crossing movement. Therefore, people are not expected to spend time here.
- Nevertheless, the crossing is located adjacent to a more pleasant public realm with two lines of street trees which serve as an acoustic barrier. Reducing the speed limit to 20mph on East India Dock Road would also reduce traffic noise.



KEY JOURNEY 3: ALL SAINTS DLR STATION/ CHRISP STREET MARKET

CLEAN AIR

- According to the London Air Quality Network, this section of the carriageway fails the annual mean objective for NO2 air pollution.
- Reduction of traffic speeds on the A13 or extension of the congestion charging zone could reduce air pollution here.

SHADE AND SHELTER

- Trees provide some shade and shelter along this route, especially during the Spring/ Summer months.

KEY JOURNEY 4: EAST INDIA DLR STATION

Journey 4 connects the Site to Canary Wharf. The length of the journey is approximately 1.9km and provides footways on both sides of the carriageway at adequate width. It is generally a pleasant journey with active frontages along most sections of the journey and with things to see and do. The worst parts of the journey were identified as the A12 Balfron Subway of the A12 and the multi-stage pedestrian/cycle crossing of the A12 at the A12/A102/A13 junction.

Photo 7: Balfron Subway – A12



EASY TO CROSS

- Two crossing options are provided – a signalised at-grade crossing and a subway.
- The signalised crossings allow for east-west movement across the A12 and require 5 separate crossings, which delays journeys.
- The subway incorporates a ramp that exceeds 1:21. There are 90, and 180 degree turns on the ramp which makes it difficult for cyclists to navigate. The relatively narrow width of the subway has the potential to cause pedestrian/cyclist conflict.
- To improve the experience of crossing the A12, the access to the subway could be widened, ramp gradients could be reduced, and visibility of the entrances improved.

Photo 8: Crossing Point – A12



PEOPLE FEEL SAFE

- The at-grade signalised crossing feels vehicle dominated and unsafe.
- The subway feels isolated and lacks surveillance; therefore, the perception of safety is low here. The subway walls have graffiti, further adding to the feeling of unsafety.
- Widening the access to the subway and improving/increasing lighting would improve people's perception of safety.

THINGS TO SEE AND DO

- This section of the journey is purely functional, facilitating the crossing movement. During the Site visit, it was perceived as unattractive, and there was a lack of things to see and do.
- The subway has some colourful tiles, and this could be improved by better lighting and an art installation or mural that better integrates with the history of the surrounding area.

PLACES TO STOP AND REST

- At present, there are no opportunities to stop and rest near the signalised crossing or at the subway.
- Providing places to sit at either end of the subway and the signalised crossing would improve the experience for pedestrians who struggle to walk longer distances.

PEOPLE FEEL RELAXED

- Both the signalised crossing and subway feel secluded and are not considered to be a place where pedestrians/ cyclists can feel relaxed.

NOT TOO NOISY

- The crossing is located adjacent to a busy junction of two major roads; therefore, this section is noisy.



KEY JOURNEY 4: EAST INDIA DLR STATION

- Maintaining the cleanliness of the subway and pruning the hedges on the western side of the subway would contribute to people feeling more relaxed here.
- There are sound barriers provided at either side of the A12, which eliminates some of the traffic noise. Therefore, the subway and the surrounding area is relatively quiet.
- Providing street trees along the road adjacent to the junction would create a natural sound barrier and would reduce the traffic noise further.

CLEAN AIR

SHADE AND SHELTER

- According to the London Air Quality Network, this section of the carriageway fails the annual mean objective for NO2 air pollution.
- Planting street trees along the A12 and East India Dock Road would improve the air quality at this location and along the whole journey.
- Additionally, extending the Congestion Charging Zone or increasing the charge for the ULEZ and existing Congestion Charging Zone could reduce the level of traffic here, which would benefit air quality.
- There is no shade and shelter provided at the signalised crossing.
- The subway naturally provides shade and shelter all year round.
- Planting street trees adjacent to the signalised crossing and providing trees in planters in the traffic islands would provide shade and shelter for people crossing here.

KEY JOURNEY 5: EAST INDIA DLR STATION

Journey 5 connects the Site to the East India DLR station. At the time of the site visit, the northern section of this journey, Aberfeldy Street, which connects the Site with East India Dock Road, was under construction; therefore, this section was not assessed. It is a pleasant journey overall, with the worst part being identified as the pedestrian crossing at East India Road, as shown within Photo 9.

Photo 9: East India Dock Road (Looking south)



Photo 10: Nutmeg Lane (looking south)



EASY TO CROSS

PEOPLE FEEL SAFE

- Crossing the road requires two stages, and the crossing can take two minutes.
- The crossing has tactile paving and is relatively wide.
- The green phase at this crossing could be increased to allow pedestrians to cross the full carriageway without having to wait at a traffic island.
- The perception of safety at this section of key journey 5 may be low due to a lack of passive surveillance. This is expected to be improved once residential units in the block (Aberfeldy Phase 2) overlooking the crossing are occupied and the pedestrian link between the Site and East India Dock Road is open, as this will provide active frontages and passive surveillance.

THINGS TO SEE AND DO

PLACES TO STOP AND REST

- This section of the journey does not provide anything to see and do at the moment. However, with the opening of Aberfeldy Street and new landscaping around, there will be plenty to see and do.
- There are no places to stop and rest at this section of the journey.
- There is plenty of space on the southern side of the road within the public realm where benches could be installed.



KEY JOURNEY 5: EAST INDIA DLR STATION

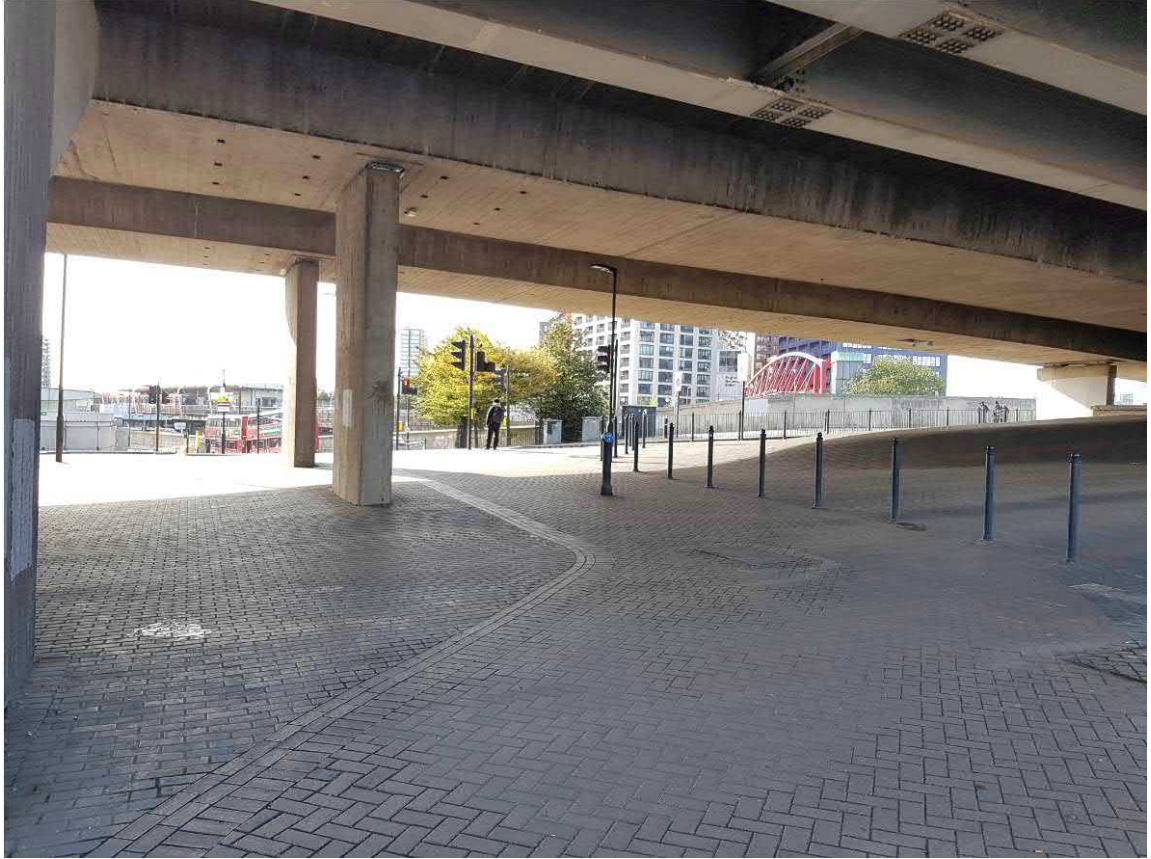
PEOPLE FEEL RELAXED	NOT TOO NOISY
<ul style="list-style-type: none"> • This section of the journey is not a place where pedestrians/cyclists feel relaxed, mainly due to the high level of traffic and noise. • Creating a pocket park with leafy plants and benches on the southern side of East India Dock Road, adjacent to the crossing, would create a relaxing environment. • Planting additional street trees along East India Dock Road could also contribute to people feeling more relaxed. 	<ul style="list-style-type: none"> • This section of the journey was observed to be noisy at the time of the site visit. • Planting additional trees along East India Dock Road would create a natural sound barrier that filters out the traffic noise hence improving the pedestrian experience.
CLEAN AIR	SHADE AND SHELTER
<ul style="list-style-type: none"> • According to the London Air Quality Network, this section of the journey fails the annual mean objective for NO2 air pollution, which is due to the level of traffic movement along this road. • Planting street trees would help improve air quality at this location. • Additionally, extending the Congestion Charging Zone or increasing the charge for the ULEZ and existing Congestion Charging Zone could reduce the level of traffic on the A13, which would benefit air quality. 	<ul style="list-style-type: none"> • There is no shade and shelter provided at this location apart from some trees and the Nutmeg Lane bus stop shelter, which is located in proximity to the crossing on the northern side of the road. • More trees could be planted along East India Dock Road to provide shade and shelter, especially in the Spring/ Summer months. • Creating a pocket park with trees and leafy plants on the southern side of the road would also provide shade and shelter.



KEY JOURNEY 6: CANNING TOWN UNDERGROUND STATION

Journey 6 connects with Canning Town Underground Station, which is approximately 670m east of the Site. The destination provides access to coffee shops, convenience stores, an ATM as well as public transport links (buses, Underground and DLR services). The worst section of the journey was identified to be underneath the main road (A13), crossing south to north (as seen in Photo 9). This part of the journey lacks passive surveillance, has high traffic flow and is not easy to cross.

Photo 11: Underneath the A13 East India Dock Road (crossing)



EASY TO CROSS

- While this journey provides wide, signalised crossing with dropped kerbs accompanied with tactile paving throughout, the A13 is not easy to cross in this location.
- To get from the north side of the A13 to Canning Town Station, pedestrians need to cross a minimum of three high-trafficked links, which causes pedestrian delay.
- Adjusting signals in such a way that an average person cycling or walking could cross the whole A13 in one go without having to wait for green would be a significant benefit.

PEOPLE FEEL SAFE

- The journey does not feel safe due to the high level of traffic throughout. Reducing the speed limit would improve the feeling of safety.
- During the day, due to the wide, spacious nature of the area under the A13 flyover, the area feels somewhat safe. As it's easy to oversee where people are coming from.
- At night, the A13 flyover makes the pedestrian realm extra dark. Implementing additional lighting and adding street art to the area identified in Photo 9 could help with the perception of feeling safe.
- Additionally, because almost no buildings front onto this pedestrian crossing, people may feel there is a lack of passive surveillance.

THINGS TO SEE AND DO

- The section of the journey lacks things to see and do.
- Adding some art or interesting lighting in this location could add to the experience for people walking and cycling.

PLACES TO STOP AND REST

- No places to stop and rest are provided under the A13 flyover or at either end of the crossing.
- While adding seating under the A13 may not be preferable as it may attract anti-social behaviour, adding well lit, exposed seating at either end of the crossing may provide benefits.



KEY JOURNEY 6: CANNING TOWN UNDERGROUND STATION

PEOPLE FEEL RELAXED	NOT TOO NOISY
<ul style="list-style-type: none"> The journey does not feel relaxed due to the high level of traffic throughout. Reducing the speed limit would help overall comfort on this part of the journey. Adding additional, interesting lighting to the area identified in Photo 9 could further increase the perception of feeling relaxed. 	<ul style="list-style-type: none"> The crossing is located along the A13 and is noisy due to the high volumes of traffic. Providing low-level planting beds in areas along the crossing may have some sound reduction benefits Additionally, reducing the speed limit on the A13 or extending the Congestion Charging Zone or increasing the charge for the ULEZ and existing Congestion Charging Zone could reduce the level of traffic here.
CLEAN AIR	SHADE AND SHELTER
<ul style="list-style-type: none"> According to the London Air Quality Network, this journey fails the annual mean objective for NO2 air pollution, which is due to the level of traffic movement along this road. Extending the Congestion Charging Zone or increasing the charge for the ULEZ and existing Congestion Charging Zone could reduce the level of traffic here, which would benefit air quality. Furthermore, adding additional planting near the crossing could have air quality benefits. 	<ul style="list-style-type: none"> Shade and shelter are provided underneath the A13 flyover.



5.6 SUMMARY

- 5.6.1 There are several interventions that could be implemented to improve the key routes to local destinations for existing residents of the area and future residents and employees of the Proposed Development. The most significant improvements will be brought forward by the Proposed Development in the form of a new Superpass created out of a repurposed underpass at Abbott Road, significant improvements to the Balfron Subway, as well as street and public realm improvements within the Site.
- 5.6.2 It is not expected that the Applicant will need to contribute to or implement all potential improvements that are identified through the ATZ assessment, especially because the Proposed Development would not be the only party to benefit from these changes. Improvements identified in this assessment should be investigated further and, if deemed appropriate, secured through a suitable channel such as through future development CIL contributions or LBTH's Livable Streets programme.



6 LONDON WIDE NETWORK

6.1 INTRODUCTION

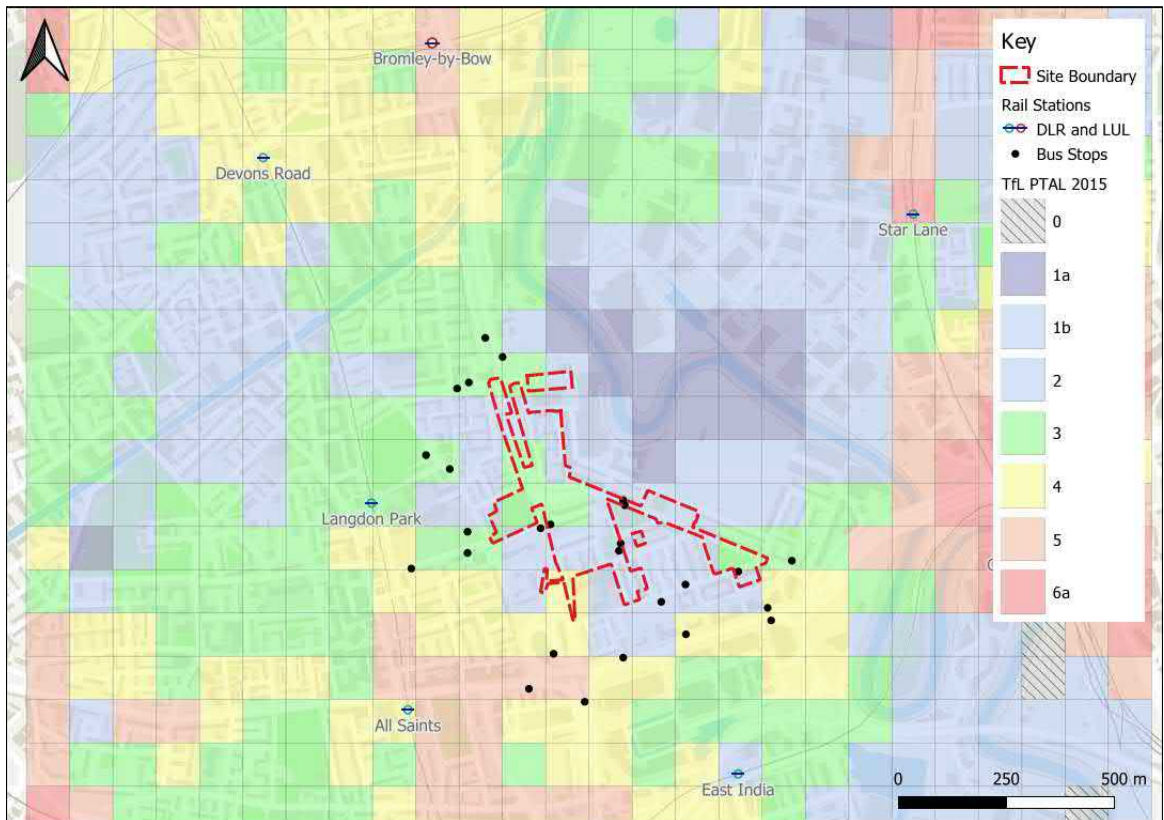
- 6.1.1 This section of the TA sets out the travel demand generated by the existing Site and Proposed Development onto London’s transport network, including how many people travel and their current and expected travel modes/behaviours.
- 6.1.2 The approach to trip generation has been agreed with TfL during pre-application discussions.
- 6.1.3 All capacity and demand assessments contained within this Section of the TA have been based on the maximum development parameters as set out in Section 1 of this TA.

6.2 PUBLIC TRANSPORT

PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

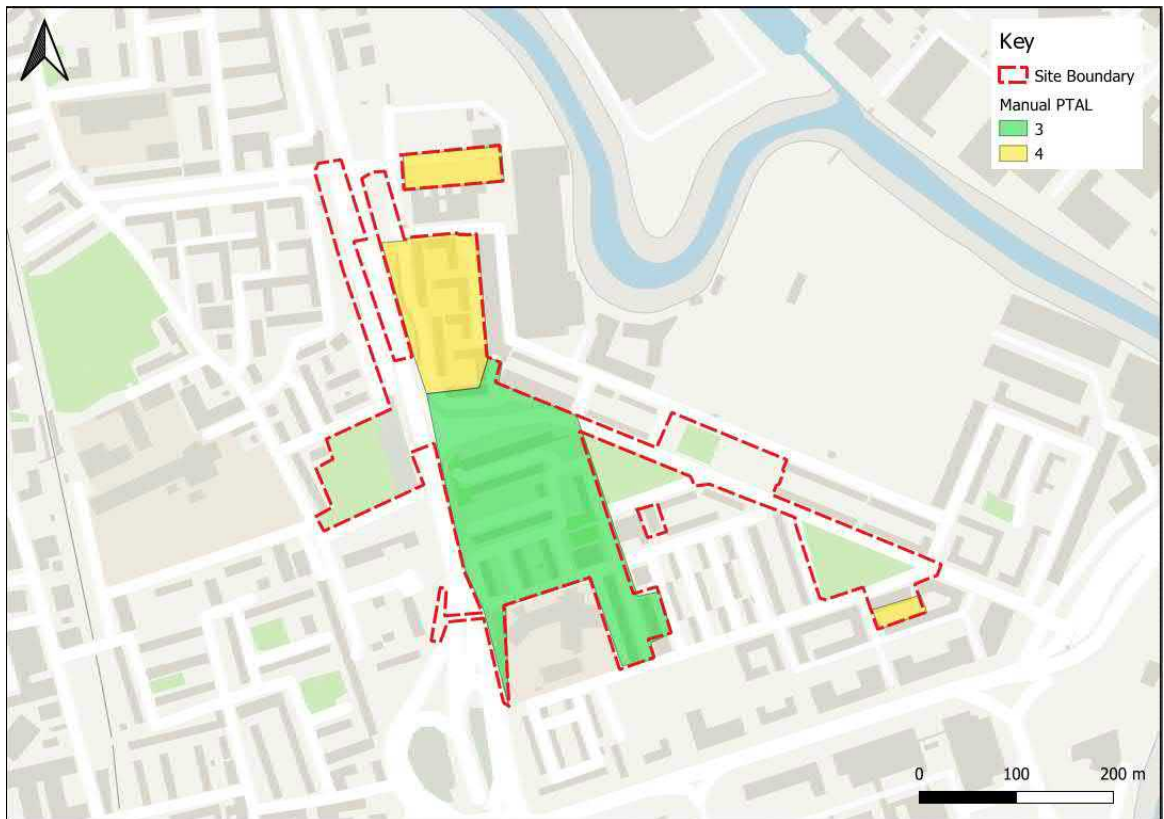
- 6.2.1 A Public Transport Accessibility Level (PTAL) rating is a GLA/TfL tool used to demonstrate the Site’s existing connectivity to the public transport network, accounting for access (i.e., walk) time and frequency of services. It considers rail and underground stations within a 12-minute walk (i.e., 960m) of the Site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services.
- 6.2.2 **Figure 6-1** shows the WebCAT PTAL output for the Site.

Figure 6-1: Existing PTAL



- 6.2.3 As noted in the TA Scoping report, WebCAT currently shows the Site as having a PTAL of 1b and 3, indicating a poor to moderate level. However, this PTAL is inaccurate as many of the walk distances and service provisions in WebCAT are incorrect (for instance, Bromley-by-Bow is within a 960m walk from the northern part of the Site). As a result, a manual PTAL calculation was undertaken for three different locations within the Site (north/centre/south).
- 6.2.4 The manual PTAL calculation identifies a PTAL score ranging from PTAL 3 to PTAL 4, indicating a moderate/good level of access to public transport. The manual calculation output is shown in **Figure 6-2**.

Figure 6-2: PTAL – Manual Calculation



LOCAL BUS NETWORK

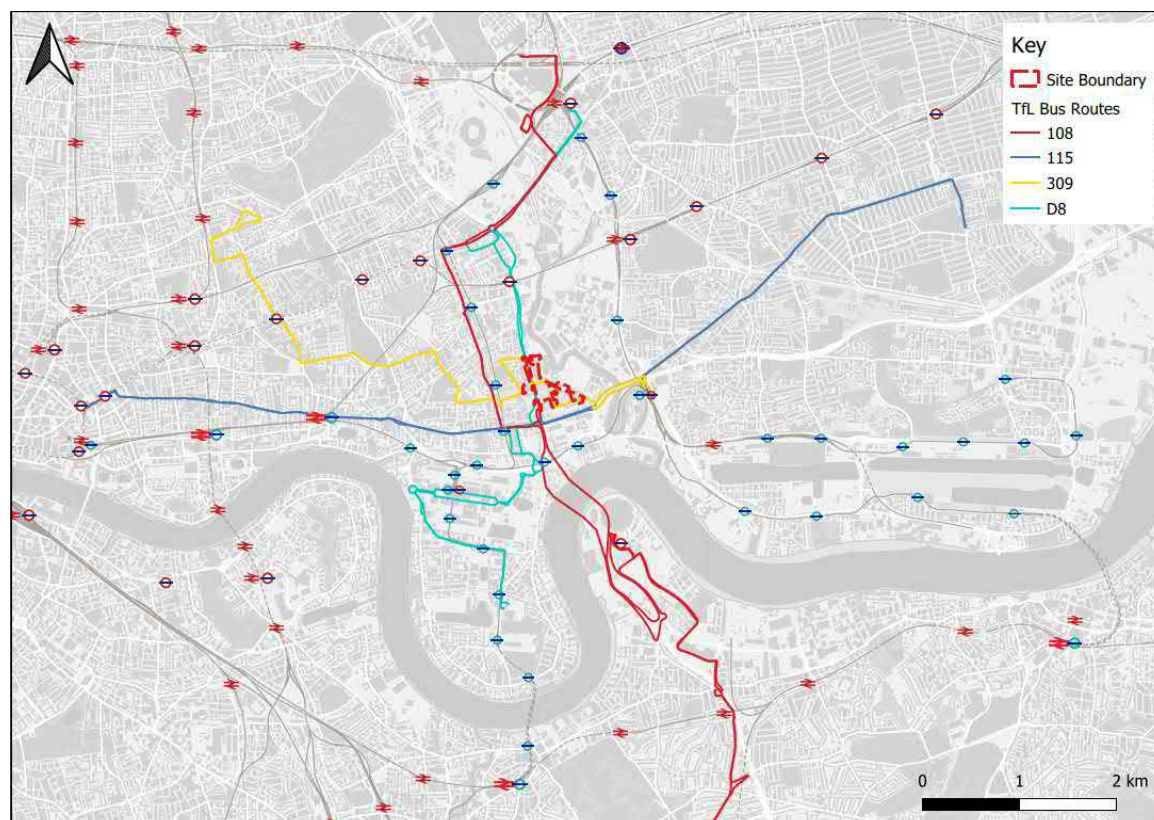
- 6.2.5 The Site is in proximity to various bus services, which can be accessed from several bus stops. Bus route 309 serves the Aberfeldy Village neighbourhood. The northbound route uses the Abbott Road / A12 vehicle underpass.
- 6.2.6 **Table 6-1** shows there are a number of bus services operating in proximity to the Site, with up to four separate bus routes, all accessible within approximately 600m of the Site.

Table 6-1: Local Bus routes and frequencies

SERVICE NO.	BUS STOP	ROUTE	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
			AM	PM
108	Blackwall Tunnel/ East India Dock Road	Stratford International Station – Bow Church Station – Devons Road Station – Langdon Park Station – Crisp Street Market – Blackwall Tunnel - Tower Bridge/ City Hall – Bermondsey Station – Greenwich Town Centre/ Lewisham Station	6	6
115	Brunswick Road (Stop E)	Aldgate Station - Aldgate East Station - Limehouse Station - Brunswick Road - Canning Town Bus Station - East Ham/ Central Park	7	7
309	Leven Road (Stop W)	Canning Town Bus Station – Leven Road – Stepney Green Station – Bethnal Green Station – Bonner Road	5	5
D8	Abbott Road	Stratford Bus Station – Bromley By Bow Station – Abbott Road – Canary Wharf Station – Heron Quays – Isle of Dogs Asda	4	4
Total			22	22

6.2.7 There are 22 bus services available in the morning peak and afternoon network peak periods, respectively. **Figure 6-3** shows the local bus routes which operate within proximity of the Site.

Figure 6-3: Local bus routes



SCHOOL BUSES

6.2.8 During a post-application discussion with LBTH, highway officers stated that Abbott Road and the underpass is currently being used by school buses in the morning and afternoon. A camera survey was undertaken on a neutral weekday morning to understand the number of potential school buses using the route. Between 07:00 and 09:00 a total of nine non-public buses were identified as providing school transport services.



DLR

- 6.2.9 The DLR connects the east with central London. The nearest stations to the Site are Langdon Park to the northwest, All Saints to the southwest and Canning Town to the southeast. These stations are accessible within a 10-minute, nine-minute, and a 10-minute walk, respectively.
- 6.2.10 From these stations, several destinations that will be important to future residents of the Proposed Development can be reached, including Central London, Stratford, and Canary Wharf.
- 6.2.11 **Table 6-2** provides details of the DLR service frequency at Langdon Park station and All Saints. **Table 6-3** provides DLR service frequency at East India station, and **Table 6-4** provides DLR service frequency at Canning Town station. The timetable information was extracted from the TfL website on 20th March 2022 for 08:00 – 09:00 and 17:00 – 18:00.

Table 6-2: DLR Frequencies at Langdon Park Station and All Saints Station

DIRECTION	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
	AM	PM
To Canary Wharf	9	10
To Stratford	10	10
Total	19	20

Table 6-3: DLR frequencies at East India

DIRECTION	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
	AM	PM
To Woolwich Arsenal	8	8
To Beckton	7	7
Total	15	15

Table 6-4: DLR frequencies at Canning Town

DIRECTION	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
	AM	PM
To Stratford International	7	7
To Woolwich Arsenal	15	14
To Tower Gateway	7	7
To Bank	8	7
To Beckton	7	7
Total	43	42

- 6.2.12 All stations provide multiple services to several different locations across London, providing interchange opportunities to connect further afield.

LONDON UNDERGROUND

- 6.2.13 The nearest stations are Bromley-by-Bow and Canning Town, which provide access to the District and Hammersmith & City lines and the Jubilee Line, respectively. The service provision is summarised in **Table 6-5**.

Table 6-5: Local Underground Services

STATION	LINE	DIRECTION	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
			AM	PM
Bromley-by-Bow		Westbound – Central London	24	24



STATION	LINE	DIRECTION	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
			AM	PM
	District and Hammersmith & City	Eastbound – towards Barking	24	24
Canning Town	Jubilee	Westbound – Central London	24	24
		Eastbound – towards Stratford	30	30
Total			102	102

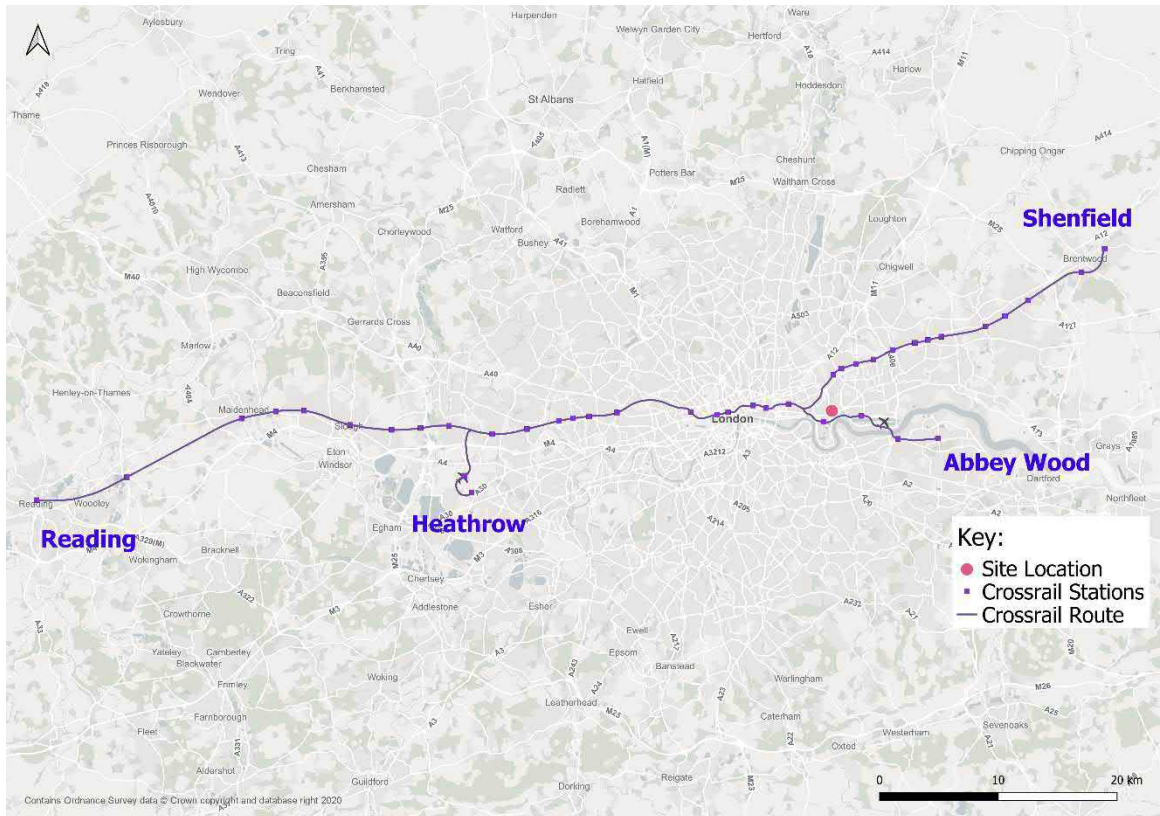
FUTURE TRANSPORT NETWORK

ELIZABETH LINE

- 6.2.14 The Elizabeth line will increase central London’s rail capacity by 10 per cent and is more than 100km long, with new trains operating in 42km of new tunnel and track under central London, connecting 41 stations and bringing an additional 1.5million people within 45 minutes of central London.
- 6.2.15 The future milestones of Crossrail are:
- Autumn 2022, the Elizabeth line will launch a passenger service between Paddington and Abbey Wood Elizabeth line stations;
 - Winter 2022, services from Reading and Heathrow will operate through central London and access the new Elizabeth line central section stations to Abbey Wood. Services from Shenfield at this time will also serve the new central London stations, running through to Paddington Elizabeth line station; and
 - No later than May 2023, the final timetable will be in place.
- 6.2.16 Crossrail will connect to Canary Wharf, which can be reached by DLR services from Langdon Park and All Saints stations, or a 1.9km walk or cycle. Trains will run every 5 minutes in each direction. A map of Crossrail is set out in **Figure 6-4**.



Figure 6-4: Elizabeth Line connection



6.2.17 Due to the Elizabeth Line, Canary Wharf will become an even more important destination for future residents of the proposed development, as well as existing residents of the surrounding area. As the proposed Superpass is proposed to improve the walking and cycling connection to Canary Wharf, this will indirectly improve public transport connectivity of the Site.

DLR UPGRADE

6.2.18 TfL is currently working on upgrading the DLR by introducing a new design of trains with walk-through carriages, real-time travel information, air conditioning and mobile device charging points, expanding DLR's main depot at Beckton.

6.2.19 The programme will:

- Support population and employment growth across the network;
- Provide crowding relief through increasing capacity; and
- Improve resilience and reliability by replacing trains nearing the end of their design life with modern, reliable trains.

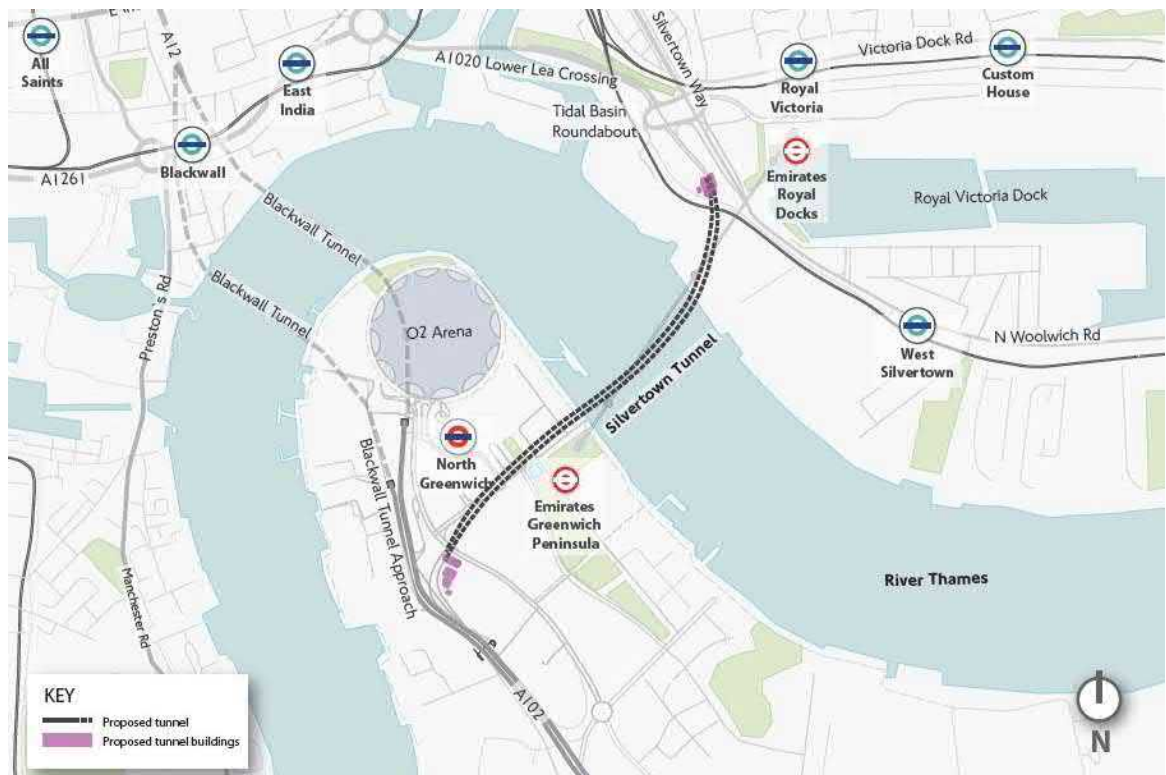
6.2.20 TfL estimates that DLR customers will benefit from more frequent and reliable journeys from 2023.

SILVERTOWN TUNNEL

6.2.21 The Silvertown Tunnel is a twin-bore road tunnel under the Thames in east London that will link Silvertown to the Greenwich Peninsula by connecting to the A1020 Silvertown Way/Lower Lea Crossing on the north side and to the A102 Blackwall Tunnel Approach on the south side.



Figure 6-5: Silvertown Tunnel



6.2.22 The Silvertown Tunnel will offer a more reliable crossing, ensuring goods and services can continue to move around London. It will:

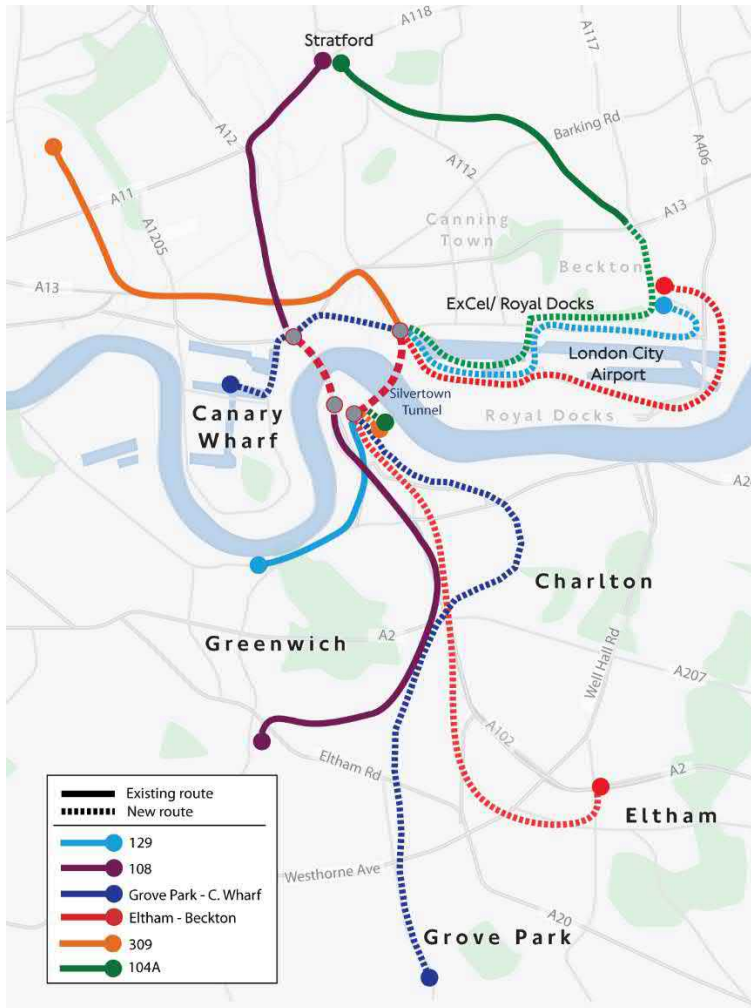
- Help to reduce congestion at the Blackwall Tunnel - for example, by cutting unplanned closures caused by vehicles that are too tall for the tunnel by offering a nearby alternative to the Blackwall Tunnel
- Allow for new cross-river bus links - all of which should be running zero-emission buses from launch
- Reduce the environmental impact of traffic congestion on some of London's most polluted roads
- Improve journey times and make travel, deliveries and servicing more reliable
- Improve access to new markets and new homes and keep traffic moving in east and southeast London
- Create opportunities for new jobs in the local area
- Open opportunities for new housing in the local area

6.2.23 Construction is currently underway, and the new tunnel will open in 2025.

6.2.24 A number of new cross-river bus links are being considered as a result of the Silvertown Tunnel, including extensions of the existing routes and completely new bus links. The ones considered at the consultation stage are shown in **Figure 6-6**. This includes a potential extension to the 309 service, which would make the south of the river directly accessible to the Site by bus.



Figure 6-6: Potential Future Silvertown Tunnel Bus Links

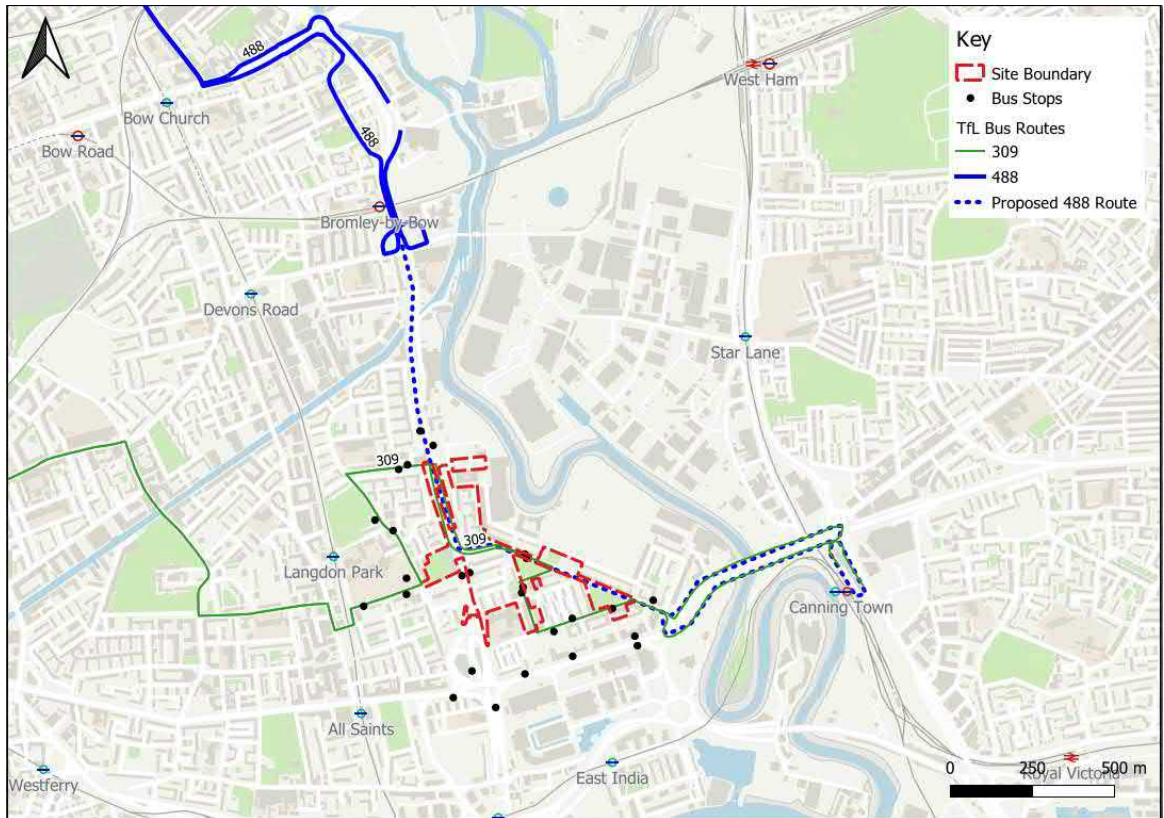


EXTENSION TO BUS ROUTE 488

- 6.2.25 As part of the Leven Road Gasworks scheme, the extension of the 488 service is being investigated. Currently, bus route 488 routes between Dalston Junction Rail Station and Hancock Road, Bromley-By-Bow. The south Terminus is located on Hancock Road adjacent to Tesco Superstore.
- 6.2.26 **Figure 6-7** illustrates one option for the extended 488 bus route to Canning Town via Abbott Road.



Figure 6-7: Potential 488 bus route extension



6.3 EXISTING SITE TRIP GENERATION

6.3.1 The existing Site comprises 330 dwellings that generate trips. The Transport Assessment for the consented scheme established trip rates for the existing dwellings set out within **Table 6-6** with the trip generation provided in **Table 6-7**.

Table 6-6: Existing Residential Dwellings Trip Rates (per dwelling)

MODE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Car Driver	0.06	0.14	0.20	0.11	0.10	0.21
Car Passenger	0.01	0.07	0.09	0.04	0.04	0.08
Motorcycle	0.00	0.00	0.00	0.00	0.00	0.00
Cycle	0.00	0.02	0.02	0.01	0.02	0.02
Taxi	0.00	0.00	0.00	0.00	0.00	0.00
Walk	0.02	0.11	0.13	0.06	0.03	0.09
Bus	0.04	0.19	0.23	0.10	0.05	0.15
Tube/DLR/Rail	0.06	0.27	0.32	0.14	0.07	0.21
Total	0.20	0.79	0.99	0.44	0.30	0.75



Table 6-7: Existing Residential Dwellings Trip Generation (330 dwellings)

MODE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Car Driver	21	46	67	36	32	68
Car Passenger	4	25	28	14	12	26
Motorcycle	0	0	0	0	0	0
Cycle	0	5	5	2	5	7
Taxi	0	0	0	0	0	0
Walk	8	36	44	18	10	28
Bus	13	61	75	32	17	48
Tube/DLR/Rail	19	88	107	45	24	68
Total	65	261	326	147	100	247

6.3.2 The person trip rates are higher than usually seen in London, which is mostly due to the average dwelling size, which is 2.5 bedrooms per dwelling on average. The car trip rates are higher than usual for this part of London due to both the larger unit sizes and the unrestrained access to car parking.

6.4 PROPOSED DEVELOPMENT TRIP GENERATION

6.4.1 The residential travel demand has been estimated using surveys of comparable London Sites from the TRICS database, including Phase 1 of the Aberfeldy Village (Reference TH-03-C-04). As agreed with TfL and LBTH at the TA scoping stage, the TRICS sites have been selected based on the following criteria and are summarised within **Table 6-8**:

- Land use: Residential – Private and affordable flats
- Location: Inner London
- Development size: 50+ dwellings
- Parking ratios: <0.7 spaces per dwelling

Table 6-8: Selected TRICS Sites – Residential

REFERENCE	LOCATION	SURVEY DATE	DWELLINGS	AVERAGE BEDROOMS PER DWELLING	PARKING RATIO (PER DWELLING)	PTAL
HM-03-C-02	Hammersmith	30/04/2019	194	1.93	0.27	6b
IS-03-C-07	Islington	06/06/2019	185	1.58	0.46	5
SK-03-C-03	Surrey Quays	14/11/2019	233	1.88	0.00	6a
TH-03-C-04	Poplar	21/06/2019	83	1.61	0.30	1b
IS-03-D-04	Highbury	27/06/2016	247	1.92	0.00	5
GR-03-M-01	Greenwich	25/11/2014	226	1.39	0.46	5
GR-03-M-02	Greenwich	13/12/2016	455	2.04	0.63	1b
HM-03-M-01	Fulham	21/05/2014	1751	2.01	0.69	2
SK-03-M-02	Peckham	22/11/2018	122	1.87	0.20	6a
TH-03-C-04	Tower Hamlets	21/06/2019	83	1.59	0.30	1b



6.4.2 The corresponding total person trip rates and forecast residential trips are set out in **Table 6-9** based on the Proposed Development of up to 1,628 dwellings. A total of up to 755 and 588 person trips are expected in the AM and PM peak hours, respectively.

Table 6-9: Trip Rates – Residential (1,628 dwellings)

	AM PEAK (0800-0900)			PM PEAK (1700-1800)		
	In	Out	Total	In	Out	Total
Total Person Trip Rates	0.089	0.375	0.464	0.217	0.144	0.361
Total Person Trips (1,628 dwellings)	145	611	755	353	234	588

6.4.3 An adjusted mode share based on proposed transport provisions, site location and car parking levels for the Proposed Development was agreed with TfL and LBTH Highways as part of TA Scoping discussions. The adjustments are detailed below:

- Vehicle driver – On the basis that the average parking ratio of the TRICS sites is 0.33 spaces per dwelling and the proposed development would provide up to 0.20 spaces per dwelling. The car driver trip rate has been reduced proportionately (a 40% reduction).
- Vehicle passengers – Taxi passengers are unchanged, and car passengers have been reduced by the same proportion as vehicle drivers.
- Walk trips – Unchanged
- Cycling trips – Given the development will provide policy compliant cycle storage, significantly improved cycling connections and amenities, and jobs are within cyclable distances, it is expected that cycling would increase substantially. The cycle mode share has been doubled, although a greater cycle mode share will be targeted.
- Public transport – Comprises the remaining trips. The mode share used for the trip generation assessment is set out in **Table 6-10**. In line with the Mayor’s Transport Strategy, over 80% of journeys are expected to be by active modes or public transport.

Table 6-10: TRICS and Adjusted Mode Shares

MODE	AM PEAK HOUR (08:00-09:00)	PM PEAK HOUR (17:00-18:00PM)
Pedestrians	28.9%	28.1%
Cyclists	7.2%	6.3%
Public Transport Users	53.6%	48.7%
Vehicle drivers (no servicing)	5.4%	8.6%
Vehicle passengers (including taxi passengers)	5.0%	8.4%

6.4.4 The resulting forecast residential travel demand is shown in **Table 6-11**.

Table 6-11: Forecast Residential Travel Demand (1,628 dwellings)

MODE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	In	Out	Total	In	Out	Total
Pedestrians	42	176	218	99	66	165
Cyclists	10	44	54	22	15	37
Public Transport Users	78	327	405	172	114	286
Vehicle drivers (no servicing)	8	33	41	30	20	51
Vehicle passengers (including taxi passengers)	7	31	38	30	20	49
Total	145	611	756	354	235	588



RETAIL USES

6.4.5 The future retail uses (up to 2,366sqm GIA) will primarily be located on Aberfeldy Street, the High Street, and be comparable in scale to the existing retail floor area (2,500sqm). Given that the future uses and floor areas are comparable to existing and that trips will primarily be visitors on foot, it has been agreed during pre-application scoping discussions that it is not necessary to assess the person trip generation associated with the retail uses.

6.4.6 The expected servicing demands of the high street are detailed within the DSP.

WORKSPACES

6.4.7 The development would provide up to 2,997sqm (GIA) of workspace (including the Phase A temporary marketing suite). These are designed to be smaller units which could include incubators, maker spaces, studios, co-working and managed workspaces. The TRICS database has been reviewed to identify workspaces with similar characteristics, and these are summarised in **Table 6-12**.

Table 6-12: Selected TRICS Sites – Workspaces

REFERENCE	LOCATION	SURVEY DATE	FLOOR AREA (SQM)	EMPLOYEE DENSITY (SQM PER EMPLOYEE)	OCCUPIER TYPE
BT-02-A-04	Wembley	14/05/2015	10,625	18.2	Multiple office occupiers
HD-02-A-09	Hayes	26/06/2018	12,100	12.6	Single tech occupier (Rackspace)
LB-02-A-01	Vauxhall	19/11/2018	10,200	14.4	Start-up offices and studios
TH-02-A-01	Bethnal Green	06/03/2019	7,049	23.5	Offices, meeting and shared spaces

6.4.8 The corresponding total person trip rates and forecast workspace trips are set out in **Table 6-13** based on the future development of 2,997m² GIA of workspace. A total of up to 67 and 65 person trips are expected in the AM and PM peak hours, respectively.

Table 6-13: Trip Rates – Workspaces

	AM PEAK (0800-0900)			PM PEAK (1700-1800)		
	In	Out	Total	In	Out	Total
Total Person Trip Rates (per 100sqm)	2.149	0.100	2.249	0.138	2.044	2.182
Total Person Trips (2,997sqm)	64	3	67	4	61	65

6.4.9 The approach to forecasting the workspace mode share has been agreed during pre-application scoping discussions. Journey to work 2011 Census data (Output Area E02000881: Tower Hamlets 018) has been used to establish the mode share, with adjustments made as follows to reflect the proposed parking provisions:

- Vehicle driver – Given no parking is proposed for the workspaces, the trips by car have been removed.
- Vehicle passengers – Car passengers have been removed while taxi passengers are unchanged.
- Walk trips – Unchanged
- Cycling trips – Given the development will provide significant cycle storage and significantly improved cycling connections, and there has been an increase in cycling since the 2011 Census, it is expected that cycling would increase substantially. The cycle mode share has been doubled, although a greater cycle mode share will be targeted.



- Public transport – Comprises the remaining trips. The public transport trips have been split into trips by Underground, DLR, rail and bus modes using travel to work Census data.

6.4.10 The Census and adjusted forecast mode shares are set out in **Table 6-14**.

Table 6-14: 2011 Census Adjusted Mode Shares

MODE	2011 CENSUS	PROPOSED ADJUSTED
Pedestrians	12.8%	12.8%
Cyclists	3.8%	7.6%
Public Transport Users	38.7%	77.8%
Vehicle drivers (no servicing)	40.7%	0.0%
Vehicle passengers (including taxi passengers)	4.0%	1.9%

6.4.11 The resulting workspace travel demand is shown in **Table 6-15**.

Table 6-15: Forecast Workspace Travel Demand (2,997sqm)

MODE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	In	Out	Total	In	Out	Total
Pedestrians	8	0	9	1	8	8
Cyclists	5	0	5	0	5	5
Public Transport Users	50	2	52	3	48	51
Vehicle drivers (no servicing)	0	0	0	0	0	0
Vehicle passengers (including taxi passengers)	1	0	1	0	1	1
Total	64	3	67	4	61	65

PROPOSED DEVELOPMENT SERVICING TRIPS

6.4.12 The TRICS database has been used to forecast potential servicing demands as follows:

- Residential – servicing data from the TRICS Sites identified within **Table 6-8**.
- Workspaces – servicing data from the TRICS Sites identified within **Table 6-12**.
- Retail – servicing data from Imperial Wharf Site within TRICS, which provides a comparable amount of retail space (3,600sqm) to the Proposed Development (c.2,400sqm).

6.4.13 Daily servicing rates are set out within **Table 6-16**. On average, a total of up to 219 deliveries per day are expected (187 for residents, 24 for retail spaces and nine for workspaces).

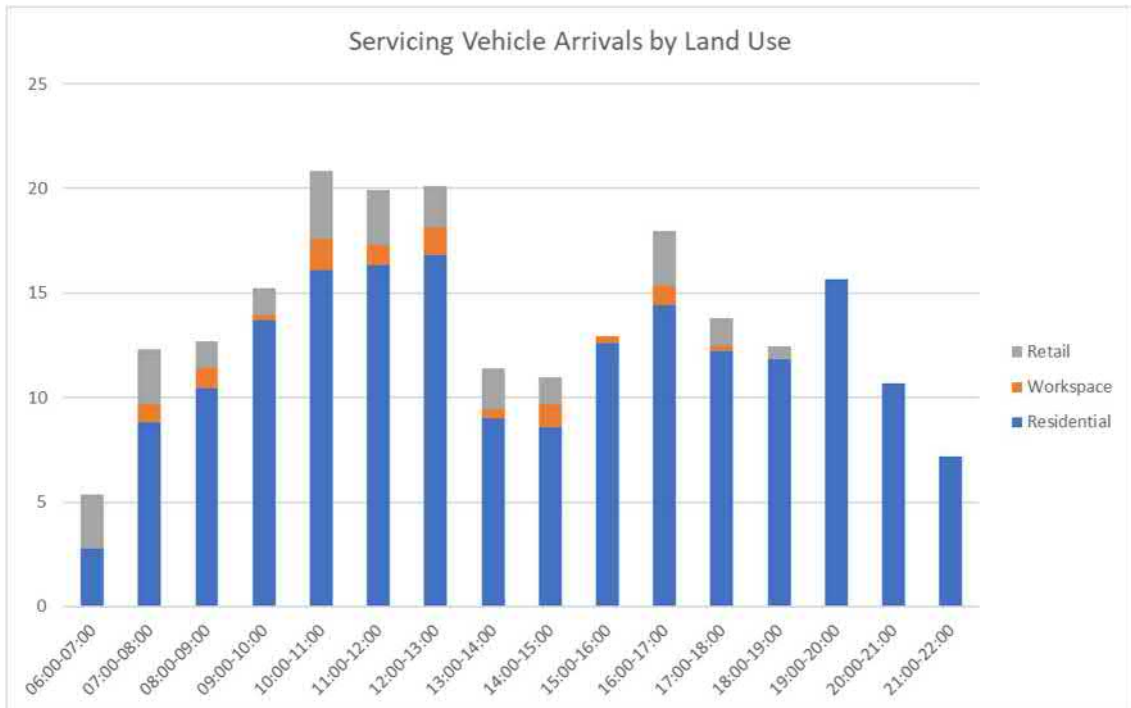
Table 6-16: Servicing Trip Rates and Trip Generation

	DAILY SERVICING ARRIVALS TRIP RATE			FORECAST DAILY SERVICING ARRIVALS		
	LGV	HGV	Total	LGV	HGV	Total
Residential (per dwelling)	0.103	0.012	0.115	168	19	187
Office (per 100sqm)	0.28	0.02	0.30	8	1	9
Retail (per 100sqm)	0.55	0.44	0.99	13	10	24
				189	30	219

6.4.14 A daily profile of forecast servicing demands at the Proposed Development is provided in **Figure 6-8**.

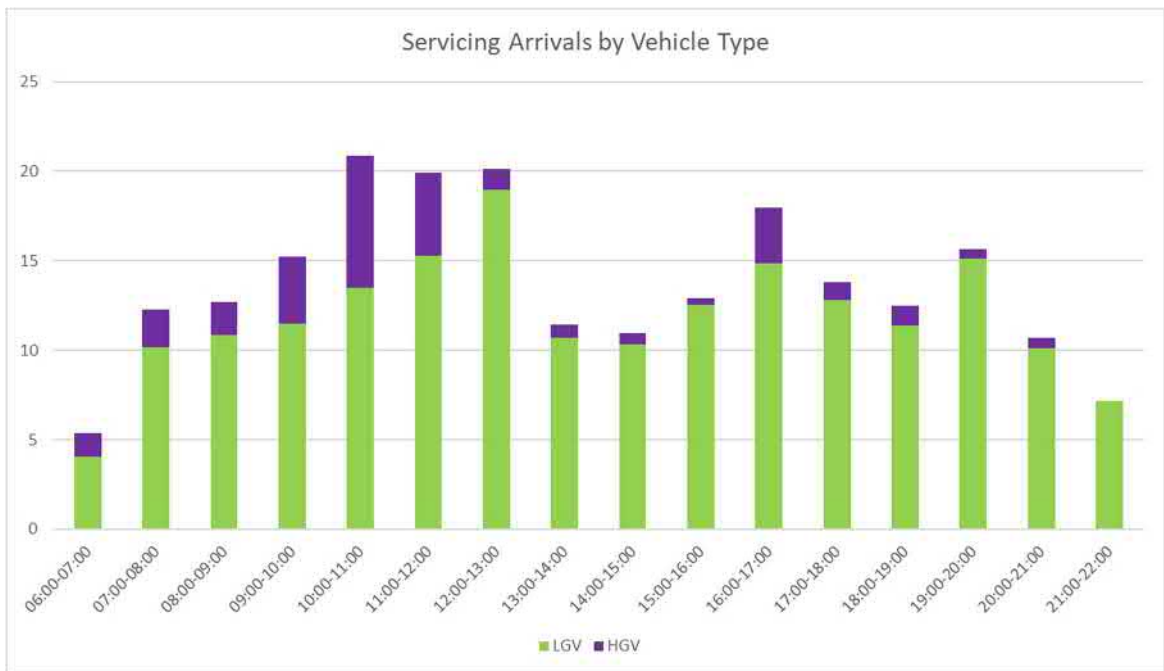


Figure 6-8: Forecast Servicing Demands by Land Use – Daily Profile



6.4.15 The vehicle type is shown in **Figure 6-9**. 13% of servicing vehicles (30 per day) are expected to be HGVs.

Figure 6-9: Forecast Servicing Demands by Vehicle Type – Daily Profile



PROPOSED DEVELOPMENT TOTAL DEMAND

6.4.16 The total travel demand is shown in **Table 6-17**. This robustly assumes no trips are internalised.



Table 6-17: Forecast Total Development Travel Demand

MODE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	In	Out	Total	In	Out	Total
Pedestrians	48	179	227	95	79	174
Cyclists	11	49	59	27	15	42
Public Transport Users	68	337	405	181	105	287
Vehicle drivers (no servicing)	16	25	41	22	28	50
Vehicle occupants (including taxi passengers)	16	22	39	28	22	50
Total	145	611	756	354	235	588

6.4.17 The total vehicle demand is shown in **Table 6-18**.

Table 6-18: Forecast Total Development Vehicle Trips

MODE	AM PEAK HOUR (8:00-9:00 AM)			PM PEAK HOUR (17:00-18:00 PM)		
	In	Out	Total	In	Out	Total
Cars	16	23	39	19	24	43
Taxis	3	3	7	8	6	14
Servicing vehicles - LGV	0	1	1	5	4	9
Servicing vehicles - HGV	12	10	22	16	16	32
Total	34	41	75	47	51	98

6.5 TRIP GENERATION NET CHANGE

6.5.1 The existing Site currently comprises 330 dwellings, and therefore the net increase in residential dwellings based on the maximum development parameters would be 1,298 dwellings. By applying the Proposed Development residential trip rates to the maximum net increase in dwellings, the maximum development parameter net change in trip generation for the Proposed Development is shown in **Table 6-19**.

Table 6-19: Forecast Net Travel Demand

MODE	AM PEAK HOUR (8:00-9:00 AM)			PM PEAK HOUR (17:00-18:00 PM)		
	In	Out	Total	In	Out	Total
Pedestrians	40	143	183	76	64	140
Cyclists	9	39	48	22	13	34
Public Transport Users	123	301	424	177	160	337
Vehicle drivers (no servicing)	2	3	5	3	3	6
Vehicle occupants (including taxi passengers)	5	5	10	9	8	17
Total	180	490	670	286	249	535

6.5.2 The net change in traffic generation is shown in **Table 6-20**.

Table 6-20: Forecast Net Vehicle Trips

MODE	AM PEAK HOUR (8:00-9:00 AM)			PM PEAK HOUR (17:00-18:00)		
	In	Out	Total	In	Out	Total
Cars	2	3	5	2	3	5
Taxis	4	3	7	6	6	13
Servicing vehicles - LGV	9	9	17	10	10	19
Servicing vehicles - HGV	1	1	3	1	1	2
Total	16	15	31	19	20	39

6.5.3 **Table 6-20** shows that even using the maximum development parameters, the Proposed Development is forecast to generate only a relatively minor increase in peak hour traffic (a total of 31 vehicle movements in the AM peak hour and 39 vehicle movements in the PM peak hour), primarily associated with servicing activity.



6.6 PUBLIC TRANSPORT ASSESSMENT

- 6.6.1 The majority of people travelling to and from the Proposed Development are expected to use public transport. An assessment of the distribution of the Proposed Development trips onto each relevant public transport mode has been carried out to assess impacts on nearby London Underground, DLR and bus services.
- 6.6.2 Travel to work 2011 Census data has been used to estimate how many of the public transport trips generated by the Proposed Development would be via LU, DLR, train or bus. As the Census data does not differentiate between LU or DLR, the mode share has been split evenly between DLR and LU.

Table 6-21: Forecast Public Transport Trips

MODE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	In	Out	Total	In	Out	Total
DLR	34	81	115	48	44	34
Underground	34	81	115	48	44	34
Train	22	43	65	25	27	22
Bus	33	97	130	57	46	33
Total Public Transport	123	301	424	177	160	337

- 6.6.3 Method of Travel to Work origin-destination data provided in the 2011 Census has been used to distribute trips onto the public transport network. First, trip destinations were split by general direction, after which they were assigned to the closest stations/bus stops and service routes that facilitate a trip to that direction based on journey time.
- 6.6.4 A separate trip distribution/assignment exercise was undertaken for the north and south of the Site and applied to the relevant number of dwellings.

LONDON UNDERGROUND AND DLR

- 6.6.5 A summary of the distribution of trips on the LU and DLR networks is set out in **Table 6-22**.

Table 6-22: Forecast Public Transport Distribution

LINE	DIRECTION	DISTRIBUTION	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
			In	Out	Total	In	Out	Total
H&C	West	14.9%	7	16	23	9	9	19
H&C	East	0.3%	0	0	1	0	0	1
District	West	10.3%	7	15	22	9	9	17
District	East	1.5%	1	2	3	1	1	2
Jubilee	West / South	33.5%	22	54	77	32	29	61
Jubilee	East / North	1.6%	1	3	4	2	1	3
DLR	West	23.7%	16	39	54	23	21	43
DLR	East	2.1%	1	3	5	2	2	4
DLR	South	4.4%	3	7	10	4	4	8
DLR	North	7.6%	9	22	31	13	12	25

- 6.6.6 Based on this distribution, trips have been assigned to the most likely access station, as set out in **Table 6-23**.

Table 6-23: Forecast Station Demand

STATION	DISTRIBUTION	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
		In	Out	Total	In	Out	Total
Bromley-by-Bow	27.0%	15	33	48	20	19	39



STATION	DISTRIBUTION	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
		In	Out	Total	In	Out	Total
Canning Town	35.1%	23	57	80	33	30	64
East India	22.1%	15	36	51	21	19	40
All Saints	2.5%	2	5	7	3	3	6
Langdon Park	13.2%	13	30	42	18	16	34

CANNING TOWN GATELINE ASSESSMENT

- 6.6.7 As part of transport scoping discussions with TfL, a gateline assessment of Canning Town DLR station was requested. TfL has provided data from their strategic public transport model (Railplan) to calculate estimated growth in rail, DLR, LU, and Overground services to a future assessment year of 2031.
- 6.6.8 Canning Town station currently has ten entry/exit gates, including two wide aisle gates.
- 6.6.9 Investigation of the Railplan data for Canning Town shows that the 2016 Railplan entry/exit flows are much higher than the observed 2019 (pre-Covid pandemic) flows within the NUMBAT database.
- 6.6.10 The 2031 future flows have been calculated by adding the net change in 2016, and 2031 Railplan flows to the observed baseline. This equates to 17% growth in the AM peak hour and 8% growth in the PM peak hour over the 12 years from 2019 to 2031.
- 6.6.11 The long term implications of the Covid-19 pandemic is unclear. However, it appears that working from home practices will be a lasting legacy that reduces demand for public transport. No adjustments have been made to account for these changes, and the assessment of forecast flows can be considered to be robust.
- 6.6.12 **Table 6-24** sets out the forecast entry and exit flow for Canning Town Station in 2031, both with and without the Proposed Development.

Table 6-24: Forecast Canning Town Entry and Exit Flows

STATION	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	Station Entry	Station Exit	Total	Station Entry	Station Exit	Total
2019	3,056	1,297	4,353	1,454	2,826	4,281
2031	3,884	1,197	5,082	1,941	2,701	4,642
Proposed Development	57	23	80	30	33	64
2031 + PD	3,941	1,221	5,162	1,971	2,734	4,705

- 6.6.13 Using the entry and exit flows for Canning Town calculated using NUMBAT and Railplan, a gateline assessment has been undertaken.

Table 6-25: Canning Town Gateline Assessment

	2019 BASE		2031 FUTURE BASE		2031 FUTURE BASE + PROPOSED DEVELOPMENT	
	AM	PM	AM	PM	AM	PM
Entry Flow 5 min	330	151	420	202	426	205
Total Exiting Passengers	95	180	172	167	175	170
In Gates	2.64	1.21	3.36	1.61	3.41	1.64
Out Gates	1.91	3.59	3.44	3.33	3.49	3.40
In Gates (rounded)	3	2	4	2	4	2
Out Gates (rounded)	2	4	4	4	4	4
n=platform clearance time (min)	2	2	2	2	2	2
X (Extra Gates required)	1	1	1	1	1	1
Number of Gates Required	6	7	9	7	9	7



6.6.14 The gateline assessment shows that in 2031 with or without the Proposed Development, Canning Town Station would require nine entry/exit gates. As the existing station has ten gates, the existing provision provides sufficient capacity to accommodate the 2031 base and 2031 base with the Proposed Development demand.

LINE LOADING ASSESSMENT

6.6.15 A line loading assessment has been undertaken for local DLR and Jubilee line services. **Table 6-26** sets out the service frequency and peak hour capacity of each service based on the planning standard (4 passengers per square metre)

Table 6-26: Service Frequency and Capacity

ROUTE	LINE	DIRECTION	SERVICE FREQUENCY		PEAK HOUR PLANNING CAPACITY	
			2019	2031	2016	2031
Canning Town – East India	DLR	WB	15	15	7,290	7,290
East India – Canning Town	DLR	EB	15	15	7,290	7,290
Blackwall – East India	DLR	EB	15	15	7,290	7,290
East India - Blackwall	DLR	WB	15	15	7,290	7,290
All Saints – Langdon Park	DLR	NB	15	15	4,860	4,860
Devons Road – Langdon Park	DLR	SB	15	15	4,860	4,860
Langdon Park – All Saints	DLR	SB	15	15	4,860	4,860
Langdon Park – Devons Road	DLR	NB	15	15	4,860	4,860
Canning Town to North Greenwich	Jubilee	SB	24	30	19,632	24,540
Canning Town to West Ham	Jubilee	NB	24	30	19,632	24,540
West Ham to Canning Town	Jubilee	SB	24	30	19,632	24,540
North Greenwich to Canning Town	Jubilee	NB	24	30	19,632	24,540

6.6.16 Using the same methodology as the gateline assessment, line loading forecasts have been developed using Numbat and Railplan data for the 2031 assessment scenario, with and without the Proposed Development.

6.6.17 **Table 6-27** sets out the expected demand flow for the DLR and Jubilee Line services.

Table 6-27: Line Loads

ROUTE	DIRECTION	AM PEAK (08:00-09:00)				PM PEAK (17:00-18:00)			
		2019 Demand	2031 Demand	PD	2031 + PD	2019 Demand	2031 Demand	PD	2031 + PD
DLR Services									
Canning Town – East India	WB	4385	4233	1	4234	2269	1966	2	1968
East India – Canning Town	EB	2098	2076	3	2079	3954	4046	2	4048
Blackwall – East India	EB	2066	2087	16	2103	3891	4203	23	4225
East India - Blackwall	WB	4,514	4,726	39	4,765	2,408	2,160	21	2,181
All Saints – Langdon Park	NB	1,787	2,881	3	2,884	2,130	4,507	4	4,511
Devons Road – Langdon Park	SB	2,832	4,497	9	4,506	1,534	3,193	13	3,205
Langdon Park – All Saints	SB	2,718	4,465	7	4,472	1,559	3,168	4	3,171
Langdon Park – Devons Road	NB	1,614	2,690	22	2,712	2,176	4,543	12	4,555
Jubilee Services									
Canning Town to North Greenwich	SB	12,477	15,942	54	15,996	5,707	8,096	29	8,125
Canning Town to West Ham	NB	4,114	4,205	3	4,207	9,252	9,322	1	9,324
West Ham to Canning Town	SB	9,693	10,717	1	10,718	4,796	5,120	2	5,122



ROUTE	DIRECTION	AM PEAK (08:00-09:00)				PM PEAK (17:00-18:00)			
		2019 Demand	2031 Demand	PD	2031 + PD	2019 Demand	2031 Demand	PD	2031 + PD
North Greenwich to Canning Town	NB	5,085	6,389	22	6,412	12,015	13,147	32	13,179

6.6.18 A line loading demand and capacity assessment is set out in **Table 6-28**.

Table 6-28: Demand/Capacity Assessment

ROUTE	DIRECTION	AM PEAK (08:00-09:00)			PM PEAK (17:00-18:00)		
		2019	2031	2031 + PD	2019 Demand	2031 Demand	2031 + PD
DLR Services							
Canning Town – East India	WB	60.2%	58.1%	58.1%	31.1%	27.0%	27.0%
East India – Canning Town	EB	28.8%	28.5%	28.5%	54.2%	55.5%	55.5%
Blackwall – East India	EB	28.3%	28.6%	28.9%	53.4%	57.6%	58.0%
East India - Blackwall	WB	61.9%	64.8%	65.4%	33.0%	29.6%	29.9%
All Saints – Langdon Park	NB	36.8%	59.3%	59.3%	43.8%	92.7%	92.8%
Devons Road – Langdon Park	SB	58.3%	92.5%	92.7%	31.6%	65.7%	66.0%
Langdon Park – All Saints	SB	55.9%	91.9%	92.0%	32.1%	65.2%	65.3%
Langdon Park – Devons Road	NB	33.2%	55.4%	55.8%	44.8%	93.5%	93.7%
Jubilee Services							
Canning Town to North Greenwich	SB	63.6%	65.0%	65.2%	29.1%	33.0%	33.1%
Canning Town to West Ham	NB	21.0%	17.1%	17.1%	47.1%	38.0%	38.0%
West Ham to Canning Town	SB	49.4%	43.7%	43.7%	24.4%	20.9%	20.9%
North Greenwich to Canning Town	NB	25.9%	26.0%	26.1%	61.2%	53.6%	53.7%

6.6.19 The assessment shows that the Proposed Development is not expected to have a significant impact on the capacity of the DLR or Jubilee Line network and that all services are expected to operate within planned capacity in 2031.

BUS ASSESSMENT

6.6.20 A bus impact assessment has also been undertaken to quantify the effects of the Proposed Development on the public transport network. Using 2011 Census ‘Method of Travel to Work’ data, additional bus trips generated by the proposals as set out in **Table 6-21** have been distributed over local bus routes based on the destinations of these routes.

Table 6-29: Bus Trip Distribution Assessment

ROUTE	DIRECTION	%	AM PEAK (08:00-09:00)			PM PEAK (17:00-18:00)		
			IN	OUT	TOTAL	IN	OUT	TOTAL
D8	NB	9.5%	3	9	12	5	4	10
D8	SB	13.1%	4	13	17	7	6	13
309	WB	38.5%	13	37	50	22	18	39
309	EB	4.2%	1	4	5	2	2	4
108	NB	1.0%	0	1	1	1	0	1
108	SB	3.7%	1	4	5	2	2	4
115	EB	24.1%	8	23	31	14	11	25
115	WB	6.0%	2	6	8	3	3	6
Total			33	97	130	57	46	102



6.6.21 **Table 6-29** shows that the Proposed Development would add 50 passengers onto the westbound 309 services in the morning peak hour.

6.7 HIGHWAY ASSESSMENT

6.7.1 The trip generation assessment shows that the Proposed Development will only generate a minor increase in vehicle trips (no more than 39 two-way vehicle movements in the peak hours). However, the proposed closure of the underpass to traffic and associated changes to the Abbott Road / A12 and Lochnagar Street / A12 junctions would change the operation of the highway network and result in the re-routing of local traffic.

6.7.2 Traffic surveys were undertaken in March 2014 and May 2015 that indicate that the underpass is used by around 200 vehicles in the AM peak and around 110 vehicles in the PM peak. On average, only around 100 vehicles per hour use the underpass outside of the peak hours. This means that in the AM peak, traffic from the underpass constitutes 4% of A12 traffic at this location.

6.7.3 The traffic that uses the existing underpass to access the A12 is therefore considered to be negligible in the context of total traffic using the A12, and therefore from a strategic level, closure of the underpass would not be expected to result in a material effect on the operation of the strategic road network.

6.7.4 The closure of the underpass to vehicle traffic provides an opportunity to improve the junction of A12/Lochnagar Street/Zetland Street due to the removal of the approach lane from the underpass. The improvements would comprise a dedicated left-turn lane into Zetland Street and the provision of three ahead lanes for northbound traffic along the A12. This would improve the capacity of the northbound approach, reducing delays and queueing. Drawings showing the proposed bus gate and the improvements to the A12 junction are included in **APPENDIX L**.

STRATEGIC MODELLING

6.7.5 In order to assess the traffic re-routing implications, highway assignment modelling has been carried out by an approved specialist using TfL's London Highway Assignment Model (LoHAM) for a 2031 scenario for both the existing highway network and the proposed highway network.

6.7.6 The full report detailing the results of the Strategic Modelling is included with this report in **APPENDIX F**.

6.7.7 LoHAM has a base year of 2016. All future year scenarios in the model are based on a certain level of growth in the area. Since the development of the model, there has been a significant change in travel behaviour due to the COVID-19 pandemic. The extent of the long-lasting effect on travel behaviour which could include higher levels of working from home, change in peak hour travel and mode choice, is not yet fully known. It is considered that the level of vehicle traffic included in the future year scenarios is robust.

6.7.8 The following scenarios were tested in the strategic model:

- Scenario A: 2031 'Do Nothing' future baseline scenario that includes the Silvertown Tunnel;
- Scenario B: 2031 'Do Something' closure of the underpass and buses re-routed to Lochnagar Street; and
- Scenario C: 2031 'Do Something' closure of the underpass and provision of a bus gate to the A12 from extended Abbott Road.

6.7.9 The model was audited, and minor network improvements were made to the base model to add Lochnagar Street and Leven Road, which were missing from the strategic model.



- 6.7.10 A comparison of the 2016 base year and 2031 'Do Nothing' scenario shows that westbound traffic along Abbott Road is predicted to increase by 58% in the AM and PM peak periods. Journey times along the A12 improve (presumably due to the added capacity provided by the Silvertown Tunnel), and the performance of the A12/Lochnagar Street/Zetland Street junction deteriorates – it is predicted to operate at or over capacity in the PM peak.
- 6.7.11 The results from the modelling demonstrated that re-routing northbound buses to Lochnagar Street would result in significant and unacceptable delays to bus passengers (in the order of 6 minutes). Scenario B has therefore been discounted, and Scenario C, which provides a right turn bus gate onto the A12, is preferred (bus delay of c. 60 seconds).
- 6.7.12 The strategic modelling results recognise that the network in the area around the Site is already approaching or at capacity, and the model is therefore quite sensitive to changes in traffic flows.
- 6.7.13 Overall, the report concludes that the effect of closing the Abbott Road underpass and provision of the bus gate would have a relatively minor impact on the operation of the road network in the study area. The provision of the bus gate ensures that bus journey times will not increase significantly.

MICROSIMULATION MODELLING

- 6.7.14 Following completion of the strategic modelling, the scope of microsimulation modelling was agreed with TfL, including the Stages required as part of the Vissim Modelling Auditing Process (VMAP). The full Vissim modelling results can be found in the modelling report included.
- 6.7.15 To assess the impact of repurposing the Abbott Road underpass, it was agreed that the preferred option identified through the strategic modelling (Option C) would be modelled. As with the strategic modelling, it was also accepted that the proposed development would not generate additional traffic in the future, and as such, the assessment would focus on the impact of closing the underpass to vehicle traffic and the resulting rerouting of traffic and provision of a bus gate from Abbott Road to the A12 for existing and future bus routes travelling through Aberfeldy Island. In addition, the model tested improvements at the junction of A12/Lochnagar Street/Zetland Street, which comprise the provision of three northbound straight-ahead lanes and a left turn lane which would significantly improve capacity at the junction for northbound and westbound traffic.
- 6.7.16 To assess the impact of Option C, TfL provided a Vissim Model 2031 'Do Something' (identified as 2031 Base model in the Vissim model report), which includes traffic associated with the future year 2031, the forthcoming Silvertown Tunnel and nearby committed development Thameside West.
- 6.7.17 As a future base model was provided, there was no requirement to undertake Stages 1 to 3 of the VMAP, and the modelling team agreed the modelling methodology with TfL as part of VMAP Stage 4.
- 6.7.18 TfL signed off on VMAP Stage 5 on 2nd February 2022, confirming that the model is fit for the purpose of assessing the impact of closing the underpass to vehicle traffic and providing a bus gate. TfL is currently preparing a Scheme Impact Report (SIR), which forms part of the final VMAP Stage 6.



- 6.7.19 The overall conclusions of the modelling indicate a decrease in the average delay per vehicle by 40% in the AM peak period and 27% in the PM peak period when compared with the 2031 Base model. Total travel time decreased by 21% in the AM peak period and 8% in the PM peak period, and average speeds increased by 44% and 21% for the AM and PM peak periods, respectively. The changes in delay per vehicle, travel time and average speed indicate a significant improvement in traffic conditions in the modelled area as a result of the proposals.
- 6.7.20 Any issues identified on the local highway network caused specifically by the proposed development will be mitigated through agreement with all stakeholders. This approach was accepted by TfL for Thameside West and has been accepted for the Aberfeldy Village Masterplan application.

CHANGE IN BUS DELAY

- 6.7.21 In terms of bus routes, the assessment indicates that overall bus routes travelling through the study area will see a reduction in travel time. **Table 6-30** shows the changes in travel time for bus routes D8 and 309 (in seconds) and the overall changes for bus routes in the model study area (in hours). **Figure 6-10** shows the segments assessed for routes D8 and 309 in terms of delay.

Figure 6-10: Bus route 309 and D8 Segments



Bus route D8 – Northbound



Bus route D8 – Southbound



Table 6-30: Changes in Bus Travel Time.

Route	Direction	AVERAGE JOURNEY TIME					
		AM PEAK (08:00-09:00)			PM PEAK (17:00-18:00)		
		DM	DS	Change	DM	DS	Change
D8	NB	842.6 (s)	724.0 (s)	-118.7 (s)	739.4 (s)	489.7 (s)	-249.8 (s)
D8	SB	491.8 (s)	206.8 (s)	-285.0 (s)	184.2 (s)	323.5 (s)	139.4 (s)
309	WB	312.5 (s)	375.7 (s)	63.2 (s)	285.6 (s)	325.0 (s)	39.5 (s)
309	EB	487.1 (s)	433.6 (s)	-53.5 (s)	300.4 (s)	321.1 (s)	20.7 (s)
Single Decker Bus	Study Area	88.8 (h)	58.8 (h)	-30.0 (h)	83.1 (h)	57.1 (h)	-26.0 (h)
Double Decker Buses	Study Area	56.6 (h)	48.6 (h)	-8.0 (h)	58.1 (h)	55.0 (h)	-3.1 (h)

- 6.7.22 Overall there are reductions in travel time for buses in the study area. The overall reduction in travel time for all buses combined in the study area is 38 hours in AM peak and 29 hours in the PM peak. For specific routes, the D8 and other buses travelling north and south along the A12 will experience a reduction in travel time in both directions in the morning peak and in the northbound direction in the PM peak (118.7 seconds to 285.0 seconds), but an increase in travel time in the southbound direction in the PM peak (139.4 seconds) whilst travelling between Bromley-by-Bow and the Blackwall Tunnel Approach.
- 6.7.23 Bus route 309 will experience an increase in travel time when travelling between Canning Town flyover and Zetland Street via Abbott Road in the westbound direction in the AM peak and both directions in the PM peak (20.7 seconds to 63.2 seconds). There is a reduction in travel in the eastbound direction in the AM peak (53.5 seconds).
- 6.7.24 It is concluded that the proposed closure of the underpass for vehicle traffic in combination with the improvements at the A12/Lochnagar Street/Zetland Street junction results in reduced journey times for buses in the study area, and there is only a minor increase in journey time for bus route 309 in the segment tested.



6.8 MANAGEMENT PLANS

- 6.8.1 A number of management plans are proposed to enable the safe, sustainable and efficient operation of the Proposed Development.

FRAMEWORK TRAVEL PLAN

- 6.8.2 As part of this planning application, a Framework Travel Plan (FTP) has been prepared, which sets out a range of preliminary management strategies and measures to support and encourage sustainable travel, including walking, cycling and the use of public transport. The Proposed Development also provides facilities to encourage the use of travel to the Site by active modes such as cycle parking facilities, lockers and shower/changing facilities.
- 6.8.3 The overall aim/objective of any TP is to minimise the impact of travel on the local and wider environment and to promote sustainable travel choices, such as walking, cycling and public transport. The FTP identifies the requirement for detailed Travel Plans to be developed upon occupation of Phase A.
- 6.8.4 The FTP is included in **APPENDIX H** for information.

OUTLINE DELIVERY AND SERVICING PLAN

- 6.8.5 An Outline Delivery & Servicing Plan (DSP) has been produced to detail delivery and service vehicle arrangements. The DSP sets out a range of management strategies and measures to ensure the Proposed Development can be readily serviced in an efficient and safe manner without inconveniencing others.
- 6.8.6 The Delivery and Servicing Plan is included in **APPENDIX I** for information.

OUTLINE CONSTRUCTION LOGISTICS PLAN

- 6.8.7 As required within a Healthy Streets Transport Assessment, the Outline Construction Logistics Plan (CLP) is included in Section 7 of this TA. The CLP is based on an indicative construction programme. The CLP will aim to minimise the impact of construction HGVs, light goods deliveries, and the construction works on the local and wider road network and its users.
- 6.8.8 Ahead of construction, a contractor will be appointed who will ensure that a full detailed CLP is prepared to satisfy planning conditions prior to commencement of construction works. This has been prepared in accordance with TfL's Construction Logistics Plan Guidance.
- 6.8.9 The full CLP will provide further information on the duration of construction works volumes of delivery vehicles and confirm the access strategy for different phases of the construction works.

OUTLINE PARKING DESIGN AND MANAGEMENT PLAN

- 6.8.10 The development is proposed to be car-lite with a long terms aspiration of becoming car-free. The PMP will ensure a comprehensive parking management strategy is in place. New residents will not be permitted to apply for on-street parking permits.
- 6.8.11 The Parking Management Plan is included in **APPENDIX J** for information.



7 TOWER HAMLETS ANALYSIS

7.1 INTRODUCTION

7.1.1 This Section of the TA sets out LBTH specific elements of the assessment, which have been discussed in pre-application meetings with LBTH during pre-application meetings.

7.2 LBTH POLICY COMPLIANCE

TOWER HAMLETS LOCAL PLAN 2031: MANAGING GROWTH AND SHARING BENEFITS

7.2.1 As noted in Section 1.12, the LBTH Local Plan sets out a number of transport policies that are relevant to the proposals, and the masterplan has been developed in line with these policies.

7.2.2 **Table 7-1** sets out how the proposals comply with the transport-related policies of the Tower Hamlets Local Plan 2031.

Table 7-1: Tower Hamlets Local Plan 2031 Compliance

POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
S.TR1	<p>Prioritise the needs of pedestrians and cyclists as well as access to public transport, including river transport, before vehicular modes of transport</p> <p>Be integrated effectively alongside public transport, walking and cycling routes to maximise sustainable travel across the borough</p>	<p>An ATZ assessment has been undertaken to assess the key journeys from the Site from the perspective of a pedestrian/cyclist. Recommended improvements along the routes have been provided.</p> <p>The implementation of a pedestrianised underpass will maximise sustainable travel across the borough, connecting with key transport services.</p>
D.TR2	<p>Major development and any development that is likely to have a significant impact on the transport network will be required to submit a transport assessment or transport statement as part of the planning application</p> <p>Development that will have an adverse impact on traffic congestion on the highway network and/or the operation of public transport (including crowding levels) will be required to contribute and deliver appropriate transport infrastructure and/or effective mitigation measures</p>	<p>A Transport Assessment has been submitted.</p>
D.TR3	<p>Residential development is required to be permit-free in terms of on-street car parking. All parking associated with development will be required to be located off-street</p> <p>Development is required to prioritise sustainable approaches to any parking through ensuring:</p> <ul style="list-style-type: none"> a. Priority is given to space for cycle parking b. The allocation of car-club spaces c. There are sufficient electric charging points 	<p>Returning residents will be permitted to apply for on-street parking. New residents will not be able to apply for a permit, and the aspiration is for the development to become car-free in time.</p> <p>Cycle parking will be provided to the standards outlined within London Plan 2021.</p> <p>Car club spaces will be provided within the Proposed Development.</p>



POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
	<p>d. Any parking spaces are distributed across all tenure types with priority given to family homes and accessible properties, and</p> <p>e. Where suitable, publicly accessible shared cycle hire scheme docking station(s) are provided as part of the development (or through a financial contribution)</p>	<p>Parking is distributed by phases and provided according to standards outlined in London Plan 2021.</p> <p>The proposals will re-provide the Cycle Hire docking station within Phase A.</p>
D.TR4	<p>Impact to the transport network and amenity will be avoided, remedied or mitigated through transport assessments, construction management and logistic plans and delivery and servicing plans</p> <p>Delivery of goods and servicing will be provided within the Site to encourage shared arrangements and timing of deliveries unless demonstrated it can take place on-street without affecting highway safety or traffic flow</p> <p>Movement by low emission vehicles, electric vehicles, bicycles and freight consolidation facilities have been prioritised</p> <p>Deliveries to Sites will be reduced through suitable accommodation and management</p>	<p>A Transport Assessment, Construction Logistic Plan and Delivery & Servicing Plan have been submitted as part of the proposals, which include measures that enable and encourage sustainable travel to and from the Site.</p>

DRAFT LEASIDE AREA ACTION PLAN

7.2.3 The Site is located within the area to be covered by the Leaside AAP, which is currently at the consultation stage. The draft policies contained within the draft AAP have been integral to the development of the transport strategy for the Proposed Development.

7.2.4 **Table 7-2** sets out how the proposals comply with the transport-related policies of the draft AAP.

Table 7-2: Tower Hamlets Draft Leaside Area Action Plan Compliance

POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
<p>Policy LS8 'Movement and connectivity improvements'</p>	<p>Proposals for development will be expected to improve the quality and connectivity of walking and cycling routes in the area, including</p> <ul style="list-style-type: none"> Creation of an east-west walking and cycling 'spine' from the River Lea to Langdon Park DLR Station; Creation of an east-west walking and cycling 'spine' between Abbott Road and Chrisp Street Market; and Traffic calming on Abbott Road. 	<p>As part of the proposals, a new high-quality walking and cycling link crossing the A12 will be provided, which will form part of the movement 'spine'.</p> <p>Public realm improvements as part of the Proposed Development will improve the environment for walking and cycling movements from the River Lea to Langdon Park Station.</p> <p>The proposals also include traffic calming on Abbott Road.</p>
<p>Policy LS9 'Liveable Streets'</p>	<p>Proposals in these areas must support the delivery of liveable streets and be designed to minimise 'rat-runs' and shortcuts for cars.</p>	<p>The Proposed Development includes significant on-site public realm improvements in line with the Healthy Streets approach, which prioritise walking and cycling over motorised transport and are expected to reduce rat-running and shortcuts.</p>
<p>Policy LS10 'Parking'</p>	<p>On estate regeneration schemes, the re-provision of existing parking must be justified in terms of existing parking permits held by residents who are returning to the new development. Where possible, development is strongly encouraged to reduce the number of parking spaces currently on-site.</p>	<p>Returning residents will be allowed to have car parking in line with Policy LS10. For the future residents and staff, only blue badge parking and car club spaces will be provided, thereby significantly reducing the parking ratio on-site</p>



POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
<p>Site-Specific Policies for Aberfeldy: LS-A</p>	<p>Redevelopment should be based around a connected, grid-like street network, with buildings that provide active frontages and active and passive surveillance onto streets.</p>	<p>and minimising traffic generation and impacts on the highway network.</p>
	<p>Redevelopment of the area should be based on low traffic neighbourhood principles, with limited opportunities for motorised vehicles to ‘rat-run’ or take shortcuts through the site. Streets should be designed with priority given to pedestrians and cyclists, with motorised vehicles treated as guests rather than owners of the space. Consideration should be given to the potential for shared surfaces on some streets.</p>	<p>The masterplan provides a cohesive, interconnected network of streets that encourages people to walk and cycle – improving passive surveillance on-street. Additionally, the proposals include the provision of commercial units at ground floor level and residential units that open up onto the public highway, further increasing on-street activity and passive surveillance.</p>
	<p>Development of the site should positively address the A12 edge.</p>	<p>The Proposed Development is addressing the A12 frontage with new ‘Poplar Works’ buildings that will help shield future residents/employees from traffic noise. Enterprise Yard, a new shared-use connection parallel to the A12, will provide active uses along the A12, creating a good quality public realm experience.</p>
	<p>The delivery of a new crossing of the A12 at the top of Abbott Road will help to address the significant connectivity problems of this area.</p>	<p>The proposed Superpass provides a new attractive connection across the A12. The closure of the Abbott Road underpass to traffic will mean a significant amount of land can be reclaimed to provide for pedestrian and cyclist movement and the public realm (Highland Place) with enhanced connection to Jolly’s Green.</p>
	<p>A key potential site for improved connectivity is through the provision of a new crossing of the A12 at the top of Abbott Road that can provide the opportunity for onward connections to Jolly’s Green, Crisp Street and Langdon Park DLR station. In all cases, it should include a reclamation of road space to provide an attractive public realm and linkages to the open space of Jolly’s Green on the west side of the A12.</p>	<p>The proposed Superpass provides a new attractive connection across the A12. The closure of the Abbott Road underpass to traffic will mean a significant amount of land can be reclaimed to provide for pedestrian and cyclist movement and the public realm (Highland Place) with enhanced connection to Jolly’s Green.</p>
	<p>Traffic-calming measures should be installed on Abbott Road, including two-way cycle provision and continuous pedestrian crossings on side streets.</p>	<p>Traffic calming measures and enhanced public realm are proposed at Abbott Road, which is expected to experience a significant reduction in traffic flow as a result of closing the existing vehicle underpass to traffic. Given the low traffic flows, narrowed carriageway and 20mph speed limit, the street will become more attractive for cycling.</p>
<p>Consideration should be given to how development connects to the earlier phases of the Aberfeldy development, providing a walking and cycling connection from Aberfeldy Street to the A13 and onward to East India DLR station.</p>	<p>The proposed street network will integrate with the earlier stages of the Aberfeldy Village scheme. Aberfeldy Street is proposed to become a central walking and cycling spine from the A13 and earlier Aberfeldy phases through the development with wide footways, pedestrianised sections, active frontages and priority crossings.</p>	

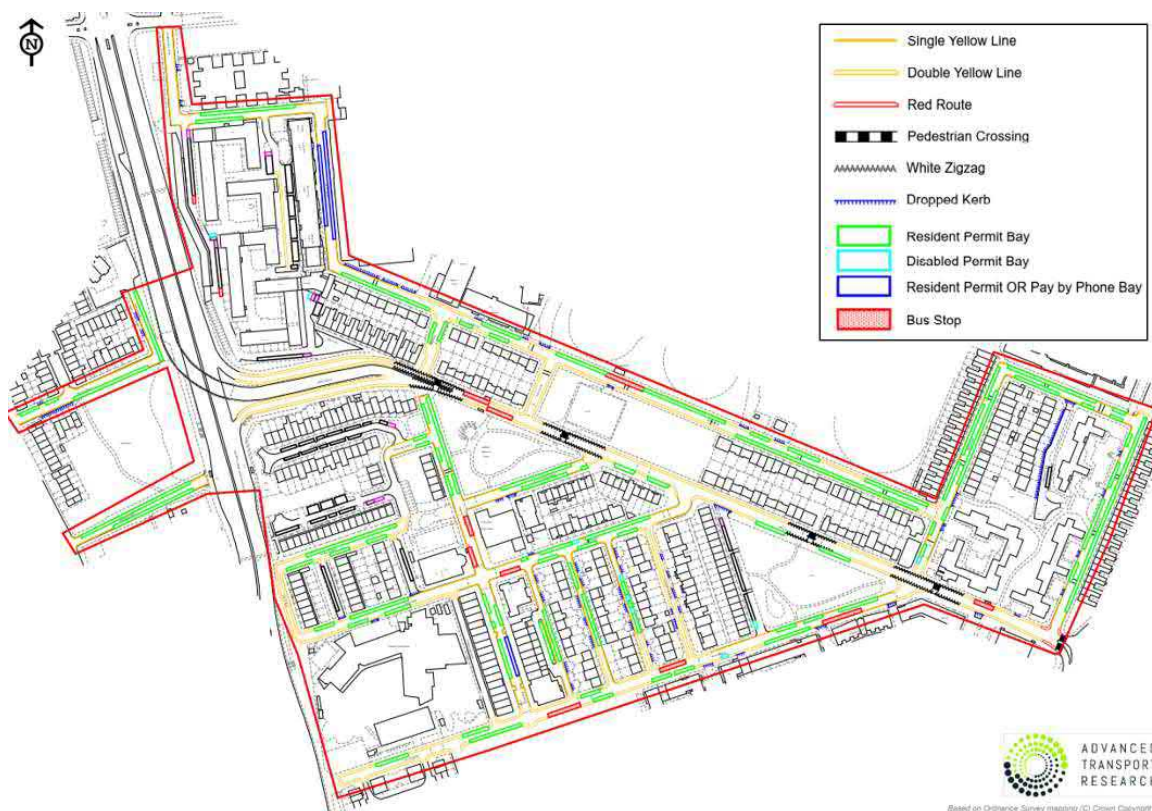
7.2.5 The policy review demonstrates that the Proposed Development will contribute towards the objectives of the AAP.



7.3 CAR PARKING STRESS

7.3.1 Parking beat surveys for the Site and surrounding area was undertaken overnight on Thursday 10 June 2021 and Saturday 12 June 2021. The survey outputs are included in **APPENDIX K**. The survey brief was created based on the industry-standard ‘Lambeth’ Parking Beat Survey methodology. A map showing the extent of the survey area, including the various parking restrictions within the area, is set out in **Figure 7-1** where the red line boundary denotes the surveyed area.

Figure 7-1: Parking Beat Survey Area



7.3.2 The peak parking demand is set out in **Table 7-3**.

Table 7-3: Parking Beat Survey Results

ROAD	RESIDENT PERMIT PARKING PRESSURE		
	Spaces	Cars	Stress
Abbott Road	16	14	88%
Leven Road	114	79	69%
Darnaway Place	6	6	100%
Abbott Road (north)	7	7	100%
Findhorn Street	4	4	100%
Aberfeldy Street	35	24	69%
Ettrick Street	43	22	51%
Dee Street	44	26	59%
Total	269	182	68%

7.3.3 A maximum of 182 cars were observed to be parked in the survey area, with parking stress highest at Abbott Road, Darnaway Place, and Findhorn Street. Some spare parking capacity exists, particularly along Dee Street and Ettrick Street.



7.4 HIGHWAY ADOPTION

7.4.1 The Proposed Development will require parts of the existing public highway to be stopped up and other new streets to be dedicated as highway, as shown on Drawing 4060-1100-T-044 within **APPENDIX L**.

7.4.2 The following key changes are proposed:

- **Abbott Road / A12** – The stopping up of the existing Abbott Road / A12 junction to become Highland Place. It is anticipated that Highland Place would become private with public access. A new Abbott Road / A12 junction would become a public highway.
- **Ettrick Street / Dee Street** – Various parts of Ettrick Street would need to be stopped up and dedicated as highway. Importantly, the proposal would deliver a continuous loop of public highway, which is not currently provided.



8 CONSTRUCTION

8.1 INTRODUCTION

- 8.1.1 This section of the TA summarises the key transport-related matters during the construction of the Proposed Development.
- 8.1.2 A detailed Construction Logistics Plan (CLP) will be prepared and submitted prior to each phase of the Proposed Development and will be secured by planning condition and subsequently be implemented and monitored. The detailed CLP will be developed in close consultation with the relevant contact in LBTH highways (as took place with the production of the CLP for the consented development) once a contractor is appointed.

8.2 OBJECTIVES OF CONSTRUCTION PLANNING

- 8.2.1 The overall objectives of the construction logistics strategy are to:
- lower emissions;
 - enhance safety; and
 - reduce congestion – reduce trips overall, especially in peak periods.
- 8.2.2 Sub-objectives include:
- encouraging construction workers to travel to the Site by non-car modes;
 - promoting smarter operations that reduce the need for construction travel or that reduce vehicle trips in peak periods;
 - encouraging greater use of sustainable freight modes;
 - encouraging the use of greener vehicles;
 - managing the ongoing development and delivery of the CLP with construction contractors;
 - communication of site delivery and servicing facilities to workers and suppliers; and
 - encouraging the most efficient use of construction freight vehicles.

8.3 CONTEXT, CONSIDERATIONS AND CHALLENGES

- 8.3.1 This section describes the local context and issues identified that need to be considered and addressed during construction.

POLICY CONTEXT

LONDON PLAN (MARCH 2021)

- 8.3.2 The London Plan was adopted in March 2021, and the Policy T7 'Freight and Servicing' set out that *“Development proposals must adopt appropriate construction site design standards to enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.”*



TFL CONSTRUCTION LOGISTICS PLAN GUIDANCE

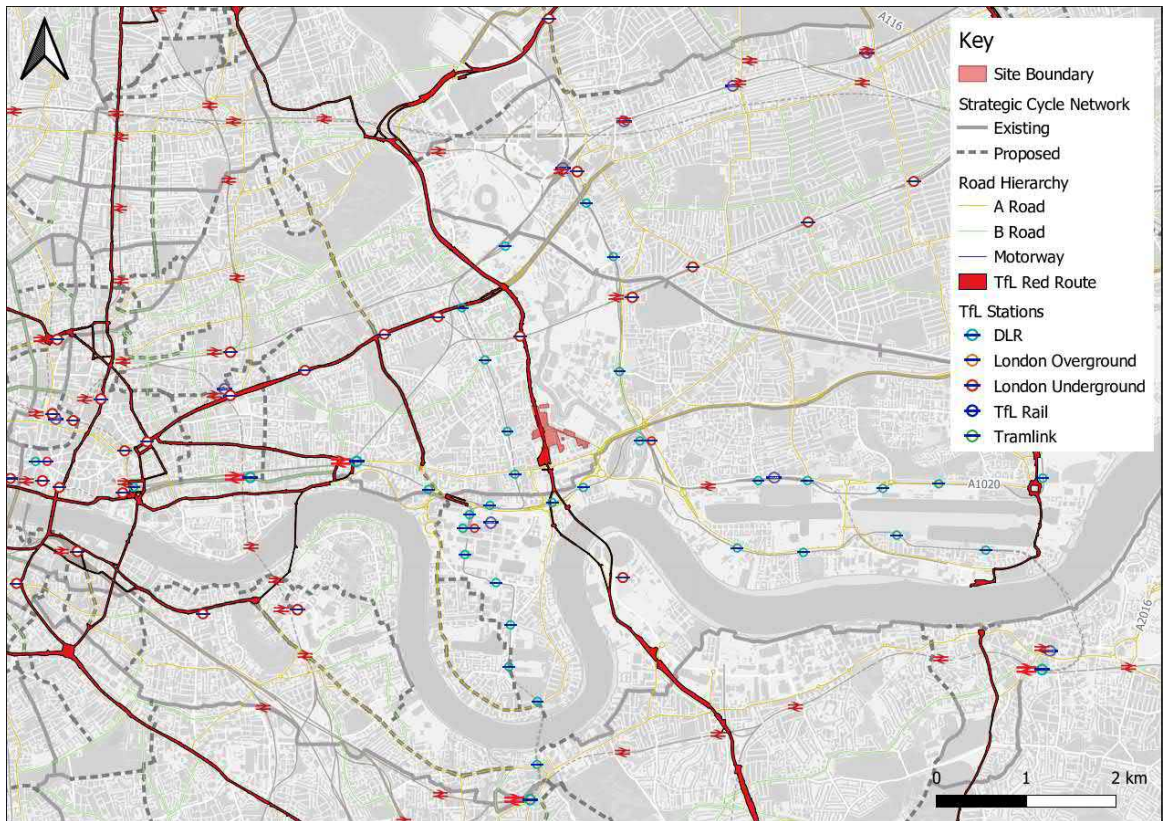
- 8.3.3 Transport for London issued the 'Construction Logistics Plan Guidance' in July 2017 ("Guidance"), the purpose of which is to ensure that CLPs of high quality are produced to minimise the impact of construction logistics on the road network. The Guidance focuses on reducing the impact of construction in terms of:
- Environmental impact: Lower vehicle emissions and noise levels;
 - Road risk: Improving the safety of road users;
 - Congestion: Reduced vehicle trips, particularly in peak periods, and
 - Cost: Efficient working practices and reduced deliveries.
- 8.3.4 CLPs provide a framework for understanding and managing construction vehicle activity into and out of Proposed Development and should detail:
- The amount of construction traffic generated;
 - The routes the construction vehicles will use and consideration of local impacts;
 - The impact on relevant Community Considerations, and
 - Any traffic management that will be in place.
- 8.3.5 There are two types of CLPs that may be required. An outline CLP accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme. A detailed CLP that is submitted to a planning authority pursuant to and in the discharge of a condition(s) that has been imposed on the planning permission. It provides the planning authority with the detail of the logistics activity expected during the construction programme.
- 8.3.6 The Guidance suggests a range of measures and strategies that should be considered to reduce the impact of construction on the local environment.

PLANS

- 8.3.7 **Figure 8-1** shows the location of the Proposed Development in a regional context, showing:
- Strategic roads that are likely to be used to access the Site, and
 - Community considerations.



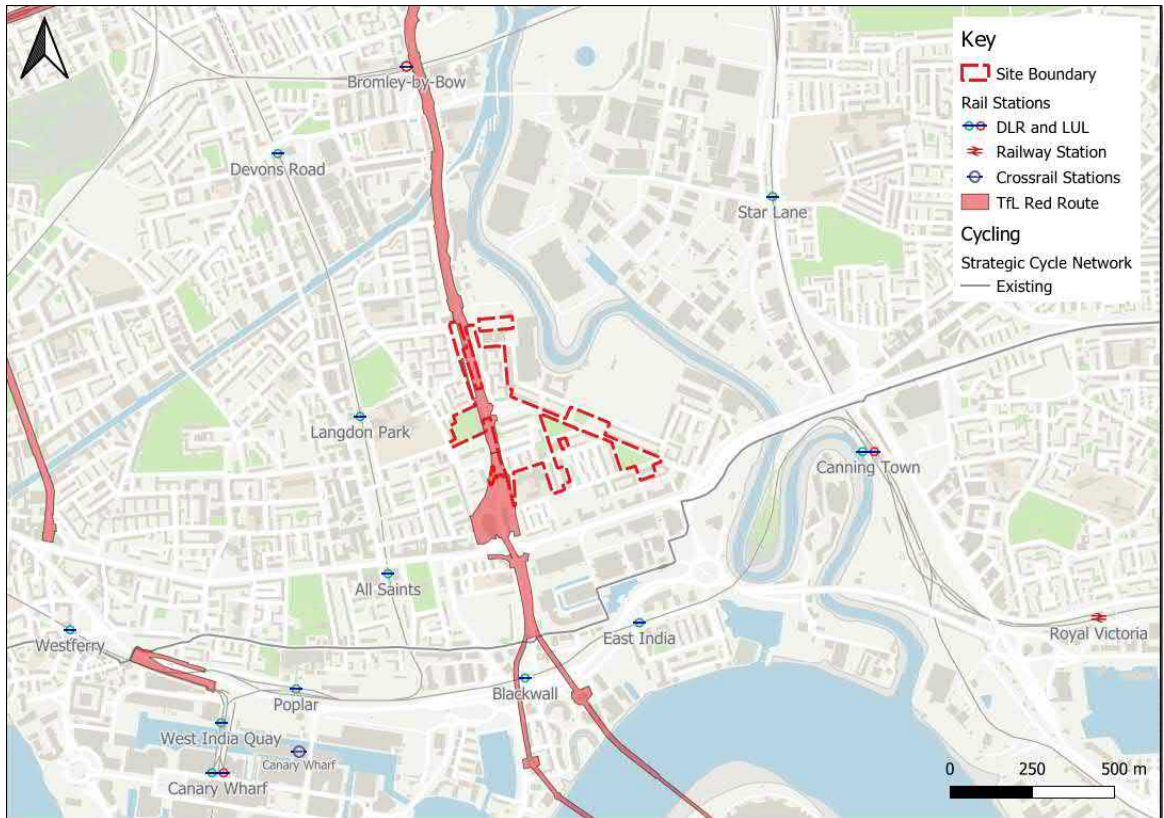
Figure 8-1: Site Location in Context of Wider Transport Network



8.3.8 Figure 8-2 shows the location of the Site in a local context.



Figure 8-2: Site Location in Context of Local Transport Network



8.4 CONSTRUCTION PROGRAMME AND METHODOLOGY

8.4.1 This chapter sets out the indicative construction programme for the Proposed Development. Once a contractor is appointed, a detailed CLP would be prepared, providing further detail and confirming the programme and detailing the construction methodology.

CONSTRUCTION PROGRAMME PHASES

8.4.2 Planning for demolition and construction is at a preliminary stage and may be subject to review and modification during detailed construction planning. For this reason, the following information is based on reasonable assumptions in the construction programme and the collective experience of the consulting team with similar projects.

8.4.3 The programme presents the likely sequence of activities and is based on reasonable assumptions in terms of the works, site logistics and the mitigation measures that will be implemented. The construction programme is expected to be of the order of 127 months (10.5 years). The development will be constructed in four phases. **Table 8-1** sets out the development quantum and estimated construction period for each phase.



Table 8-1: Construction Phasing (Maximum Parameters)

PHASE	MAXIMUM DEVELOPMENT QUANTUM		CONSTRUCTION PERIOD		
	Residential Dwellings	Non-Residential Area (GIA sqm)	Start	End	Duration (Months)
Phase A	277	1,490	Sep 2022	Dec 2024	28
Phase B	556	1,224	Aug 2024	Dec 2027	41
Phase C	587	1,847	Jun 2027	Jan 2031	44
Phase D	208	804	Jun 2031	Apr 2033	22
Total	1,628	5,364			127

8.4.4 The following section outlines the main activities to be undertaken and the approximate duration of the works. Some activities will occur concurrently.

SITE SETUP AND DEMOLITION

8.4.5 Prior to the commencement of any site works, the local community will be notified in writing of the nature and duration of works. The name and contact details of the person responsible for the site works will be included in the introductory letter, and this will be used for all enquiries for the duration of the works. Updates of work will be provided regularly, and any complaints will be properly addressed as quickly as possible as part of the Contractor’s commitment to the Considerate Contractors Scheme.

8.4.6 The safety of the public and protection of pedestrians will be ensured at all times by having the construction site, materials storage areas and waste storage areas either hoarded or fenced with lockable access. Relevant signage will be erected to ensure adequate warning/information regarding the health and safety of the public.

8.4.7 All construction site boundaries will be enclosed by clean, safe and well-maintained hoardings. These hoardings will be designed to allow the display of notice boards to ensure good communication with local residents. All footways, signage and notice boards will be well lit. Site offices and welfare facilities would be provided on-site.

BASEMENT EXCAVATION AND PILING

8.4.8 The development is to be constructed using traditional construction techniques and materials with hoists and tower cranes. The structure of the buildings is likely to be a concrete frame or similar frame construction clad in brickwork.

SUB-STRUCTURE

8.4.9 In this stage, the excavation to reduced levels will lead to the construction of pile caps, ground beams, lift pits, and tower crane bases, followed by the pouring of ground floor slabs to allow the construction of the superstructure works to commence.

SUPERSTRUCTURE CONSTRUCTION

8.4.10 The superstructure of each building will be constructed with in situ reinforced concrete. Construction of the cores will utilise the slip form construction method. The rest of the works and the construction of cores, columns and slabs will utilise standard methods.

8.4.11 Tower cranes will service the construction of the Proposed Development and will be used to offload goods from the designated unloading points and to transfer them to their installation positions.



CLADDING

- 8.4.12 It is likely that unitised walling will be used for cladding. This approach comprises fully assembled storey height frames (elements) including glass, solid panels, windows etc. which can be delivered to the Site on a 'just-in-time' basis for immediate incorporation onto the building frame.

FIT-OUT

- 8.4.13 The main fit-out will commence once the cladding to the lower floors is completed; and once the lower floors are watertight through completed floors above.

EXTERNAL WORKS / LANDSCAPING

- 8.4.14 External works and landscaping for the Proposed Development would be undertaken at the end of the construction programme.

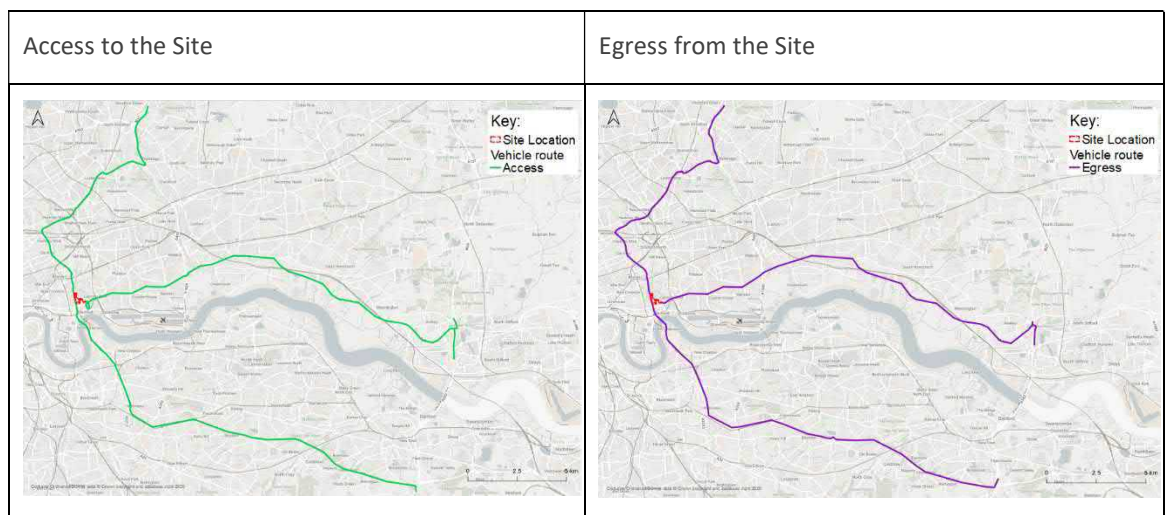
8.5 VEHICLE ROUTING AND SITE ACCESS

ACCESS ROUTE

- 8.5.1 This chapter details the vehicle routing and access arrangements for construction vehicles to and from the Site. These arrangements have been designed to minimise the impact of construction traffic on the wider highway network and the surrounding neighbourhood.

- 8.5.2 The strategic road network will be used to reach the Site. Construction traffic is expected to access and egress the Site from M25 and A13 (from the east), M25, A2, A102, Blackwall tunnel and A12 (from the south), and M11 and A12 (from the north). The access and egress routes are presented in **Figure 8-3**.

Figure 8-3: Construction access and egress to/from the Site



CONSTRUCTION VEHICLES

- 8.5.3 Vehicular movements to and from the Site will be controlled and managed. Separate access gates will be provided for pedestrian, cycle and vehicular access. A plan of the Site will be provided to all suppliers, clearly showing the access and exit point for all vehicles.
- 8.5.4 During the demolition stage, construction vehicles will make use of the existing street network and accesses.



8.5.5 To minimise the likelihood of congestion during the construction period, strict monitoring and control of vehicles entering and egressing the Sites will be implemented. Construction deliveries will be carefully planned, with delivery times agreed upon with each subcontractor and supplier using a booking system. Delivery schedules will be produced in order to look at the profiles of up and coming deliveries and regulate deliveries and avoid any potential queueing.

8.5.6 Secure gates and wheel cleaning facilities will be established on-site at the construction gates.

PERSONNEL ACCESS

8.5.7 Given the accessible location of the Site, most operatives are anticipated to arrive by public transport. Parking for operatives will not be provided.

8.5.8 Pedestrian access to the Site will be segregated from vehicle traffic at all times, with clear signage to maintain the safety of the Site and the public.

LOADING

8.5.9 The Site will provide space to accommodate delivery vehicles, and therefore a holding area on the public highway or elsewhere is not expected to be required. This will limit the potential for impacts such as queuing on the public highway.

USE OF LOGISTICS AND CONSOLIDATION CENTRES

8.5.10 A booking system will allow deliveries to be managed efficiently. The use of an off-site construction consolidation centre will be investigated. Where possible, vehicles will be fully loaded, thereby minimising the number of vehicle trips made by tipper trucks and concrete mixing trucks.

8.5.11 Smart procurement will be encouraged to share suppliers and minimise the number of construction vehicle trips.

CONSTRUCTION VEHICLE SWEEP PATH ANALYSIS

8.5.12 A swept path analysis exercise has been undertaken to show the following vehicles accessing, egressing and manoeuvring on-site:

- Large Tipper;
- Generic Low Loader with Trailer Steering (18.0m);
- Large Mobile Crane;
- 400T Mobile Crane;
- FTA Design HG Rigid Vehicle;
- FTA Design Articulated Vehicle;
- 7.5 Box Van;

8.5.13 The proposed construction logistics drawings, including swept path analysis drawings showing the above vehicles accessing/egressing the construction site, are included in **APPENDIX M**.

8.5.14 Banksmen will assist with the arrivals and departures of vehicles.



SITE HOARDING

- 8.5.15 Details of the erection and maintenance of boundary hoarding behind any established visibility zones will be outlined in this section, the hoarding of which may be required for security purposes and to ensure that the construction site is not accessed by non-authorised persons.
- 8.5.16 Details of any permits required to be applied for from LBTH in order to implement boundary hoarding will also be outlined.

8.6 STRATEGIES TO REDUCE IMPACTS

- 8.6.1 A number of strategies and measures are planned to reduce the impacts of construction and construction traffic on the local area. The planned measures can be categorised as follows:
- Committed – Measures that will be implemented as part of the CLP;
 - Proposed – Measures that are feasible and likely to be implemented. Once a contractor is appointed, these measures will be studied further and confirmed within the Detailed CLP, and
 - Considered – Measures that are unlikely to be implemented or feasible but could be investigated or become relevant in the future.
- 8.6.2 **Table 8-2** summarises the planned measures for the construction of the Proposed Development based on the checklist provided in TfL’s CLP guidance.



Table 8-2: Construction planned measures

PLANNED MEASURES	COMMITTED	PROPOSED	CONSIDERED
MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries		x	
Re-timing for out of hours deliveries		x	
Use of holding areas and vehicle call off areas			x
Use of logistics and consolidation centres			x
MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT			
Freight by water			x
Freight by rail			x
MATERIAL PROCUREMENT MEASURES			
Design for Manufacture and Assembly and off-Site manufacture			x
Re-use of material on Site		x	
Smart procurement		x	
OTHER MEASURES			
Collaboration with other Sites in the area	x		
Implement a staff travel plan	x		

CONSTRUCTION LOGISTICS AND COMMUNITY SAFETY (CLOCS)

- 8.6.3 The CLOCS¹⁰ (Construction Logistics and Community Safety) standard will be signed up to, which will ensure that the Principal Contractor (as well suppliers and sub-contractors) follow safe practices in the management of their operations, vehicles, drivers and construction Sites.
- 8.6.4 All construction vehicle operators will be required to be accredited in line with the Fleet Operator Recognition Scheme¹¹ (FORS). FORS accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licenced to operate vehicles that are properly maintained, equipped and insured. It is a mechanism by which adherence to the CLOCS standard can be assured and monitored.

VEHICLE ACCESS MANAGEMENT

- 8.6.5 Access will be controlled by a traffic marshal, assisting vehicles entering and egressing from the site. The marshals and the drivers will be trained to operate the relevant safety procedures and correct signalling systems.
- 8.6.6 Non-construction traffic and all pedestrians will be given priority, with all construction vehicles either making deliveries or collections under the continuous control of a traffic marshal. There will be multiple people providing this support.

¹⁰ Construction Logistics and Community Safety, <https://www.clocs.org.uk/>, accessed 20 October 2021

¹¹ Fleet Operator Recognition Scheme, <https://www.fors-online.org.uk/cms/>, accessed 20 October 2021



- 8.6.7 Vehicles will enter and exit the Site in forward gear, minimising the need for reversing. Entry/ exit gates will be closed at all times other than for the arrival or departure of deliveries.
- 8.6.8 All delivery drivers will be required to wear full PPE when on-site and will be provided with a summary of site rules issued/ advised when they sign in.
- 8.6.9 This CLP will form part of the subcontractor's tender enquiry documents to ensure its contents are taken into account within their pricing and methodology. Upon contract award, the contents of the detailed CLP plan will be communicated to all site personnel during their pre-start inductions, which will include but not be limited to the use of the dedicated access/egress, restricted construction routes, the need to adhere to the speed limits locally and no parking should take place other than within designated areas.

CONSTRUCTION DELIVERIES

- 8.6.10 A delivery scheduling system is planned to allow for the control and management of the timings of deliveries. Booking availability will be determined by unloading space available, activities on-site, and managed carefully to minimise impacts on the local transport network. A comprehensive daily logistics schedule will be maintained, and unauthorised deliveries will be turned away until the approved procedure has been followed.
- 8.6.11 Construction staff on-site will be prepared for the arrival of all vehicles to prevent vehicles from needing to wait on the public highway. Deliveries will be made 'just in time' to minimise the amount of space required on-site for construction materials. Hard copies of daily delivery schedules will be displayed at prominent locations, e.g. provided at the gate/ offloading points, at hoists and also issued to drivers, forklift drivers and any other materials handling equipment operators, all of whom need to be in constant radio communication with one another. All radio users will be trained on correct radio procedures and protocols.

VEHICLE CLEANING

- 8.6.12 To prevent the contamination of local roads, a proprietary wheel wash system and a jet wash will be in place inside the Site gates. The system will clean the wheels and undercarriage of vehicles during the demolition, substructure and superstructure phases. The traffic marshal will then check each vehicle for cleanliness before allowing the vehicle to leave the Site. Additionally, working practises will be selected to minimise the release of dust, for example, through water suppression during cutting operations.

CONSOLIDATION

- 8.6.13 Any abnormal loads will be planned in advance and agreed upon with the Highways Authority.
- 8.6.14 The use of an off-site construction consolidation centre will be investigated; however, the booking system will allow deliveries to be managed efficiently where possible vehicles will be fully loaded, thereby minimising the number of vehicle trips made by tipper trucks and concrete mixing trucks.
- 8.6.15 Smart procurement will be encouraged in order to share suppliers and minimise the number of construction vehicle trips. All suppliers will be made aware of access and routing requirements.



SUSTAINABLE TRANSPORTATION

- 8.6.16 The use of water and rail modes to transport freight would not be practical given that there will be limited demolition or muck away material and that the Site does not have direct access to the river or rail networks. Off-Site manufacture and re-use of material will be investigated and proposed where practical. Once appointed, the contractor will develop a plan to maximise smart procurement and investigate the opportunity to collaborate with other local construction Sites.

STAFF TRAVEL PLAN

- 8.6.17 A Staff Travel Plan will be prepared by the contractor as part of the Detailed CLP to encourage the use of sustainable modes considering the good level of public transport accessibility. Car parking for construction workers will be restricted. Staff cycle parking facilities will be provided.

PUBLIC HIGHWAYS AND FOOTWAYS

- 8.6.18 The Proposed Development includes changes to parts of the existing public highway, including the existing Abbott Road underpass, Balfron Subway, and parts of the on-site public highway network. These works would be expected to be undertaken through a section 278 agreement, to be agreed between the Applicant and LBTH (and TfL where relevant).
- 8.6.19 The public highway and local footpaths will be safeguarded against damage by:
- Scaffolding for construction works (should this be required) should be erected and fully encapsulated in fire-resistant Monarflex sheeting;
 - Any vehicle removing loose rubbish or debris from the Site will have the load fully sheeted hence safeguarding against any debris falling onto the road; and
 - In addition, it is not envisaged that the highway will be used for storage or welfare facilities.
- 8.6.20 The Site access points should allow all vehicles to enter the Site in a forward direction. In the event that HGVs are required to reverse, a marshal will be in attendance at all times. As set out within the Health and Safety Executive (HSE) guidance, the marshal/banksmen directing vehicle movements will be trained and authorised to do so.

CONSTRUCTION PERSONNEL

- 8.6.21 Confirmation will be provided in the detailed CLP as to whether welfare facilities can be provided on-site to minimise the need for travel off-site during the day. This might include lockers for on-site operatives to allow storage of tools to discourage any construction workers that stay locally during the week from needing to travel by van each day.
- 8.6.22 All construction staff site operatives will be given a site induction.
- 8.6.23 No construction staff car parking will be provided on-site. Cycle parking facilities will be provided. Staff will be expected to use sustainable modes of travel to work, considering the good level of public transport accessibility and lack of on-site or nearby parking.



CONSTRUCTION HOURS OF OPERATION

- 8.6.24 Construction works are anticipated to take place during normal construction working hours (i.e. 08:00–18:00 Monday - Friday, 08:00-13:00 Saturday). No construction work will take place on Sundays, Bank or Public Holidays unless authorised by the local planning authority).
- 8.6.25 The detailed CLP will aim to minimise the impact of construction HGVs, light goods deliveries and the construction workforce through careful coordination of arrivals and departures.

SITE COLLABORATION

- 8.6.26 Once appointed, the contractor will investigate the opportunity to collaborate with other local construction sites.
- 8.6.27 To reduce construction impact on the local community, the contractor will liaise with other local construction site operators to coordinate traffic activities (for example, any proposed road or footway impacts).

8.7 ESTIMATED VEHICLE MOVEMENTS

- 8.7.1 The volume of construction vehicle trips is based on the anticipated construction material volumes, the programme, sequencing of work, site logistics and the mitigation measures that will be implemented to consolidate deliveries.
- 8.7.2 Based on the indicative programme and construction information, the estimated number of construction vehicle trips per month and per day are summarised in **Table 8-3**.

Table 8-3: Estimated monthly construction vehicles

YEAR	CONSTRUCTION VEHICLES	
	Daily	Monthly
2022	22	459
2023	46	937
2024	27	554
2025	46	947
2026	66	1,360
2027	36	728
2028	21	440
2029	35	711
2030	27	563
2031	9	187
2032	28	566
2033	24	502

- 8.7.3 Peak construction will occur in 2026. During the peak month, a total of 1,545 construction vehicles are anticipated, or around 75 vehicle construction vehicles per day.

8.8 IMPLEMENTING, MONITORING AND UPDATING

- 8.8.1 In the first instance, this Outline CLP will be issued to LBTH as part of the Planning Application.
- 8.8.2 An appropriate planning obligation or condition would secure the requirement for the Detailed CLP to be submitted and approved prior to commencement of the Proposed Development. The detailed CLP would be prepared by the Principal Contractor.



- 8.8.3 The Principal Contractor will be responsible for implementing the CLP. It is expected that a Contractor and Driver Handbook would be used to distribute information that makes sure that all contractors are aware of their obligations.
- 8.8.4 The key measures identified to manage and control the impacts of construction traffic are expected to be:
- Commitment to meet CLOCS / FORS accreditation;
 - Use of delivery scheduling system;
 - Designated construction traffic routes ensuring all HGVs use appropriate strategic roads; and
 - Staff Travel Plan

8.9 MONITORING

- 8.9.1 A coordinator will be appointed to undertake the day-to-day management of the Construction Logistics Plan and will be the first point of contact for dealing with any site issues. The Plan will be regularly monitored.
- 8.9.2 Data sharing is a key principle for the success and continuous improvement of construction. A list of items will be agreed upon, and specific data will be disseminated. This is expected to include:
- Compliance;
 - FORS compliance;
 - Routing compliance;
 - Staff car parking ;
 - Data from the delivery scheduling system and the recorded log of vehicle movements to the site;
 - Vehicle type and size;
 - Duration on-site;
 - Safety issues, including any injuries or near misses;
 - Breaches and complaints, and
 - Staff travel survey.

8.10 UPDATING

- 8.10.1 The outline CLP will be developed into a detailed CLP once a contractor is appointed and following the grant of any planning permission. The detailed CLP will be prepared in consultation with LBTH and require the approval of the highway authority. This will ensure that all construction activities on the Site accord with relevant policy requirements.
- 8.10.2 After the detailed CLP is submitted and approved, the CLP will be an evolving document to account for any changes to the construction strategy and incorporate monitoring results and any consequent changes. It will be reviewed internally on a monthly basis and/or at any time there is a significant change in the construction process. This will ensure that the document remains relative to the realities of the Site at any point in time.
- 8.10.3 The CLP will be kept on-site and updated by the Principal Contractor in consultation with the highway authority.



9 CONCLUSIONS

- 9.1.1 This Transport Assessment has been prepared by Velocity Transport Planning and is submitted in support of a hybrid planning application for the Aberfeldy Village Masterplan. The hybrid planning application is made in relation to the north of East India Dock Road (A13), east of the Blackwall Tunnel Northern Approach Road (A12), and to the south-west of Abbott Road on behalf of the Applicant. The hybrid planning application is formed of detailed development proposals in respect of Phase A for which no matters are reserved and outline development proposals for the remainder of the Site, with all matters reserved. The Detailed Proposals and Outline Proposals together are referred to as the “Proposed Development”. This TA has considered the maximum development parameters.
- 9.1.2 The Proposed Development comprises the comprehensive redevelopment of the Site. The Proposed Development will provide residential dwellings, new retail and workspace floorspace and supporting transport infrastructure, including new streets and the pedestrianisation of the A12/ Abbott Road vehicular underpass with the provision of a connection to Jolly’s Green. The Proposed Development will also provide significant new high-quality public realm, including a central square, a High Street and improved green spaces.
- 9.1.3 The Site is currently occupied by 330 existing affordable and local authority homes and privately-owned residential dwellings, as well as retail units and public realm.
- 9.1.4 A review of the existing transport network, severance and infrastructural barriers has been undertaken and informed the transport strategy for the Proposed Development. The A12, A13 and River Lea cause major local severance. The A12 bounds the site to the west and causes material severance that restricts pedestrian and cyclist movement. There are crossings available in the form of signalised traffic signals which take a long time to use, and several subways, which are unattractive spaces with limited passive surveillance and are perceived as being unsafe to use by the existing community. The Abbott Road vehicle underpass and associated approach ramp, which connects to the A12, severs the north and south of the site.
- 9.1.5 A study was undertaken that assessed 13 options to address the severance caused by the A12 to east-west walking and cycling movement. The study identified the preferred solution to be both the closure of the underpass and its repurposing as a new walking and cycling connector, combined with improvements to the existing Balfron Subway. This would provide a new, spacious, high-quality connection across the A12 able to accommodate the significant increase in travel demand that will be generated not only by the Proposed Development but by committed and new developments on either side of the A12, and once new bridges crossing the River Lea are opened.
- 9.1.6 As a result of the closure of the underpass to motorised vehicles, traffic flows on Abbott Road are expected to reduce significantly. The masterplan proposes to transform Abbott Road to a Healthy Street by calming traffic, improving facilities for buses, and providing attractive links between green spaces for pedestrians.
- 9.1.7 A new A12 Abbott Road junction will re-provide the left turn movements on and off the A12, and a right turn bus gate would continue to allow buses to cross the A12 with minimal delay.



- 9.1.8 The Balfroon Subway will also be improved by straightening the stairway to achieve greater overlooking and providing an accessible ramp which will especially benefit pupils of the Culloden Primary Academy, people with mobility impairment and cyclists.
- 9.1.9 The Proposed Development has been designed with the Healthy Streets approach in mind. Priority is given to pedestrian and cyclist movement, which is enhanced by a landscape and public realm strategy that significantly reduces vehicle dominance compared to the existing site layout. Vision Zero principles have also been followed throughout while ensuring necessary servicing vehicles and activity can be safely accommodated.
- 9.1.10 Cycle parking will be provided in line with the standards set out in the London Plan (2021) and the London Cycle Design Standards.
- 9.1.11 The development will be car-lite, with only blue badge spaces being provided for the new residential use and the employment uses. All parking spaces, whether private or on the public highway, will be provided with electric vehicle charging facilities. Existing residents returning to the Site that have permits will be allowed to retain their parking space. It is anticipated that car ownership levels will gradually decline by not offering new permits. Four car-club bays are proposed within the Proposed Development.
- 9.1.12 Residential and commercial servicing for the Proposed Development will take place from on-street dedicated loading bays, kerbside under no waiting restrictions, and from some internal loading bays.
- 9.1.13 Given the approach to car parking, the impact of traffic generated by the Proposed Development is negligible (forecast to be no more than 39 two-way movements in the peak hours). Strategic modelling undertaken using TfL's LoHAM model shows that traffic re-routing associated with the closure of the Abbott Road underpass would not materially impact the local highway network.
- 9.1.14 The VISSIM modelling identified a reduction in travel time for vehicles travelling within the study area and showed particular benefits to northbound traffic on the A12. The localised benefits are due to the improvement of capacity for northbound traffic at the junction of A12/Lochnagar Street/Zetland Street, which will be gained by reconfiguring the underpass exit to two lanes for A12 traffic. The VISSIM modelling has passed VMAP Stage 5, and the Scheme Impact Report is currently being prepared by TfL.
- 9.1.15 There is an overall decrease in travel time for buses within the model area, the VISSIM model predicts a reduction of 38 hours in the AM peak and 29.1 hours in the PM peak. There is a minor increase in travel time for bus route 309 from the Canning Town flyover to Zetland Street in both directions (20.7 seconds and 63.2 seconds). Overall buses that travel northbound and southbound along the A12 between Blackwall Tunnell Approach and Bromley-by-Bow will see a reduction in travel time of up to 249.8 seconds. The impact of the proposals on bus journey time is therefore considered positive overall.
- 9.1.16 The impact on the public transport network has been assessed using TfL Railplan and NUMBAT data. The impact on the Canning Town Station gateline and DLR / Jubilee line loads is shown to be negligible, with future flows operating within planned capacity.
- 9.1.17 A Framework Travel Plan, Delivery & Servicing Management Plan, and Parking Design & Management Plan have also been prepared and are appended to this document.
- 9.1.18 **Table 9-1** summarises the conclusions of this Transport Assessment.



Table 9-1: Key Transport Issues and Solutions

KEY TRANSPORT IMPACTS / ISSUES		SOLUTIONS / MECHANISMS
Transport Planning for People	Practicalities of car-free living	The TCoL analysis indicates most of the socio-economic segments expected to reside at the development have low car use and higher than average propensity to change modes to sustainable travel. The Proposed Development seeks to exploit this opportunity for sustainable travel.
Tackling Severance and Enabling Active Travel	Lack of attractive pedestrian and cycle routes along desire lines to cross infrastructural barriers that bound the Site.	The Proposed Development will deliver a new, attractive, accessible crossing for the A12 and improve the Balfron Subway A12 crossing. These improvements will allow people to easily cross this infrastructural barrier and, in conjunction with new River Lea bridges, will facilitate strategic east-west movement by active travel in line with the draft Leaside AAP.
	Enabling future east-west strategic demand from the area northeast of the River Lea to the west of the A12 generated by new and existing residents.	
Tackling Severance and Enabling Active Travel	Lack of accessible, step-free routes to and from the Site for people with a mobility impairment or parents with a pram.	Improvements to the existing Balfron Subway include making the access DDA compliant, which will make the subway accessible to wheelchair users and people walking with prams. The Superpass access ramps have been designed to provide a gentle gradient to ensure easy accessibility for all.
	Bus services through the Site should be retained, and buses should continue to be able to travel northbound on the A12.	As part of the proposed A12/Abbott Road junction, a right-turn bus gate will be introduced, which will ensure buses will be able to egress the Site and turn northbound onto the A12 with minimal delay.
Site & Surroundings	Making the Site an attractive place for people to walk and cycle, promoting healthy lifestyles.	Significant on-site landscaping and improvements to Public Realm are proposed in line with the Healthy Streets approach.
	The space required to accommodate policy-compliant cycle parking.	Cycle parking will be provided on Level 01 as well as the ground level.
	Accommodating servicing activity associated with mixed-use development.	The proposals include facilities for on- and off-street servicing, which will be able to accommodate additional servicing demand associated with the Proposed Development. A draft DSP has been prepared and will be secured by a planning condition.
	Encouraging car-lite lifestyles on-site in line with the Mayor's Transport Strategy and LBTH Local Plan policies D.TR3 and D.TR4.	While existing returning residents who have requested it will be permitted to retain their parking permits, the development will be permit-free for all new residents, except blue badge holders.
	The Proposed Development should ensure that the lifestyles of people with a disability are not limited by design choices.	The design has managed to accommodate disabled parking in line with London Plan standards.
Active Travel Zone and Vision Zero	The ATZ assessment has identified the worst parts of wider walking and cycling routes (primarily being crossing the A12), and Vision Zero analysis shows some accident clusters.	On-site traffic calming, pedestrianisation of sections of the masterplan and the provision of a new grade-separated crossing over the A12 will improve journeys for people walking and cycling and reduce pedestrian-vehicle conflict in line with Vision Zero principles.
	The development will generate new trips on the transport network.	By providing low levels of car parking, good quality cycle parking, a new public realm and improved opportunities for people walking and cycling to cross infrastructural barriers, the majority of new trips will be made using sustainable modes of transport.



	KEY TRANSPORT IMPACTS / ISSUES	SOLUTIONS / MECHANISMS
London Wide Network	The development proposal will impact the highway network.	Strategic modelling using TfL's LoHAM model concludes that the Proposed Development, including the closing of the underpass for motorised transport, would have a relatively minor impact on the operation of the road network in the study area.
	The development will add trips to the public transport network.	A public transport distribution and assignment exercise has been undertaken that shows that the Proposed Development would not have a detrimental impact on capacity on DLR or LU services. The development would be expected to generate around 10 additional passengers per westbound 309 bus service in the AM peak.
Local Borough Analysis	Some parts of the existing public highway will need to be stopped up to facilitate the Proposed Development, and other new streets will need to be dedicated as highway.	Extensive engagement with LBTH has informed the current proposed highway adoption plan. It is expected that this engagement will continue during the determination period.
Construction	Full details of the construction methodology, including loading areas and pedestrian diversions, will not be finalised until a contractor is appointed.	A detailed Construction Logistics Plan is to be prepared by a contractor once appointed.

9.1.19 The Proposed Development is designed to make the best use of the space available to deliver a sustainable, high-quality scheme that improves access for existing and future residents of the Site and the surrounding area. Embedded design features such as the provision of electric vehicle charging points, high-quality cycle parking and a pedestrian-friendly public realm will help to encourage sustainable travel in line with the Mayor's objectives as well as meet the Healthy Streets and Vision Zero approaches.



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