



Bishopsgate Goodsynd Regeneration Ltd

THE GOODSYARD

Transport Addendum Note





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THE GOODSYARD

Transport Addendum Note

TYPE OF DOCUMENT (VERSION) CONFIDENTIAL

PROJECT NO. 70040342

DATE: FEBRUARY 2020

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft	Revision 1	Revision 2	FINAL
Date	January 2020	January 2020	February 2020	June 2020
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Project number	70040342	70040342	70040342	70040342
Report number	01	02	03	04
File reference	01	02	03	04

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1 INTRODUCTION

- 1.1.1. This Transport Addendum Note has been prepared by WSP on behalf of the applicant for the The Goodsyrd site planning application in the London Borough of Tower Hamlet and London Borough of Hackney.
- 1.1.2. The planning application includes a detailed application for Plot 2, and other listed building applications. The remainder of the Plots form the outline application. The outline planning application will seek approval for the quantum of development, with a maximum and minimum quantum for each use and Plot.
- 1.1.3. The Transport Addendum Note will address comments received from the Greater London Authority (GLA), which were provided by the London Borough of Tower Hamlets and the London Borough of Hackney, on 14 November 2019.
- 1.1.4. The Transport Addendum Note will also address items raised and discussed at a meeting with the Transport officers at TfL, LB Tower Hamlets, and LB Hackney on 05 December 2019; and outline discussions at a site visit with same parties on 14 January 2020.
- 1.1.5. A final meeting was held with TfL, Tower Hamlets, and Hackney officers on 11 February 2020 to review a draft version of the Transport Addendum note.
- 1.1.6. The minutes from the Transport meeting on 05 December 2019 are provides as **Appendix A**.

2 TFL & BOROUGH TRANSPORT COMMENTS (14/11/2019)

- 2.1.1. The comments numbered in this section have been provided by the Boroughs in an email dated 14 November 2019. The comments are set out within the text and an appropriate response is provided.

2.2 PROPOSED BETHNAL GREEN ROAD SERVICE YARD

Comment 1

- 2.2.1. A comment regarding the proposed Bethnal Green Road service yard for Plot 1 states:

Comment 1. In addition to the impact of the projected servicing trips and potential conflict with pedestrians/cyclists, the biggest impact in regards to highways and transport within LBH is likely to be as a result of the proposed Bethnal Green Road Service Yard which is expecting to see around 270 service vehicle movements a day including 36 during the am and pm peak hours.

- 2.2.2. The development proposals include a two-way vehicle access, approximately 7.3m in width, to the proposed service yard on Bethnal Green Road. The Bethnal Green Road service yard will serve Plot 1 only which will include:

- Retail - 945 sqm; and
- Office - 54,230 sqm

- 2.2.3. To estimate daily service vehicle arrival trips, the following daily arrival trips rates were applied to each of the four main uses across the site:

- Retail – 0.10 vehicle arrivals per 100 sqm
- Office – 0.23 vehicle arrivals per 100 sqm
- Residential – 0.07 vehicle arrivals per units
- Hotel – 0.16 vehicle arrivals per room

- 2.2.4. Section 18 of The Goodsyards Transport Assessment (September 2019) provides further details of the service vehicle arrival profiles applied and the source of the service vehicle trip rates.

- 2.2.5. A review of the retail trip rate above of 0.1 vehicle arrivals per 100 sqm, as set out in the Transport Assessment, is regarded as low, therefore, a revised retail trip rate of 1 vehicle arrival per 100 sqm will be applied for the revised servicing vehicle trip estimates provided in the Transport Addendum note.

- 2.2.6. To confirm the estimated number of office service vehicle arrivals, WSP has commissioned surveys at two comparable office sites in central London to understand better daily and peak hour servicing vehicle demand.

- 2.2.7. Site A is an office building with some retail and restaurant uses at ground floor level. The surveys only observed servicing and delivery trips to the office use. The surveys were undertaken over two days, Tuesday 17 December 2019 and Wednesday 18 December 2019 between 6am and 8pm on both days. It is understood the floor area of the office use is approximately 85,000 sqm and is currently occupied by a single company.

- 2.2.8. Table 2-1 provides a summary of the survey results, with the raw data provided as **Appendix B**.

Table 2-1 – Site A delivery & servicing survey results

Time	Tuesday 17 December 2019			Wednesday 18 December 2019		
	Arrivals	Departures	Total Two-way	Arrivals	Departures	Total Two-way
0600-0700	9	6	15	6	6	12
0700-0800	9	8	17	5	3	8
0800-0900	5	3	8	9	4	13
0900-1000	12	4	16	14	7	21
1000-1100	6	3	9	7	7	14
1100-1200	7	6	13	2	3	5
1200-1300	7	7	14	6	4	10
1300-1400	8	7	15	9	10	19
1400-1500	1	7	8	6	9	15
1500-1600	6	6	12	2	3	5
1600-1700	8	7	15	5	7	12
1700-1800	2	6	8	2	3	5
1800-1900	2	9	11	2	5	7
1900-2000	1	7	8	2	5	7
Total	83	86	169	77	76	153

2.2.9. Table 2-2 shows the servicing vehicle trip rates from the Site A surveys, applying the highest trips observed, as listed below, to provide a robust estimate:

- Peak daily arrival trips – 83 arrivals (Tuesday 17/12/2019)
- Development peak arrival trips - 14 arrivals (0900-1000 on Wednesday 18/12/2019)
- Network AM peak hour arrival trips – 9 arrivals (Wednesday 18/12/2019)
- Network PM peak hour arrival trips – 2 arrivals (Wednesday 18/12/2019)

Table 2-2 – Servicing vehicle trip rates from Site A surveys based on 85,000 sqm office

Period	Surveyed arrivals	Arrivals trip rate per 100 sqm
Daily arrival trips	83	0.10
Development peak arrival trips	14	0.02
Network AM peak hour arrival trips	9	0.01
Network PM peak hour arrival trips	2	0.002

Site B is an office building with some retail and restaurant uses at ground floor level. The survey results may have included some servicing trips to the retail and restaurant uses, however to provide robust servicing trip rates, it will be assumed all servicing trips observed would be for the office use. The surveys were undertaken over two days, Wednesday 08 January 2020 and Thursday 09 January 2020 between midnight to midnight on both days. The floor area for the building is approximately 110,000 sq.m and is currently occupied by a single company.

2.2.10. Table 2-3 provides a summary of the survey results, with the raw data provided as **Appendix C**.

Table 2-3 – Site B delivery & servicing survey results

Time	08 January 2020			09 January 2020		
	Arrivals	Departures	Total Two-way	Arrivals	Departures	Total Two-way
0000-0100	0	1	1	0	1	1
0100-0200	0	0	0	1	1	2
0200-0300	1	1	2	2	2	4
0300-0400	1	1	2	3	3	6
0400-0500	3	2	5	1	1	2
0500-0600	10	9	19	5	3	8
0600-0700	6	5	11	8	5	13
0700-0800	4	4	8	7	5	12
0800-0900	10	11	21	8	6	14
0900-1000	5	4	9	5	6	11
1000-1100	1	2	3	11	11	22
1100-1200	5	4	9	7	11	18
1200-1300	6	6	12	7	5	12

1300-1400	1	0	1	2	4	6
1400-1500	1	2	3	2	4	6
1500-1600	3	4	7	2	1	3
1600-1700	1	2	3	2	2	4
1700-1800	4	5	9	5	7	12
1800-1900	0	0	0	0	1	1
1900-2000	0	0	0	0	0	0
2000-2100	1	1	2	1	1	2
2100-2200	0	0	0	1	0	1
2200-2300	1	1	2	0	1	1
2300-0000	2	1	3	3	2	5
Total	66	66	132	83	83	166

2.2.11. Table 2-4 shows the servicing vehicle trip rates based on the Site B surveys, applying the highest trips observed, as listed below, to provide a robust estimate:

- Peak daily arrival trips – 83 arrivals (Thursday 09/01/2020)
- Development peak arrival trips - 11 arrivals (1000-1100 on Thursday 09/01/2020)
- Network AM peak hour arrival trips – 10 arrivals (Wednesday 08/01/2020)
- Network PM peak hour arrival trips – 5 arrivals (Thursday 09/01/2020)

Table 2-4 – Servicing vehicle trip rates from Site B surveys based on 110,000 sqm office

Period	Surveyed arrivals	Arrivals trip rate per 100 sqm
Daily arrival trips	83	0.08
Development peak arrival trips	11	0.01
Network AM peak hour arrival trips	10	0.01
Network PM peak hour arrival trips	5	0.005

2.2.12. A comparison of the Site A and Site B servicing vehicle trip rates is provided in Table 2-5.

Table 2-5 – Comparison of Site A and Site B servicing vehicle trip rates

Period	Site A	Site B
Daily arrival trips	0.10	0.08
Development peak arrival trips	0.02	0.01
Network AM peak hour arrival trips	0.01	0.01
Network PM peak hour arrival trips	0.002	0.005

- 2.2.13. For the purpose of this study, the Site A servicing vehicle trip rates will be used for the revised service vehicle trip estimates.
- 2.2.14. The proposed floor areas for the retail and office use in Plot 1 are 945 sqm, and 54,230 sqm respectively. Table 2-6 compares the estimated servicing vehicle arrivals provided in The Goodsyard Transport Assessment (September, 2019) against the revised servicing vehicle arrivals, applying the trips rates for Site A shown in Table 2-5.

Table 2-6 – Comparison of estimated servicing vehicle arrivals for Plot 1

Period	Goodsyard Transport Assessment (Sept, 2019) – Estimated Servicing Vehicle Arrivals	Revised Estimated Servicing Vehicle Arrivals
Daily arrival trips	135	63
Development peak arrival trips	18	10
Network AM peak hour arrival trips	18	7
Network PM peak hour arrival trips	5	2

- 2.2.15. Table 2-7 shows the estimated number of service vehicle arrivals and departures for the proposed office use only at Plot 1, a total of 54,230 sqm. The estimated number of service vehicle arrivals and departures is based on the Site A survey data.

Table 2-7 – Estimated service vehicle arrivals and departure for proposed office at Plot 1

Time	Arrivals	Departures	Total Two-way
Daily arrival trips	53	58	111
Development peak (0900-1000)	9	4	13
Network AM peak (0800-0900)	6	3	9

Network PM peak (1700-1800)	1	2	3
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- 2.2.16. As shown above, the revised office servicing vehicle trips reduce the estimated number of service vehicle arrivals and departures over a day and during the development and network peak hours. The previously estimated 270 two-way daily movements for the Plot 1 service yard on Bethnal Green Road would be reduced to 126 two-way daily movements. The previously estimated 36 two-way development peak hours would be reduced to 20 two-way movements.
- 2.2.17. It is felt the Site A survey results and the revised office servicing trip rates extrapolated from these, largely address the concerns set out in the comment above. The subsequent section of the Technical Addendum Note will address the revised design proposals to further mitigate the impact of the proposed service yard on Bethnal Green Road.
- 2.2.18. Plot 1 is included within the outline application, therefore a Reserved Matters Application will be required to address the detail of the development proposals. To mitigate any perceived impact on Bethnal Green Road, the applicant would be willing to agree a maximum limit on servicing vehicle movements, and/or prohibit service vehicle movements at particular times, which would be agreed with the Boroughs and TfL when the Reserved Matters Applications are prepared. A Delivery & Servicing Plan will be prepared as part of the Reserved Matters Application which would detail the operational strategy to mitigate impact.

Comment 2

- 2.2.19. A second comment received regarding the proposed Bethnal Green Road service yard included:

Comment 2. The ingress and egress are both on Bethnal Green Road (BGR), in close proximity to the junction with Shoreditch High Street (A10).

- 2.2.20. The development proposals include a two-way access, approximately 7.3m in width, on Bethnal Green Road to provide access to the Plot 1 service yard. The location of the proposed access to the servicing yard is largely determined by existing site constraints including the A10 Shoreditch High Street to the west, the rail line, and surrounding heritage building restrictions.
- 2.2.21. The proposed site access is approximately 36m east of the stop line, on the westbound lane of Bethnal Green Road, at the junction with the A10 Shoreditch High Street. The site access is located as far east as feasible within the Plot 1 site, also considering the provision of an active frontage along this façade fronting the street.
- 2.2.22. The distance of 36m is regarded as a reasonable distance within the context of central London access arrangements. MfS advises the spacing of junctions should be determined by the type and size of urban blocks, as opposed to prescriptive minimums. The proposal is for an access only, therefore vehicle movements in and out would be relatively low compared to the volume of traffic on the main route, Bethnal Green Road. The estimated volume of arrivals would be 63 daily arrivals; with a peak of 10 arrivals during the development peak hour.

Comment 3

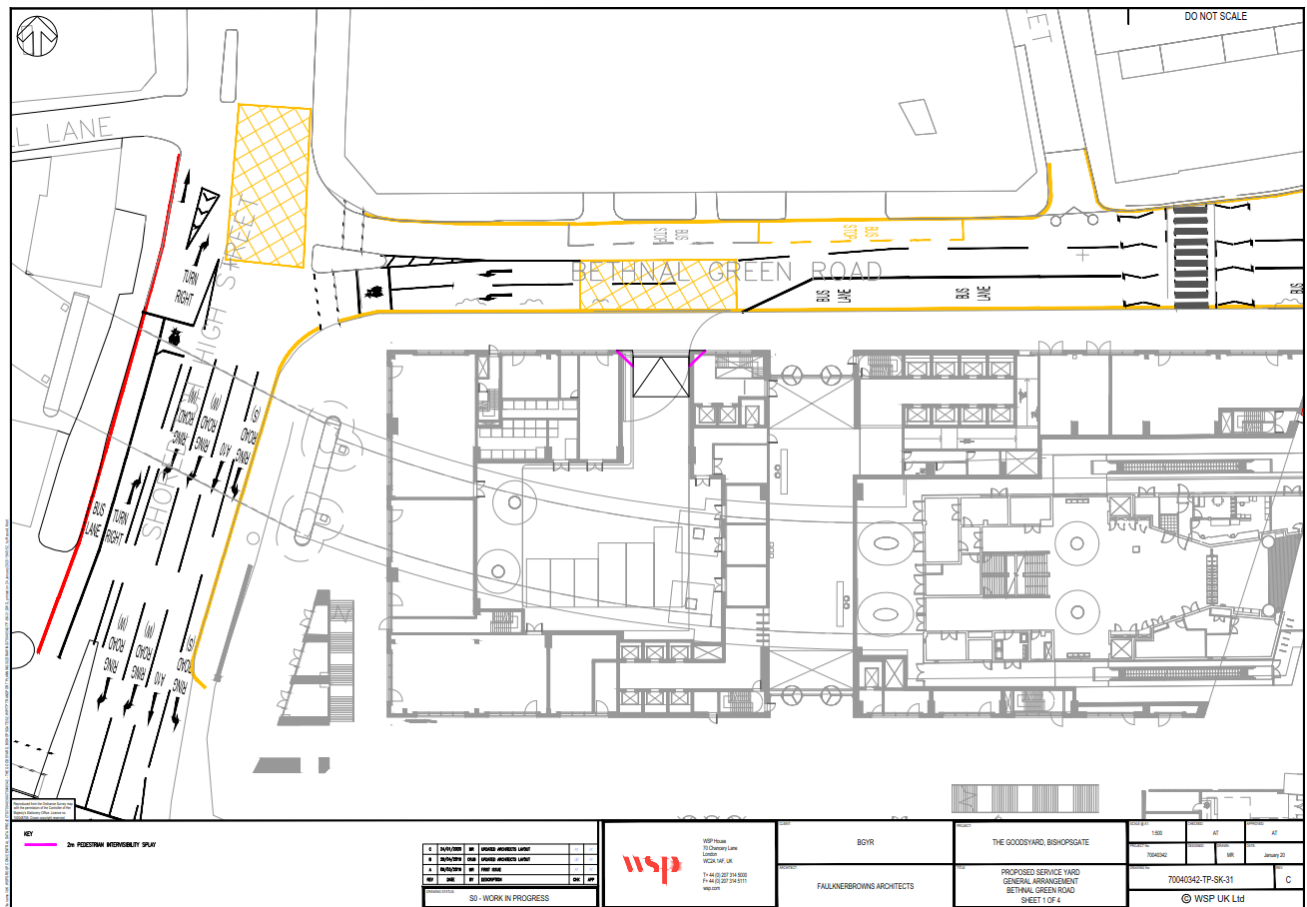
- 2.2.23. A third comment regarding the Bethnal Green Road servicing yard access states:

Comment 3. The swept path analysis raises more questions than it answers as the vehicles would impact pedestrian flows along the southern footways along Bethnal Green Road, as

well as impeding multiple lanes of traffic. There is no consideration of any of these impacts, including on bus flows.

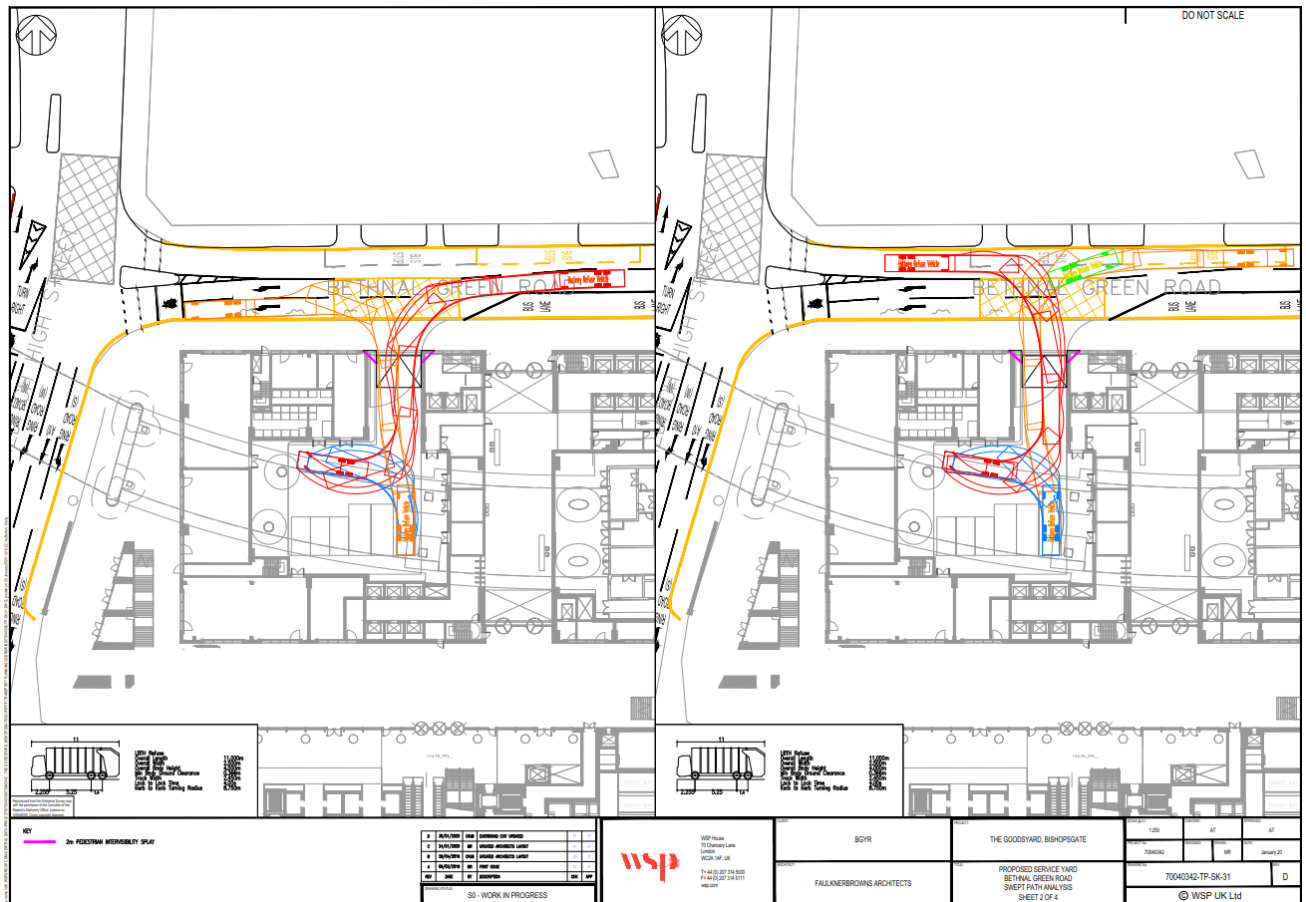
- 2.2.24. The maximum length of servicing vehicles permitted to access the Plot 1 service yard on Bethnal Green Road would be up to 11m in length, which would be clearly signed and known by the Facilities Management Team.
- 2.2.25. The service yard access would require a new vehicle crossover, which would be located approximately 36m east of the stop line at the junction with the A10 Shoreditch High Street. To mitigate the impact on pedestrians moving along the south edge of Bethnal Green Road, it would be proposed to include a raised carriageway on the proposed service yard access to retain the footway level and provide a continuous footway for pedestrians on Bethnal Green Road. The proposed service yard access would be approximately 7.3m in width.
- 2.2.26. With regards to pedestrian safety the proposed service yard access will provide adequate inter-visibility between pedestrians on the south footway of Bethnal Green Road and vehicles entering and exiting the site. The pedestrian inter-visibility splays required are shown in Figure 1.
- 2.2.27. With regard to impact on buses, the proposals include relocating the existing bus stop (J) and bus cage further east to improve access in and out of the servicing yard. The proposed relocated bus stop would be set out in accordance with the requirements in the TfL Accessible Bus Stop Design Guidelines, and through discussions with TfL. It should be noted servicing vehicles turning right onto Bethnal Green Road would overrun the relocated bus cage for bus stop J, therefore would need to wait for buses to exit the bus cage before exiting the site.
- 2.2.28. The revised proposals would include extending the westbound bus lane along the south edge of Bethnal Green Road, up to the location of the proposed service yard access. This would reduce the risk of left-turning vehicles into the site obstructing westbound buses. This proposal should be discussed further with TfL, London Buses, and the Boroughs, as it would reduce queuing space for general traffic westbound on Bethnal Green Road.
- 2.2.29. The revised proposals would also include the provision of a yellow box markings in the westbound lane on Bethnal Green Road, to ensure right-turn manoeuvres into and out of the site are not impeded by westbound queuing traffic on Bethnal Green Road.
- 2.2.30. With regard to the impact on general traffic, it is assumed the signal junction at the A10 Shoreditch High Street and Bethnal Green Road will also provide breaks in traffic for servicing vehicles entering and exiting the service yard.
- 2.2.31. Figure 1 shows the proposed service yard access on Bethnal Green Road, including the revised proposals described above.

Figure 1: Proposed Bethnal Green Road service yard access arrangement



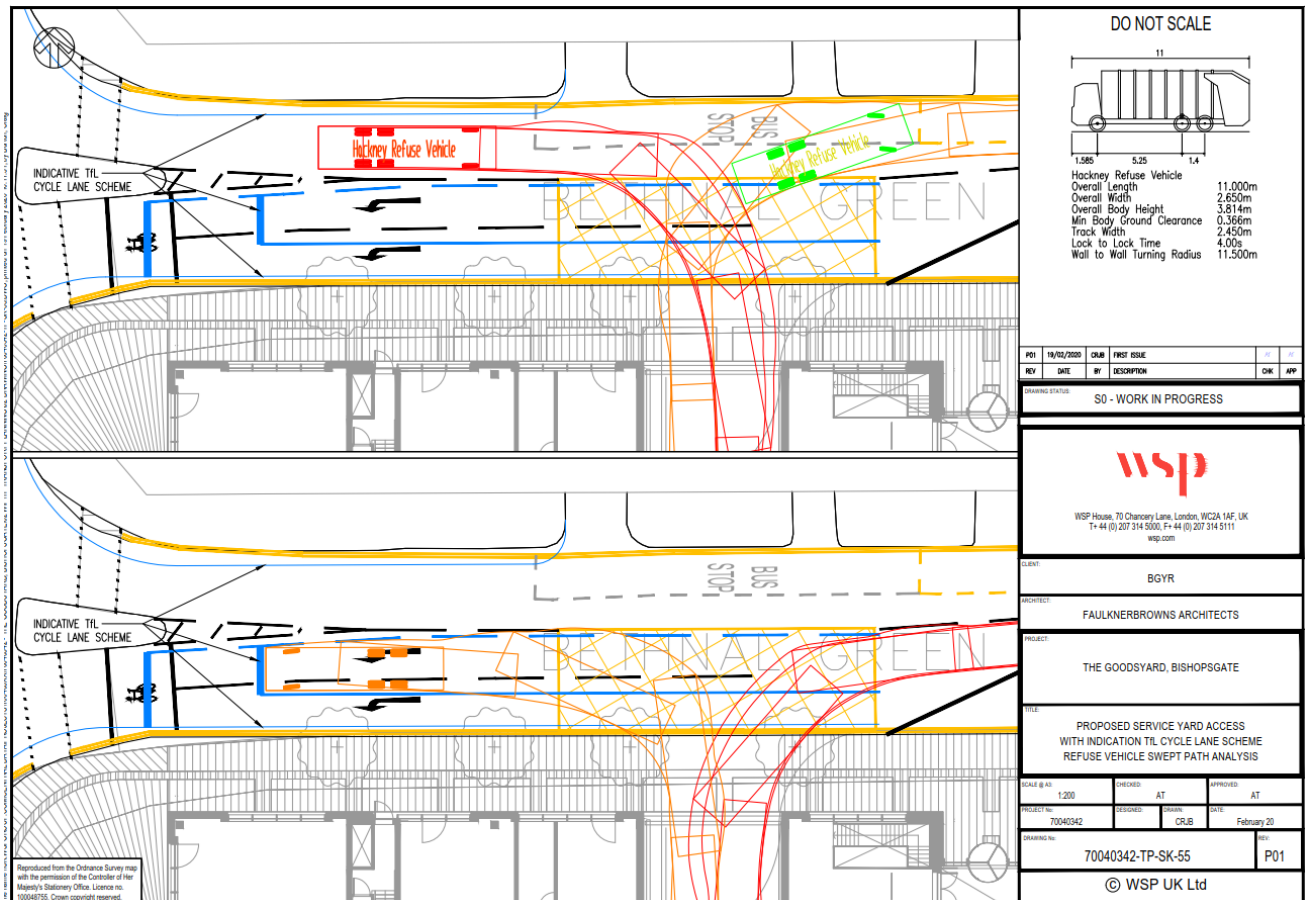
- 2.2.32. Figure 2 shows the swept path of an 11m refuse vehicle in and out of the service yard access. The manoeuvre would overrun the relocated bus stop J on the north edge of Bethnal Green Road, therefore vehicles waiting to exit the site would need to wait for the bus stop and eastbound lane to clear. The proposed relocated bus stop would be designed in accordance with the TfL Accessible Bus Stop Design Guidelines and through consultation with TfL.
- 2.2.33. It should be noted the vehicle shown in Figure 2 is labelled as a LB Tower Hamlets waste collection vehicle, 11m in length, however it may be a private waste collection vehicle collecting the office and retail waste for Plot 1. The swept path assessment shows the largest vehicle permitted to access the site.

Figure 2: Swept path assessment for proposed Bethnal Green Road service yard access



- 2.2.34. It is understood TfL is considering cycle and pedestrian improvements to the section of Shoreditch High Street along the front of the site, including improvements at the junction with Bethnal Green Road and the junction with Commercial Street (please see Section 5 regarding Section 106 Agreement for further details). The previous TfL design showed improved facilities for cyclists in the form of a southbound cycle lane on Shoreditch High Street, and a likely northbound cycle lane, with turning movements reserved for cyclists. A plan of the previously proposed TfL scheme design was included in the Transport Assessment (September 2019). It is understood the previously proposed Shoreditch High Street scheme is likely to be updated, as set out below.
- 2.2.35. With regard to the Shoreditch High Street improvement works, it is understood design development has been paused and will pick up again later in 2020, with a restart depending on funding certainty and broader TfL programme priorities. When the Shoreditch High Street improvement works design and implementation has been progressed, TfL would want to adopt an open approach to sharing programmes between the Shoreditch High Street street improvement works and works on the Goodsyard site.
- 2.2.36. Figure 3 shows the proposed service yard access for the Plot 1 site, with the proposed westbound cycle lane on Bethnal Green Road overlaid, and the proposed vehicle swept path manoeuvres.

Figure 3: Swept path assessment for proposed Bethnal Green Road service yard access, including proposed westbound cycle lane



- 2.2.37. Figure 3 shows an 11m refuse vehicle, the largest vehicle able to access the service yard, would be able to enter and exit the service yard without significantly overrunning the proposed westbound cycle lane on Bethnal Green Road.
- 2.2.38. It should be noted the proposals for cycle lanes on Bethnal Green Road are to be confirmed, however the development proposals would need to coordinate with the street improvement works which would be addressed in both the Delivery & Servicing Plan and Transport Assessment submitted as part of the Reserved Matters Application for Plot 1.
- 2.2.39. LB Hackney has requested information on existing cycle movements on Bethnal Green Road, which were provided in the Transport Assessment (September 2019). Cycle surveys were undertaken on Bethnal Green Road on Thursday 21 June 2018, the results of which are provided in Table 2-8.

Table 2-8 – Cycle survey counts on Bethnal Green Road – Thursday 21 June 2018

Time	Eastbound	Westbound
0730 - 0830	30	250
0830 - 0930	48	364
1200 – 1300	51	67
1300 - 1400	66	49
1700 – 1800	243	76
1800 – 1900	340	120
1900 - 2000	188	78

2.3 SERVICING IMPACTS ON LOCAL ROAD

Comment 4

2.3.1. A comment regarding the servicing impact on local roads states:

‘Comment 4. Whilst the Bethnal Green Road servicing proposals require additional work, the major servicing impacts will be felt on the small local roads within Tower Hamlets, namely Sclater Street, Brick Lane, and Braithwaite Street / Wheler Street’.

2.3.2. The proposals include five on-site servicing yards and servicing areas, which include:

- Bethnal Green Road service yard (Plot 1)
- Sclater Street service yard (Plots 4, 5 and 10)
- Middle Road (accessed via Brick Lane) service area (Plot 7)
- Braithwaite Street service yard (Plots 2 and 8)
- London Road service area (Plot 3)

2.3.3. It is assumed the comment above refers to Sclater Street and Middle Road service area (accessed via Brick Lane), with the proposed Braithwaite Street service yard issues addressed later within the note.

2.3.4. Table 2.9 shows the estimated volume of service vehicle arrival trips for the Sclater Street service yard and the Middle Road service area, applying a retail daily servicing trip rate of 1 vehicle arrival per 100 sqm, and the revised office daily servicing trip rate of 0.1 vehicles per 100 sqm.

Table 2-9 – Revised estimated servicing vehicle arrival trips

	Goodsyard Transport Assessment (Sept, 2019) – Estimated Servicing Vehicle Arrivals		Revised Estimated Servicing Vehicle Arrivals	
	Sclater Street service yard (Plots 4, 5, and 10)	Middle Road service area (Plot 7)	Sclater Street service yard (Plots 4, 5, and 10)	Middle Road service area (Plot 7)
Daily arrivals	78	58	77	59
Development peak hour arrivals	13	8	13	8
Network AM peak hour arrivals	7	3	7	3
Network PM peak hour arrivals	5	3	6	5

- 2.3.5. The proposed off-street servicing arrangements at the Sclater Street service yard will attract an estimated 77 daily arrivals on Sclater Street, with 13 arrivals in the development peak hour. This would be an average of one vehicle arrival every 4 mins and 36 seconds during the development peak hour.
- 2.3.6. With regard to the Middle Road servicing area, which would be accessed via Brick Lane, the estimate shows 59 daily arrivals with 8 during the development peak hour. This would be an average of one vehicle arrival every 7 mins and 30 seconds during the development peak hour.
- 2.3.7. It is believed the proposals will not significantly impact the local highway network, with delivery and servicing activity being undertaken off-street.
- 2.3.8. It should be noted the proposed access for the Sclater Street service yard will require the removal or relocation of existing on-street parking bays on the south edge of the carriageway.
- 2.3.9. The Sclater Street service yard and Middle Road servicing area are within the Plots for the outline planning application, therefore Reserved Matters Application will be required to provide the detail, with the preparation of Delivery & Servicing Plans for the respective servicing yards and areas.

2.4 PROPOSED BRAITHWAITE STREET / WHELER STREET SERVICE YARD

Comment 5

- 2.4.1. A comment regarding the proposed service yard access on Braithwaite Street states:

Comment 5. The impact on Braithwaite Street / Wheler Street in particular raises serious concerns. Currently Braithwaite Street is public highway, with a barrier across it mid-way to prevent through traffic.

- 2.4.2. For the purpose of this note, the street name 'Braithwaite Street' will be used to refer to the section of the street which extends between Quaker Street in the south and Bethnal Green Road to the north.
- 2.4.3. The proposals include two new service yard accesses on the west edge of Braithwaite Street; with one serving Plots 2 and 8, and the second servicing Plot 3. The proposed Plot 2 and 8 access will be located north of the rail bridge on Braithwaite Street, beneath the existing arches. The proposed Plot 3 access will be located south of rail bridge on Braithwaite Street, on London Road.
- 2.4.4. The proposed service yards will be accessed via Quaker Street only, with all servicing vehicles entering and existing the site to the south.
- 2.4.5. Therefore, Braithwaite Street will continue to be closed to through traffic as part of the development proposals.

Comment 6

- 2.4.6. An additional comment regarding Braithwaite Street stated:

Comment 6. It [Braithwaite Street] is an important pedestrian and cyclist quiet link road and the proposals will see this change dramatically. The service yard proposed here is assessed to require 500 service vehicle movements daily.

- 2.4.7. Table 18.3 in The Goodsyards Transport Assessment (September 2019) showed an estimated 238 daily service vehicle arrivals to the Plot 2 and 8 Braithwaite Street service yard access and 65 daily service vehicle arrivals to the service area on London Road for Plot 3, which appears to be an error. A review of the servicing trip estimates provided in Table 18.3 of the Transport Assessment (September 2019) has been undertaken. Applying the trip rates provided in paragraph 18.6.3 of the Transport Assessment, the daily service vehicle arrival estimates should be 193 daily (not 238) service vehicle arrivals to the Plot 2 and 8 service yard access and 42 daily (not 65) service vehicle arrivals to the service area on London Road for Plot 3, a total of 470 two-way daily movements on Braithwaite Street.
- 2.4.8. As set out earlier in the note, revised trip rate estimates for the proposed office use have been obtained from site surveys. The revised office servicing vehicle trips rates, provided in Table 2-5 (Site A), have been applied and the revised service vehicle trip estimates are presented in Table 2-10.

Table 2-10 – Estimated servicing vehicle arrivals for Plots 2 & 8, and Plot 3

Period	Goodsyard Transport Assessment (Sept, 2019) – Estimated Servicing Vehicle Arrivals		Revised Estimated Servicing Vehicle Arrivals	
	Plots 2 & 8	Plot 3	Plots 2 & 8	Plot 3
Daily arrival trips	238	65	150	42
Development peak arrival trips	31	8	22	6
Network AM peak hour arrival trips	28	7	13	3
Network PM peak hour arrival trips	11	3	8	2

- 2.4.9. Table 2-10 shows an estimated 150 daily service vehicle arrivals to the Plot 2 and 8 service yard access and 42 daily service vehicle arrivals to the service are on London Road for Plot 3.
- 2.4.10. This equates to 300 two-way daily service vehicle trips for the Plot 2 and 8 service yard access and 84 two-way daily service vehicle trips for service are on London Road for Plot 3 a total of 384 two-way daily trips on Braithwaite Street.
- 2.4.11. Therefore, the previously estimated 470 two-way daily movements on Braithwaite Street would be reduced to 384 two-way daily trips.
- 2.4.12. An option to further reduce servicing vehicle trips on Braithwaite Street would be to remove the servicing for Plot 3 (proposed via London Road) and relocate onto Quaker Street. The proposal would result in a loss of pay & display parking on the north edge of Quaker Street, however could be discussed further with the Boroughs and TfL. It is believed much of the existing on-street parking on the north edge of Quaker Street is associated with the existing car-wash business operating nearby.
- 2.4.13. With regard to the type of service vehicle accessing the Braithwaite Street service yard, i.e. the proportion of cars, Light Goods Vehicles, Heavy Goods Vehicles, cycles, and motorcycles, the results from the Site A and Site B servicing surveys have been reviewed and presented in Table 2-11.

Table 2-11 – Site A and Site B survey results showing type of service vehicles

Vehicle Type	Site A			Site B		
	Day 1 (17/12/2019)	Day 2 (18/12/2019)	Average	Day 1 (08/01/2020)	Day 2 (09/01/2020)	Average
Car	5%	3%	4%	0%	5%	3%
LGV	53%	45%	49%	53%	58%	56%
HGV	14%	19%	17%	45%	35%	40%
Motorcycle	22%	19%	21%	0%	1%	1%
Cycle	6%	13%	10%	2%	1%	2%
Total	100%	100%	100%	100%	100%	100%

- 2.4.14. Table 2-11 shows the proportion of HGV arrivals surveyed over the day varies between the sites, with an average of 17% for Site A and 40% for Site B. The proportion of HGVs identified in Table 2-11 equate to the OGV1 vehicle COBA classification which are vehicles over 3.5T (larger than a van) and 3-axel rigid (up to a 10m HGV).
- 2.4.15. The results in Table 2-11 provide an indication of the possible type of servicing vehicles accessing the Braithwaite Street servicing yard over a day, with between 60% (Site B) and 80% (Site A) of vehicles being light good vehicles, cars, cycles or motorcycles.
- 2.4.16. To mitigate any perceived impact on Braithwaite Street, the applicant would be willing to agree a maximum limit on servicing vehicle movements which would be agreed with the Boroughs and TfL at a later date. In addition, the applicant would be willing to restrict or possibly prohibit service vehicle movements at particular times to reduce any perceived impact on road users.

Comment 7

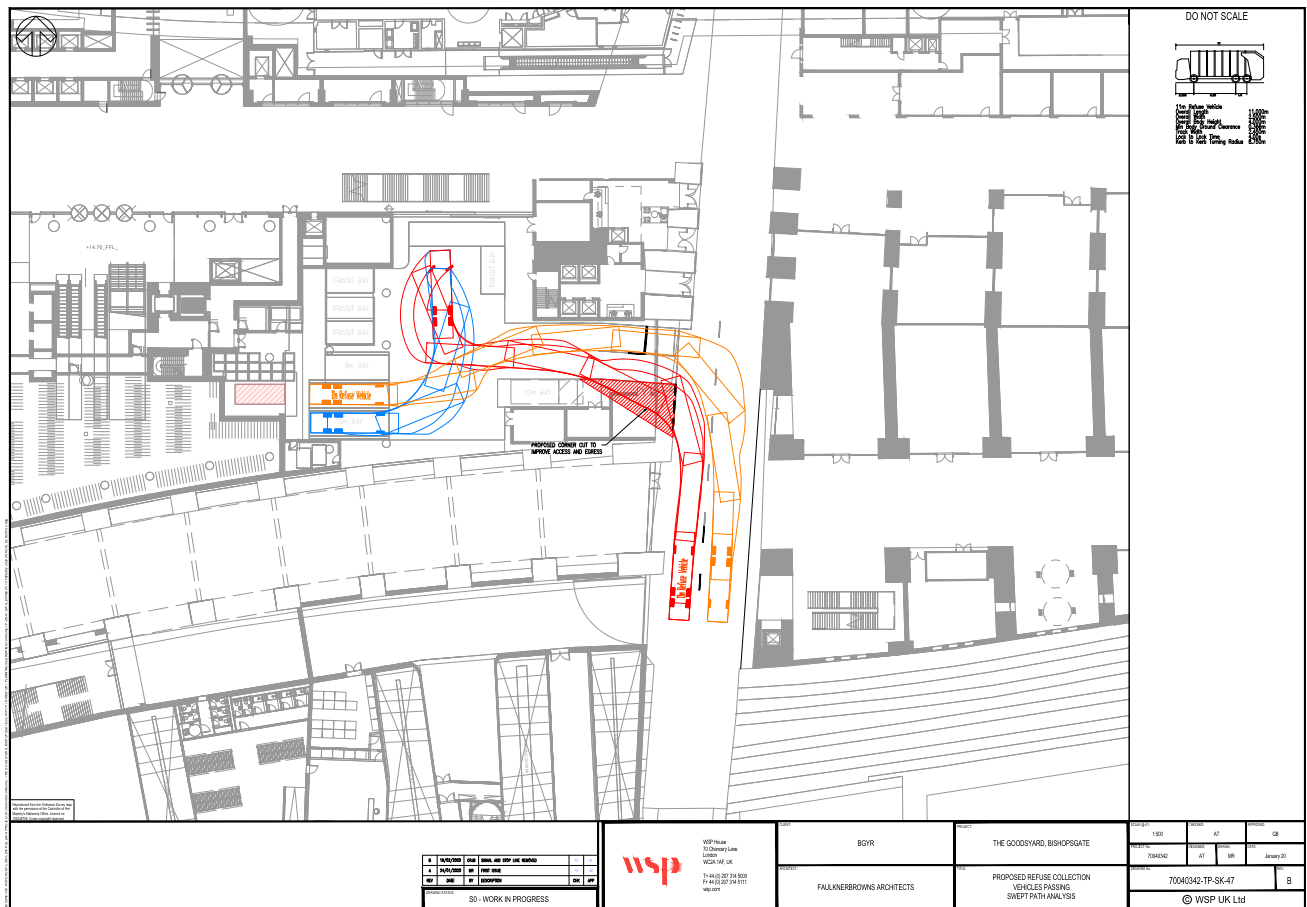
- 2.4.17. The following comment regarding the proposed service yard access on Braithwaite Street states:

Comment 7. Access to the yard is not wide enough to allow two-way movement and so traffic signals are proposed on the public highway to hold vehicles in order for another vehicle to exit the site. Whilst a vehicle is held at the lights, together with the tracking movement of the vehicle exiting the site would take up the whole of the available highway and is considered to be a safety issue for pedestrians and cyclists.

This level of servicing is considered unacceptable in terms of the nature of this street and the amenity of existing residents in the locale. The street would in effect become an extension of the servicing area.

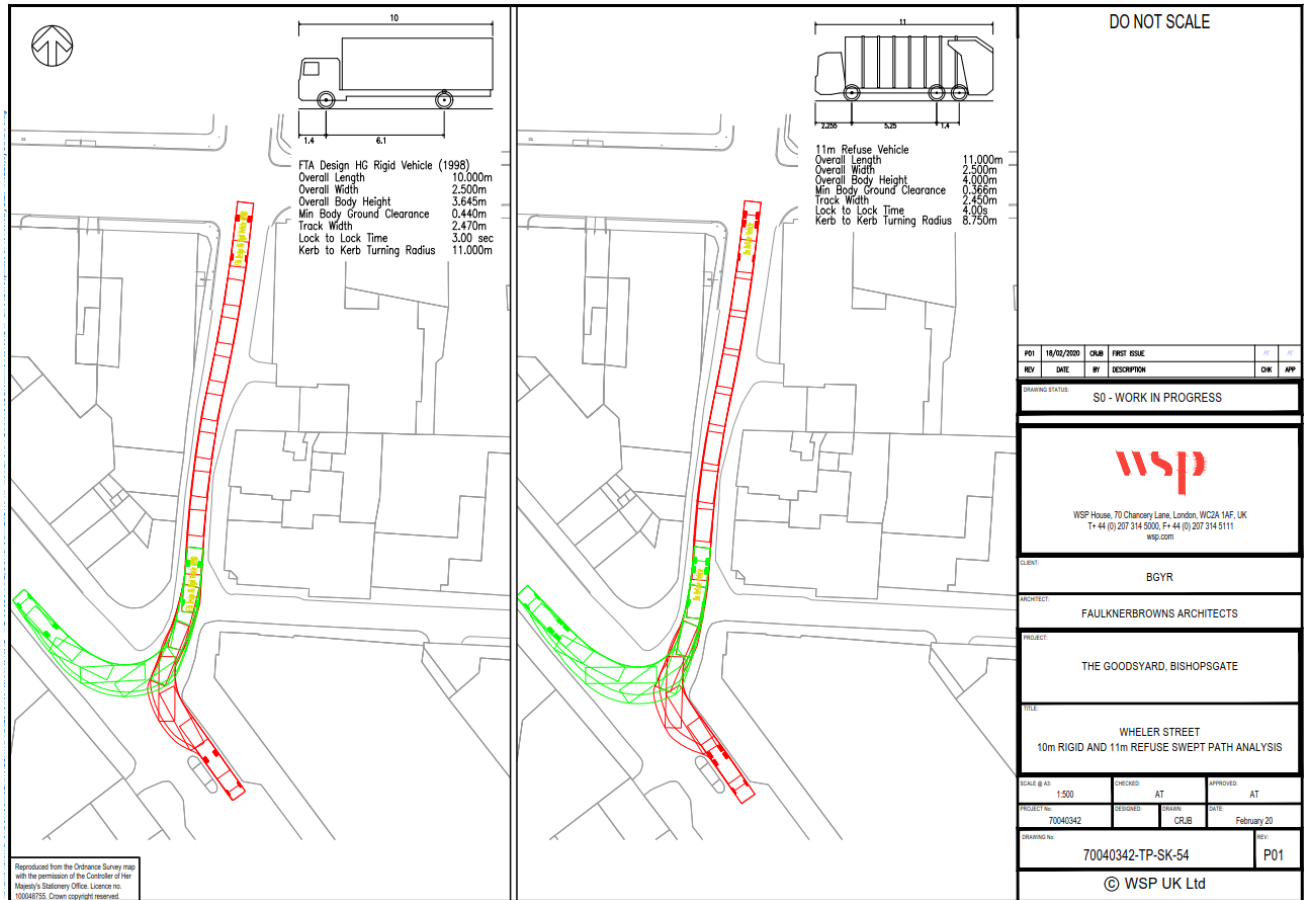
- 2.4.18. In response to the comments received from the Boroughs and TfL, the proposed service yard access will be widened to approximately 13m to accommodate two-way service vehicle movements at the access, as shown in Figure 4.

Figure 4: Revised service yard access on Braithwaite Street for Plots 2 & 8



- 2.4.19. To avoid servicing vehicles waiting on the Braithwaite Street carriageway, vehicles entering the site will be given priority, which would be regarded as an improvement on the previous proposals.
- 2.4.20. In addition, the previously proposed traffic signal and stop line, shown on Braithwaite Street, have been removed.
- 2.4.21. It should be noted the south section of Braithwaite Street would still be used for two-way service vehicle movements.
- 2.4.22. The revised proposals for a wider service yard access, in addition to an estimated lower volume of servicing vehicle trips, would improve conditions on Braithwaite Street, compared to the previous scenario.
- 2.4.23. LB Tower Hamlets has requested a swept path assessment showing servicing vehicles southbound on Braithwaite Street / Wheler Street, after exiting the service yards, in particular the turning movement at the junction with Wheler Street and Commercial Street.
- 2.4.24. Figure 5 shows a 10m HGV and an 11m refuse vehicle southbound on Wheler Street, turning out left and right onto Commercial Street.

Figure 5: Swept path assessment at junction between Wheler Street and Commercial Street



2.4.25. Figure 5 shows the manoeuvre for both vehicles would be feasible.

Comment 8

2.4.26. The following comment refers to a proposed accessible bay on the east edge of Braithwaite Street.

Comment 8. Proposals for accessible bays in this street further complicate the situation and again change the current nature of the street.

2.4.27. Figure 6 shows the location of the previously proposed accessible bay on Braithwaite Street.

- 2.4.35. It is proposed the layout and design of Braithwaite Street would be coordinated through discussions and design workshops with LB Tower Hamlets as the Highway Authority. It is acknowledged it is too early at this stage to set out and agree the design and layout of Braithwaite Street, however this would be progressed by the applicant through the creation of a Steering Group which would include the applicant, LB Tower Hamlets officers, TfL officers and other key stakeholders to be agreed at the planning determination stage. The Steering Group would be responsible for the programme of works; the scope and management of the section of Braithwaite Street during site construction works; and for the permanent street improvement works for the street, upon completion of the entire Goodsyard site.
- 2.4.36. With regard to the timing of the Braithwaite Street works, it is anticipated these would be implemented when the entire Goodsyard site is complete, as Braithwaite Street would be an important route for construction traffic during both early and later stages of construction across the site. In the interim between development phases, it is anticipated the street could benefit from the TfL initiative, 'Small Change, Big Impact'.
- 2.4.37. Further to discussions with TfL during the planning application, it has been suggested the proposals for Braithwaite Street, which would be developed in coordination with a wider Steering Group, could benefit from the TfL initiative 'Small Change, Big Impact'. The initiative includes the use of temporary, light-touch and low-cost projects to change the way a street looks and feels, with a potential for more permanent changes in the future. Initiatives include road closures for community festivals, planting new flowerbeds, new street design, changes to parking etc. It is suggested Steering Group members would be engaged with regarding such an initiative at an appropriate time. The initiative could be widened to include more stakeholders if necessary.
- 2.4.38. A possible example or relevant precedent would include the Folly for Flyover in Hackney Wick, which saw the transformation of a disused motorway undercroft into an arts venue and new public space.

Comment 10

- 2.4.39. The following comment refers to the level of servicing on Sclater Street and Middle Road (accessed via Brick Lane).

Comment 10. Servicing from Sclater Street and Brick Lane is at a lower level, although this will still require further detail and the need to take into account the market days and local road closures.

- 2.4.40. A review of the proposed trip estimates for the Sclater Street service yard and on Middle Road (accessed via Brick Lane) has been undertaken and is provided in Table 2-12.

Table 2-12 – Estimated servicing vehicle arrivals for Sclater Street and Middle Road

Period	Goodsyard Transport Assessment (Sept, 2019) – Estimated Servicing Vehicle Arrivals		Revised Estimated Servicing Vehicle Arrivals	
	Sclater Street service yard (Plots 4, 5 & 10)	Middle Road service area (Plot 7)	Sclater Street service yard (Plots 4, 5 & 10)	Middle Road service area (Plot 7)

Daily arrival trips	78	58	78	58
Development peak arrival trips	14	8	14	8
Network AM peak hour arrival trips	7	3	7	3
Network PM peak hour arrival trips	5	3	6	5

- 2.4.41. The servicing vehicle trip estimates assume approximately 156 two-way daily trips on Sclater Street and 116 two-way daily trips on Brick Lane.
- 2.4.42. With regard to Market days, it is assumed the full length of Sclater Street is closed when the markets are in operation on Brick Lane and Sclater Street on Sundays between 10am and 5pm. There is signage at the access point to Brick Lane and Sclater Street stating 'No vehicles 8am – 4pm Sundays'.
- 2.4.43. It is assumed the retail and office uses would not receive a significant volume of deliveries on a Sunday, however the proposed residential uses may still receive deliveries on a Sunday. It is noted vehicle access is prohibited between 8am – 4pm on Sundays on Sclater Street and Brick Lane, however deliveries could be received outside of these hours.
- 2.4.44. It is also understood there are preliminary proposals to pedestrianise Brick Lane and Sclater Street. It is assumed the proposals are part of the Tower Hamlets Liveable Streets programme. The details are unknown at this stage, however additional information has been requested from Tower Hamlets. It is understood the proposals to pedestrianise Brick Lane and Sclater Street are likely to include vehicle access in order to service existing businesses and residents on these streets.
- 2.4.45. It is suggested the development proposals for The Goodsyard site are coordinated with the public realm improvement works along Sclater Street and Brick Lane, including any plans to pedestrianise these streets.

2.5 IMPACT ON BETHNAL GREEN ROAD

Comment 11

- 2.5.1. The comment below refers to the proposed hotel use as part of Plot 8.

Comment 11: In addition, a 150-bedroom hotel in addition to the major mixed use development is likely to introduce a significant number of taxi/ private hire vehicle movements. The applicant has suggested that they expect the bus lane on Bethnal Green Road, close to the junction with Braithwaite Street to accommodate the majority of the taxi/ private hire drop-offs and pick-ups.

- 2.5.2. The proposed strategy for taxi drop-off for the hotel would be for taxis to stop on Bethnal Green Road or Quaker Street, if needed. The nearest section of Bethnal Green Road to the hotel in Plot 8 is currently a bus lane, however taxis and private hire vehicles are permitted to pick up or set down customers in a bus lane.

- 2.5.3. There is an existing 24-hour taxi rank on Ebor Street, next to the north edge of the site, with capacity for approximately three cars. The licenced rank, on the west edge of the carriageway, next to the junction with Bethnal Green Road, is advertised by TfL as a stand for three taxi. The rank would be a suitable pick-up location for visitors to the hotel, if required. The existing taxi rank is not for use by private hire vehicles.
- 2.5.4. It is likely there is an existing precedent for taxi pick up/drop off on this section of Bethnal Green Road, presumably by people currently accessing the Shoreditch High Street station, as is observed on most streets adjacent to stations.
- 2.5.5. The issue of undesirable taxi pick-up/drop-off is regarded as a wider issue and not one that is unique to the development proposals at The Goodsyards site. The site has several constraints with regard to access, primarily the A10 Shoreditch High Street along the west edge which does not permit vehicle access. The aim of the proposals is to create a pleasant pedestrian environment on-site, therefore vehicle access is restricted where possible. Therefore, the only points of access for drop-off would be Bethnal Green Road to the north or Quaker Street to the south.
- 2.5.6. The location of the site should encourage the hotel to be accessed via public transport with Liverpool Street station a short walk or bus ride, therefore reducing the need to access the hotel via taxi.
- 2.5.7. The proposed hotel in Plot 8 forms part of the outline application. The Reserved Matters Application for the hotel would provide a Travel Plan which would identify the sustainable modes of travel available and mechanisms to reduce the need for taxi trips.

Comment 12

- 2.5.8. The comment below relates to the impact of taxi pick-up and drop-off on Bethnal Green Road.

Comment 12. We have not seen any work having been carried out to better understand how many movements are expected and how they could be safely accommodated without a negative impact on the highway network and pedestrian and cyclists safety as there is considerable footfall here, which will increase with this development and others nearby.

- 2.5.9. Table 12.15 in the Transport Assessment (September 2019) sets out the estimated trip generation for a 150-room hotel, estimating 13 two-way taxi trips in the AM peak hour and 9 two-way taxi trips in the PM peak hour.
- 2.5.10. It would be proposed for the hotel to request any taxi pick-ups to be via the existing taxi rank on Ebor Street, when bookings are made for guests by the hotel reception. The proposals include a new pedestrian crossing on Bethnal Green Road which would provide a suitable route between the site and Ebor Street.
- 2.5.11. As outlined above, the Reserved Matters Application for the hotel would provide a Travel Plan which would identify the sustainable modes of travel available and mechanisms to reduce the need for taxi trips.

Comment 13

- 2.5.12. The comment below refers generally to the impact of the development proposals on general traffic and bus movements on Bethnal Green Road.

Comment 13. The current proposal, in addition to the impact from delivery and servicing vehicles is most likely going to have a significant negative impact on the free flow of vehicles along Bethnal Green Road including bus movements which require further assessment.

- 2.5.13. With regard to delivery and servicing movements on the section of Bethnal Green Road fronting the site, it is anticipated the only service yards which would generate additional trips on Bethnal Green Road would include:
- Bethnal Green Road service yard for Plot 1; and
 - Sclater Street service yard for Plots 4, 5 and 10.
- 2.5.14. As Sclater Street is one-way eastbound at the east end, vehicles would continue northbound on Brick Lane following the one-way restriction, therefore vehicles accessing Middle Road (accessed via Brick Lane) would be less likely to use Bethnal Green Road. The Braithwaite Street and London Road service yards are accessible via Quaker Street only.
- 2.5.15. Table 2-13 shows the estimated service vehicle arrival trips for the Bethnal Green Road and Sclater Street service yards.

Table 2-13 – Revised estimated service vehicle arrival trips

Period	Bethnal Green Road service yard (Plot 1)	Sclater Street service yard (Plots 4, 5 & 10)	Total
Daily arrival trips	63	78	141
Development peak arrival trips	10	13	23
Network AM peak hour arrival trips	7	7	14
Network PM peak hour arrival trips	2	6	8

- 2.5.16. Table 2-13 shows a total of 141 daily arrival trips to both service yards, with a peak of 23 arrivals during the development peak hour. It should be noted delivery vehicle would arrive at the two service yards either eastbound or westbound on Bethnal Green Road.
- 2.5.17. Traffic surveys undertaken on Bethnal Green Road in June 2018 over a 7-day period showed an average of 2,021 eastbound vehicle movements between 7am and 7pm, and an average of 2,563 westbound vehicle movements for the same period. Therefore, the additional 141 arrivals, assuming all assigned either eastbound or westbound, would be an increase of 7% and 5.5% respectively, a marginal increase.
- 2.5.18. With regard to the impact on buses, there is a westbound bus lane along Shoreditch High Street between the junction with Brick Lane up to Bus Stop K, east of the junction with Shoreditch High Street, which would facilitate the unimpeded movement of buses.
- 2.5.19. There are two bus routes operating on Bethnal Green Road, route 8 and 388 which serve stop K for westbound services and stop J for eastbound service. Each of the bus stops have a peak frequency of 16 buses per hour, an average of one bus every 3 mins and 45 seconds eastbound, and the same volume westbound.
- 2.5.20. It is anticipated the delivery vehicles would have a minimal impact on these bus movements, with the only points of conflict for eastbound traffic and at the junction between Bethnal Green Road and Sclater Street for turning vehicles.

2.6 ON-SITE ACCESSIBLE PARKING

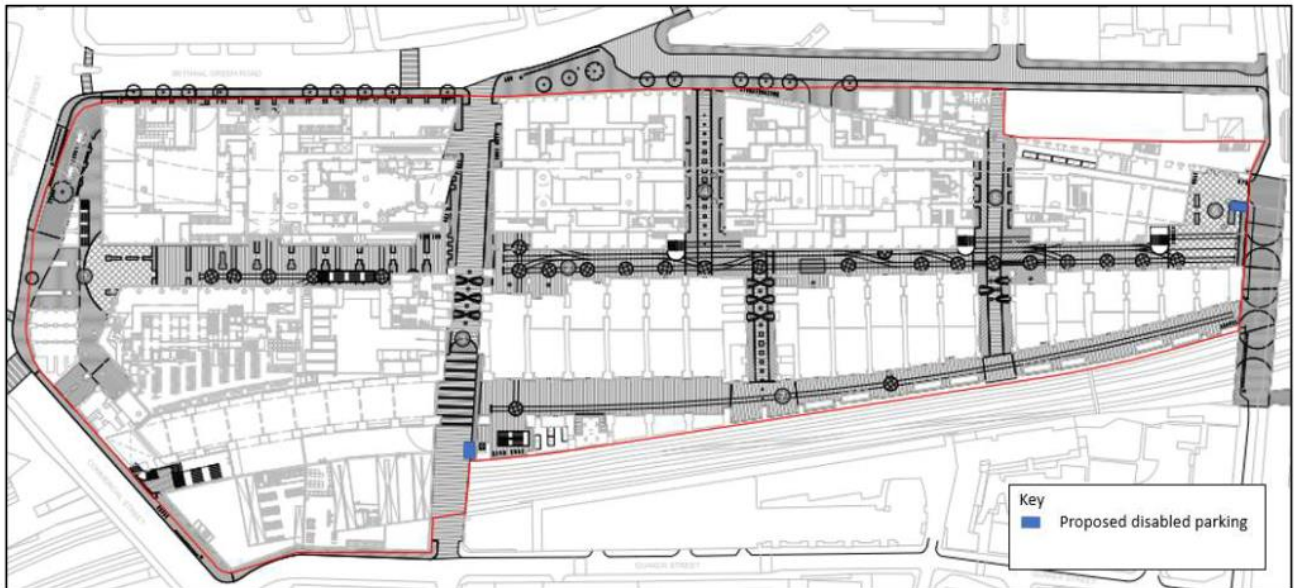
Comment 14

- 2.6.1. This section will address comments received from the Boroughs regarding proposed on-site accessible parking provision.

Comment 14. The applicant is proposing very few accessible parking spaces on site and this is considered unacceptable and at odds with current recommendations on other developments within LBTH and LBH.

- 2.6.2. Section 9.5 in The Goodsyrd Transport Assessment (September 2019) outlined the car parking proposals. The proposed development will be car-free with the exception of accessible parking provision.
- 2.6.3. The proposals submitted as part of the application, shown in Figure 8, included two on-site accessible bays for each of the proposed uses for the Detailed Component of the application, office (Plot 2) and retail (Plot 7). The location of the accessible parking bays are shown next to Braithwaite Street and Brick Lane, as shown in Figure 8.

Figure 8: Previously proposed accessible parking on-site (Figure 9.6 in Goodsyrd Transport Assessment, September 2019)



- 2.6.4. Paragraph 9.5.3 in The Goodsyrd Transport Assessment (September 2019), stated:
- With regard to the Outline Application Component, the Applicant will continue to work with the Boroughs and the GLA to develop an appropriate strategy for disabled parking provision of the wider site as the phased development progresses.*
- 2.6.5. The proposals outlined in Paragraph 9.5.3 above were agreed at a pre-application meeting with TfL dated 21 March 2019, with the approach to provide accessible parking for the Detailed Application only.
- 2.6.6. Further to discussions with the Boroughs, it is understood the minimum requirements for accessible parking would be 3% active accessible parking for the residential use. The development proposals for the site include a total of 500 residential units, as follows:
- Plot 4 – 144 residential units
 - Plot 5 – 84 residential units
 - Plot 8 – 138 residential units
 - Plot 10 – 134 residential units
- 2.6.7. An accessible parking provision at 3% would equate to 15 accessible bays. Figure 9 shows the revised proposals for accessible parking on-site, showing the location of the 15 accessible bays. The parallel accessible parking bays would be approximately 6.6m in length and 2.7m in width.

- x3 accessible bays on Old Nichol Street

- 2.6.15. The accessible bay on Folgate Street was occupied at all times during the on-street parking surveys, and the three bays were 50% occupied, however the bays are considered too far from the site to be of any relevance.
- 2.6.16. The on-street surveys undertaken in in the early hours of the morning and late morning on Thursday 28/02/19; Saturday 02/03/19; and Sunday 03/03/19 did show some on-street parking capacity on the following streets:
- Sclater Street – 5 bays available next to the site
 - Quaker Street – 2 bays available next to the site
 - Grimsby Street – 6 bays available within 100m of the site
 - Code Street – 4 bays available within 150m of the site
 - Elder Street – 6 bays available within 150m of the site
- 2.6.17. Therefore, the proposal could be to convert some standard parking bays to accessible bays.
- 2.6.18. It is proposed that as part of the Reserved Matters Applications for the Plots, a Parking Design and Management Plan would be submitted to outline the non-residential parking proposals, including details of how the non-residential accessible car parking will be provided on-street.
- 2.6.19. There may also be options to provide non-residential accessible parking within some of the proposed service yards, an option which would need to be explored further.

Comment 15

- 2.6.20. The comment below refers the accessible parking provision on-site.

Comment 15. The applicant is expecting the majority of the accessible bays to be provided on street and enforced by the local authority. For a development of this scale the surrounding public highway would not be able to accommodate the potential 10% provision for residential plus the other uses.

- 2.6.21. The revised proposals include 15 residential accessible bays on-site, as outlined above and shown in Figure 9, which will meet the 3% active provision.
- 2.6.22. With regard to the 7% passive provision, it is proposed to provide these on-street, if there is future demand for additional accessible parking.
- 2.6.23. WSP previously commissioned on-street parking surveys to identify spare capacity around the site. The surveys were undertaken in the early hours of the morning and late morning on Thursday 28/02/19; Saturday 02/03/19; and Sunday 03/03/19.
- 2.6.24. The results identified some capacity on the following streets:
- Sclater Street – 5 bays available next to the site
 - Quaker Street – 2 bays available next to the site
 - Grimsby Street – 6 bays available within 100m of the site
 - Code Street – 4 bays available within 150m of the site
 - Elder Street – 6 bays available within 150m of the site
- 2.6.25. It is proposed the developer pays a bond for converting standard bays to accessible bays if there is ever demand.

- 2.6.26. The location of the on-street bays would have to be considered to ensure these could be provided as close as possible to the residential buildings.
- 2.6.27. It is proposed that as part of the Reserved Matters Applications for the Plots, a Parking Design and Management Plan would be submitted to outline the residential passive accessible parking proposals.

Comment 16

- 2.6.28. The following comment also concerns the accessible parking provision.

Comment 16. It is considered that accessible bays on street do not fulfil the needs for residential development and are available to any registered blue badge holder outside of the development. It is not the highway authorities' responsibility to provide the policy requirements for private development.

- 2.6.29. It is acknowledged the accessible bays in the public highway would be available for use by the general public, therefore would not be dedicated to the users of the development. Although it is understood residents with severe disabilities may be eligible to apply for a disabled parking bay near their home, therefore Personalised Disabled bays may be considered in extreme circumstances for Blue Badge holders.

Comment 17

- 2.6.30. The comment below has been addressed in the previous paragraphs.

Comment 17. We would expect, as a very minimum, for the applicant to provide the initial 3% of accessible bays within the development and within easy access to the residential cores.

- 2.6.31. As set out above the revised proposals will provide 3% active parking provision for residents on the site. The accessible bays are provided as close as possible to the residential cores in Plots 4, 5, 8 and 10, without parking on the proposed Middle Road which will be a non-vehicle route where/when possible.
- 2.6.32. The proposed parking arrangement would require vehicle access control arrangements to ensure the on-site bays are used by residents only.
- 2.6.33. A Parking Design and Management Plans will be required as part of the Reserved Matters Applications, which would address these issues.

2.7 SUMMARY

Comment 18

- 2.7.1. The comment below summarises the main themes received which have been detailed above.

Comment 18. In summary the highway authorities are unable to support the proposal as submitted due to the impact of servicing on the public highway, concerns over the safety of vulnerable road users, potential impact on bus operation and the lack of accessible bays to serve the development which will impact the inclusivity of the development.

- 2.7.2. The responses provided above have covered the following key items:

- Reduced estimates of delivery and servicing vehicle arrivals;



- Revised proposals for the Braithwaite Street servicing yard access;
- Impacts on bus operations on Bethnal Green Road; and
- Revised accessible parking provision on-site.

3 TFL & BOROUGH TRANSPORT COMMENTS (05/12/2019)

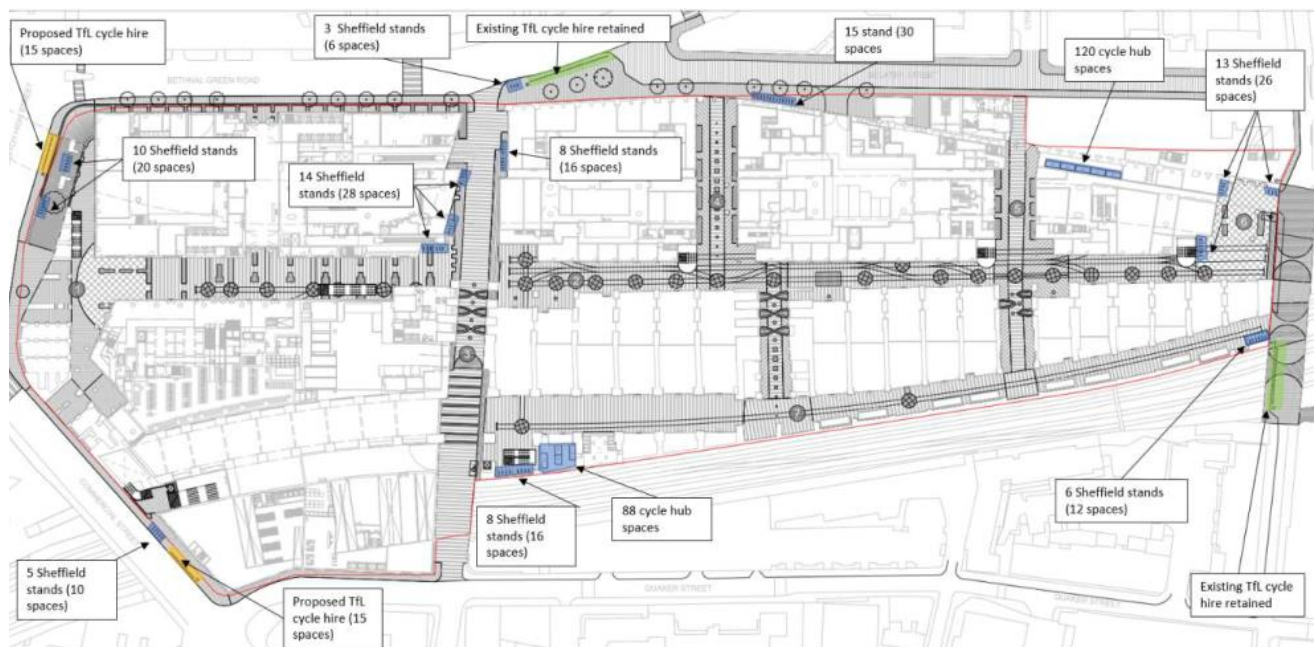
3.1.1. A meeting with the Boroughs and TfL was held on 05 December 2019, the minutes of which are provided as Appendix A. This section will address the comments received at the meeting.

3.2 PROPOSED TFL CYCLE HIRE

3.2.1. In The Goodsyard Transport Assessment (September 2019), Section 9 outlined indicative locations for TfL cycle hire parking within the public highway on Shoreditch High Street and Commercial Street.

3.2.2. Figure 10 shows the location of the previously proposed TfL cycle hire docking stations, provided in two 15 space docking stations, i.e. 30 spaces in total.

Figure 10: Proposed cycle parking (Figure 9.4 in Goodsyard Transport Assessment, September 2019)



3.2.3. At the meeting on 05 December 2019, the TfL officer in attendance highlighted some concerns with the previous proposals which included:

- Cycle hire at The Goodsyard site would be expected to experience tidal-use which would need to be managed and redistributed;
- It was noted the revised Goodsyard scheme proposed fewer TfL cycle hire spaces than the previous scheme;
- TfL would prefer to see two new docking stations, with 25 cycle hire spaces in each;
- The new docking stations would require access by a 7m long vehicle for the redistribution of cycles; and
- The proposed docking stations would preferably be provided on-site.

3.2.4. It is understood the previous Goodsyard scheme proposed a contribution of £600,000 to cover three new docking stations. A review of the TfL Developer Guidance on TfL cycle hire, dated April 2015, states the cost of delivering cycle hire docking stations varies, however as a guide, approximately £197,000 is required to deliver an average size docking station with 27 docking spaces.

- 3.2.5. It has been agreed for the current planning application, a Section 106 contribution will be made to provide the new docking stations, however TfL would like to see where the docking station spaces would be provided on or around the site.
- 3.2.6. A subsequent meeting on-site was arranged with the Boroughs and TfL to discuss suitable locations for additional TfL cycle hire docking stations, which is addressed in the next chapter of the note.

3.3 TRIP GENERATION METHODOLOGY

- 3.3.1. At the meeting, and in an email sent on 10 December 2019, the following comments have been received regarding the Trip Generation methodology in The Goodsyard Transport Assessment (September 2019):
- Comparator sites for person trips have not been sufficiently justified;
 - Review potential errors in servicing trip estimates;
 - Review method for forecasting servicing trips, specifically residential and hotel trips; and
 - Mitigation measures should be provided to include measures to reduce person trips (Travel Plan) and servicing trips (Delivery & Servicing Plan).
- 3.3.2. The sites selected to provide the trip generation estimates are set out in Section 12 of The Goodsyard Transport Assessment (September 2019). It is felt the trip generation estimates are in-line with other applications of this scale and use, therefore are considered appropriate for this application. It is acknowledged further detail could be provided for individual Plots which would be set out in Travel Plans and Delivery and Servicing Plans for the Reserved Matter Applications.
- 3.3.3. It is acknowledged there are errors in Table 12.35 in the Transport Assessment (September 2019) which do not correctly sum the proposed, office, retail, residential and hotel servicing trip generation estimates. The total daily two-way HGV trips for the Maximum Build Out scenario should sum 110, not 226 as shown in Table 12.35.
- 3.3.4. This note has reviewed the servicing vehicle trip estimates by Plot and servicing yard/area, providing further information, therefore the servicing vehicle estimates set out in Section 12.7 in The Goodsyard Transport Assessment (September 2019) are considered obsolete.
- 3.3.5. Table 12.27 in The Goodsyard Transport Assessment (September 2019) estimate a total of 37 service vehicle arrivals over a day for the residential use, which is in-line with the estimates provided in this addendum note. Table 12.31 in the Transport Assessment estimates a total of 47 service vehicle arrivals over a day for the hotel use, which TfL note is in excess of the service vehicle estimates for the residential use. It is noted Table 12.31 is an error, with the correct daily service vehicle arrivals being approximately 24 vehicle arrivals, less than the residential unit trips as TfL expected.
- 3.3.6. With regard to the methodology for forecasting servicing vehicle trips, this note has considered service trips for each individual Plot and the respective service yards/area providing the transparency TfL requested. As part of this Transport Addendum note, the office servicing trip estimates for each Plot and servicing yard/area have been revised, superseding the information provided in the Transport Assessment (September 2019), and addressing the TfL comments received.

- 3.3.7. In addition, the calculations for the revised office servicing trips, using the Site A surveys, are clearly set out in this note along with the raw survey data for further consideration if required.
- 3.3.8. With regard to mitigation measures, including proposals to restrict the number of servicing vehicle movements at peak times, these would be considered in the Delivery & Servicing Plans and Travel Plans prepared for the Reserved Matter Applications.
- 3.3.9. Table 3-1 shows the estimated volume of servicing vehicle trips for each of the main servicing yards.

Table 3-1 – Revised estimated volume of servicing vehicle trips

Period	Bethnal Green Road servicing yard (Plot 1)	Sclater Street service yard (Plots 4, 5 & 10)	Braithwaite Street servicing yard Plots 2 & 8	London Road servicing area (Plot 3)	Middle Road (Plot 7)
Daily arrival trips	63	78	150	42	58
Development peak arrival trips	10	13	22	6	8
Network AM peak hour arrival trips	7	7	13	3	3
Network PM peak hour arrival trips	2	6	8	2	5

- 3.3.10. The development proposals include on-site delivery and servicing areas to avoid impacting the public highway. It is acknowledged the previous access design for the proposed Braithwaite Street would increase the risk of traffic congestion on the public highway, on Braithwaite Street, however the revised proposals should reduce this likelihood and improve conditions for all road users.
- 3.3.11. The service yards and service areas will be managed by on-site Facilities Management Team. It is assumed a Delivery & Servicing Plan for each Plot and/or service yard will be conditioned where additional detail regarding operations would be provided for the Reserved Matters applications.

3.4 STAGE 1 ROAD SAFETY AUDIT (RSA)

- 3.4.1. At the meeting on 05 December 2019, a Stage 1 Road Safety Audit was requested for all areas where works in the public highway are proposed. A Stage 1 Road Safety Audit (RSA) was undertaken in December 2019. A copy of the Stage 1 Road Safety Audit is provided as Appendix D.
- 3.4.2. The issues identified in the audit are summarise below:
- Proposal to relocate the eastbound bus stop on Bethnal Green Road (bus stop J) to an area of footway with a dropped kerb would cause issues for passengers boarding and alighting (Problem 1);
 - Proposal to relocate the eastbound bus stop on Bethnal Green Road (stop J) could cause issues for general traffic having to pass the bus stop in the opposing westbound general traffic lane (Problem 2);

- Proposed zebra crossing on Bethnal Green Road would not be regarded as safe, therefore recommend a pelican crossing instead (Problem 3 and 8);
- Proposed number of zig-zag markings associated with the pedestrian crossing (Problem 4);
- Restricted visibility at proposed site access on Brick Lane (Problem 5);
- Restricted visibility at proposed junction between Braithwaite Street and Middle Road, caused by the entrance/exit of the tunnel leading (Problem 6)
- Proposed access to London Road servicing area does not allow two-way vehicle movements which could cause service vehicles to reverse on the public highway (Problem 7);

3.4.3. As a result of the Stage 1 Road Safety Audit the following amendments to the proposals are suggested, subject to further discussions with the Boroughs and TfL:

- Provide a pelican crossing on Bethnal Green Road instead of a zebra crossing; and
- Amend road markings on Bethnal Green Road where required to accommodate relocated bus stop J.
- Review London Road servicing yard access management strategy to avoid risk of vehicles reversing on the public highway.

3.4.4. The full designers response is provided as Appendix D, after the Stage 1 Road Safety Audit.

3.4.5. It is understood the Huntingdon Estate development on the north edge of Bethnal Green Road is also making proposals for a pedestrian crossing on Bethnal Green Road, therefore further discussions will be required.

3.5 SERVICING VEHICLE TRIPS

3.5.1. This section will pick up on the issues regarding servicing vehicle trips which were raised at the meeting on 05 December 2019.

- Vehicles currently observed stopping on the north edge of Bethnal Green Road, opposite the proposed servicing yard access, which should be considered;
- Requested further justification of the location of the proposed servicing yard access on Bethnal Green Road;
- Requested a broader plan of pedestrian movements in and round the site;
- Braithwaite Street service yard access cannot accommodate two-way movements, and vehicle movements take up the full width of Braithwaite Street;
- Feasibility of greater use of the Bethnal Green Road servicing yard;
- Consideration of measures to reduce the volume of servicing trips, including use of cargo bikes and electric vehicles;
- Requested further details of interaction between servicing vehicles, pedestrians, and cyclist on Braithwaite Street;

3.5.2. With regard to vehicles observed stopping on the north edge of Bethnal Green Road, this section of the carriageway has double yellow lines. A double yellow prohibits parking at anytime, however vehicles are permitted to load or unload on a double yellow line, if there are no loading restrictions in place. Further east is the bus stop J, in which vehicles are not permitted to park or load/unload at

any time. As shown in Figure 2, if a vehicle is loading or unloading on the north edge of Bethnal Green Road, it would impede the right-turn from Bethnal Green Road into the service yard, which will need to be reviewed, with the possible introduction of a loading ban on the north edge of Bethnal Green Road.

- 3.5.3. The further justification requested for the location of the Bethnal Green Road service yard has been set out in Section 2.2, Comment 2.
- 3.5.4. In The Goodsyard Transport Assessment (September 2019), Appendix D provides a diagram of the surveyed pedestrian movements through and around the site during weekday and weekend peak hours.
- 3.5.5. With regard to the comment on the proposed Braithwaite Street servicing yard access accommodating two-way vehicle movements, Comment 7 in Section 2.4 of the note has addressed this item.
- 3.5.6. The option to intensify the use of the Bethnal Green Road servicing yard has been considered. It is assumed this comment also relates to the estimated demand for the Braithwaite Street servicing yard, which will attract a higher volume of servicing trips compared to the Bethnal Green Road servicing yard. It should be noted, the estimated demand for the Braithwaite Street servicing yard has been reduced from 470 two-way daily trips to 384 two-way daily trips.
- 3.5.7. The main reasons not to intensify the use of Bethnal Green Road servicing yard includes:
- increase in volume of vehicles entering and exiting the site on Bethnal Green Road;
 - increase in service vehicle dwell time due to distance between service yard and other Plots;
 - the Plots on-site are likely to be leased independently therefore will not have a site-wide Facilities Management Team to coordinate servicing between Plots.
- 3.5.8. Table 3-2 shows the total estimated daily servicing arrival trips for the whole site and provides a breakdown for individual servicing yards / areas.

Table 3-2 – Estimated servicing trips for each servicing yard / area

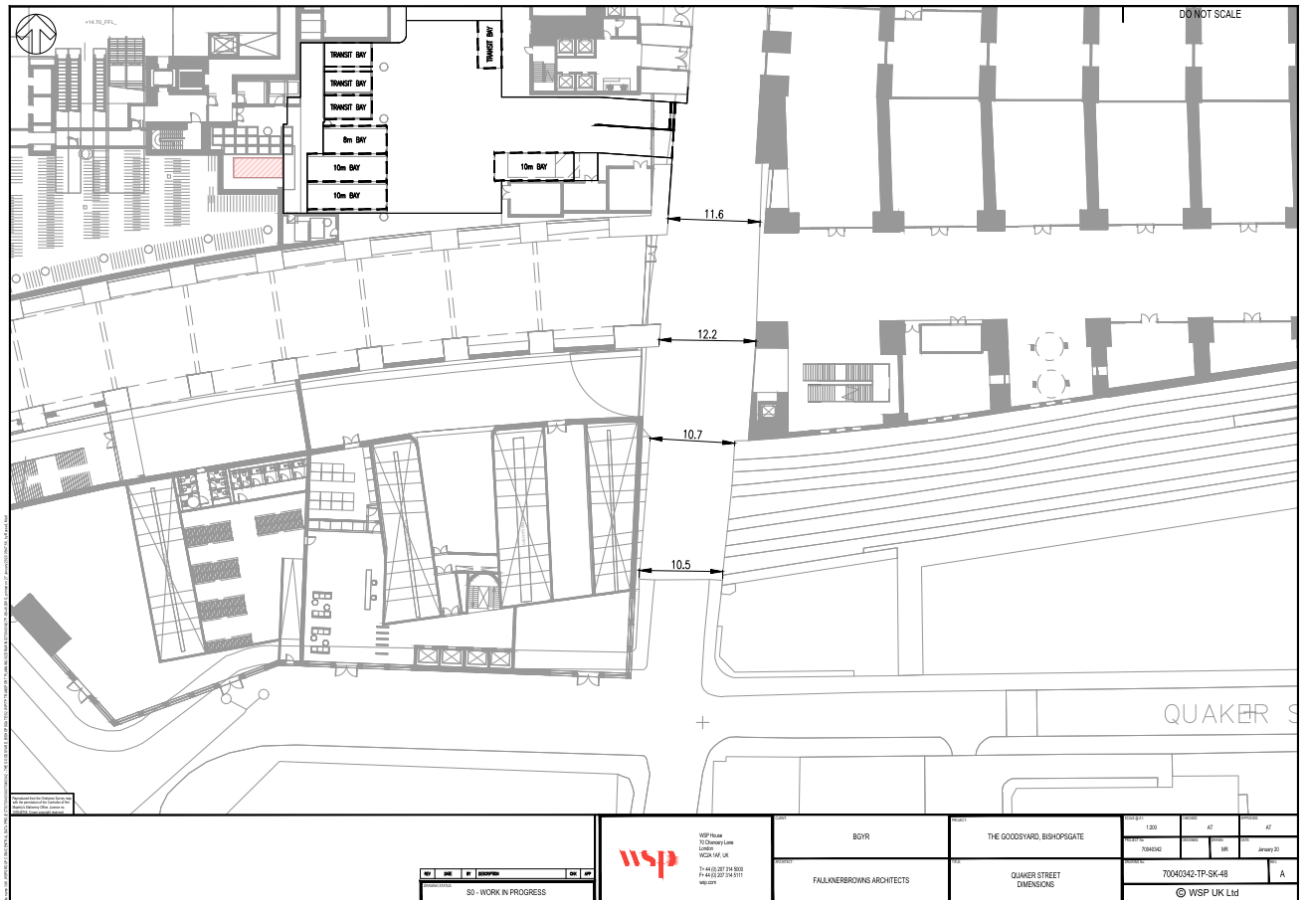
Servicing Yard / Area	Plots	Daily vehicle arrivals
Bethnal Green servicing yard	Plot 1	63
Sclater Street servicing yard	Plots 4, 5 & 10	78
Middle Road servicing area	Plot 7	59
Braithwaite Street servicing area	Plots 2 & 8	150
London Road servicing area	Plot 3	42
Total		391
Average per servicing yard / area		78

- 3.5.9. Table 3-2 shows a total of 391 daily servicing vehicle arrivals to The Goodsyard site. The proposals include five separate servicing yards / areas, therefore an average of 78 daily servicing vehicle

arrivals per servicing yard / area. Table 3-2 shows the Bethnal Green Road servicing yard is accommodating an appropriate number of servicing vehicles based on an average distribution across the whole site. It should be noted other factors should be considered including the proposed site layout; the quantum of development for each Plot, the type of road accessing the site; and if either a servicing yard or servicing area has been provided.

- 3.5.10. After further discussion with TfL and the Boroughs, it is proposed to provide goods holding areas in each the proposed service yards which could be used to hold goods intended for other Plots on The Goodsyard site. This strategy would reduce the overall number of servicing vehicle trips The Goodsyard site would receive, meaning deliveries intended for several Plots could be left in a single service yard and distributed at a later time internally. It is acknowledged the proposal requires further consideration, however the strategy and management would be addressed in the Delivery & Servicing Plans for the Reserved Matters Applications.
- 3.5.11. With regard to the consideration of possible measures to reduce the volume of servicing vehicle trips, i.e. cargo bikes and electric vehicles, it is agreed these measures will be identified within the Delivery & Servicing Plans submitted with the Reserved Matters Applications.
- 3.5.12. To encourage the use of cargo bikes to make deliveries to and from the site, the proposals will include cycle parking facilities for cargo bikes within each of the servicing yards and area. In addition, as part of the Reserved Matters Applications, Delivery and Servicing Plans will be prepared, outlining the strategy for encouraging the use of cargo bikes to deliver to and between buildings and service yards on-site. It is assumed the applicant would liaise with cargo bike delivery companies during the Reserved Matters Application process to invite suggestions regarding opportunities for site-wide initiatives and strategies, with the potential to appoint a preferred supplier if deemed suitable.
- 3.5.13. Further details on measures to restrict servicing vehicle trips to each of the servicing areas on-site are provided in Chapter 5.
- 3.5.14. The proposals will include rapid electric vehicle charging points within each of the servicing yards only, i.e. Bethnal Green Road; Sclater Street; and Braithwaite Street.
- 3.5.15. With regard to the details of the interaction between servicing vehicles, pedestrians, and cyclist on Braithwaite Street, Comment 9 in Section 2.4 has outlined the street widths which are repeated below.
- 3.5.16. The proposed wall to wall widths on Braithwaite Street have been identified below, and shown in Figure 11:
 - South edge of Braithwaite Street bridge – 10.50m
 - North edge of Braithwaite Street bridge – 10.70m
 - North edge of London Road – 12.20m
 - South of proposed Plot 2 & 8 service yard access – 11.60m

Figure 11: Pinch points on south section of Braithwaite Street



- 3.5.17. Assuming the service vehicles are approximately 2.5m in width, two vehicles passing one another would require a carriageway width of approximately 6m. At the narrowest point, at the south edge of the Braithwaite Street bridge, a width of 4.50m would be available for pedestrians, a width of 2.25m on either side of the carriageway.
- 3.5.18. It is assumed cyclist would use the 6m two-way carriageway on Braithwaite Street, with pedestrians using the pedestrian areas along the edge of the road.
- 3.5.19. It is proposed the layout and design of Braithwaite Street would be coordinated through discussions and design workshops with LB Tower Hamlets as the Highway Authority.

3.6 TAXI DROP OFF

- 3.6.1. Comment 11 in Section 2.5 addresses the proposed strategy for taxi pick-up and drop-off. The proposed strategy for taxi pick-up and drop-off for the hotel would be for taxis to stop on Bethnal Green Road or Quaker Street. The nearest section of Bethnal Green Road to the hotel in Plot 8 is currently a bus lane, however taxis and private hire vehicles are permitted to pick up or set down customers in a bus lane.
- 3.6.2. There is an existing 24-hour taxi rank on Ebor Street, next to the north edge of the site, with capacity for approximately three cars. The licenced rank, on the west edge of the carriageway, next to the junction with Bethnal Green Road, is advertised by TfL as a stand for three taxi. The rank would be

a suitable pick-up location for visitors to the hotel, if required. The existing taxi rank is not for use by private hire vehicles.

- 3.6.3. It is likely there is an existing precedent for taxi pick up/drop off on this section of Bethnal Green Road, presumably by people currently accessing the Shoreditch High Street station, as is observed on most streets adjacent to stations. The issue of undesirable taxi pick-up/drop-off is regarded as a wider issue and not one that is unique to the development proposals at The Goodsyards site.
- 3.6.4. The site has several constraints with regard to access, primarily the A10 Shoreditch High Street along the west edge which does not permit vehicle access. The aim of the proposals is to create a pleasant pedestrian environment on-site, therefore vehicle access is restricted where possible. Therefore, the only points of access for taxi pick-up / drop-off would be Bethnal Green Road to the north or Quaker Street to the south.
- 3.6.5. The location of the site should encourage the hotel to be accessed via public transport with Liverpool Street station, a short walk or bus ride, therefore reducing the need to access the hotel via taxi.
- 3.6.6. As part of the Reserved Matters Applications, Framework Travel Plans would be prepared for the proposed office use in each of the Plots, and hotel use in Plot 8. The Travel Plans would outline the public transport available in the area, including provision for step-free access, and the management arrangements to reduce the use of taxis by staff and visitors. Additionally, it could be implemented that the hotel's preferred private hire provider could be electric-vehicles only.

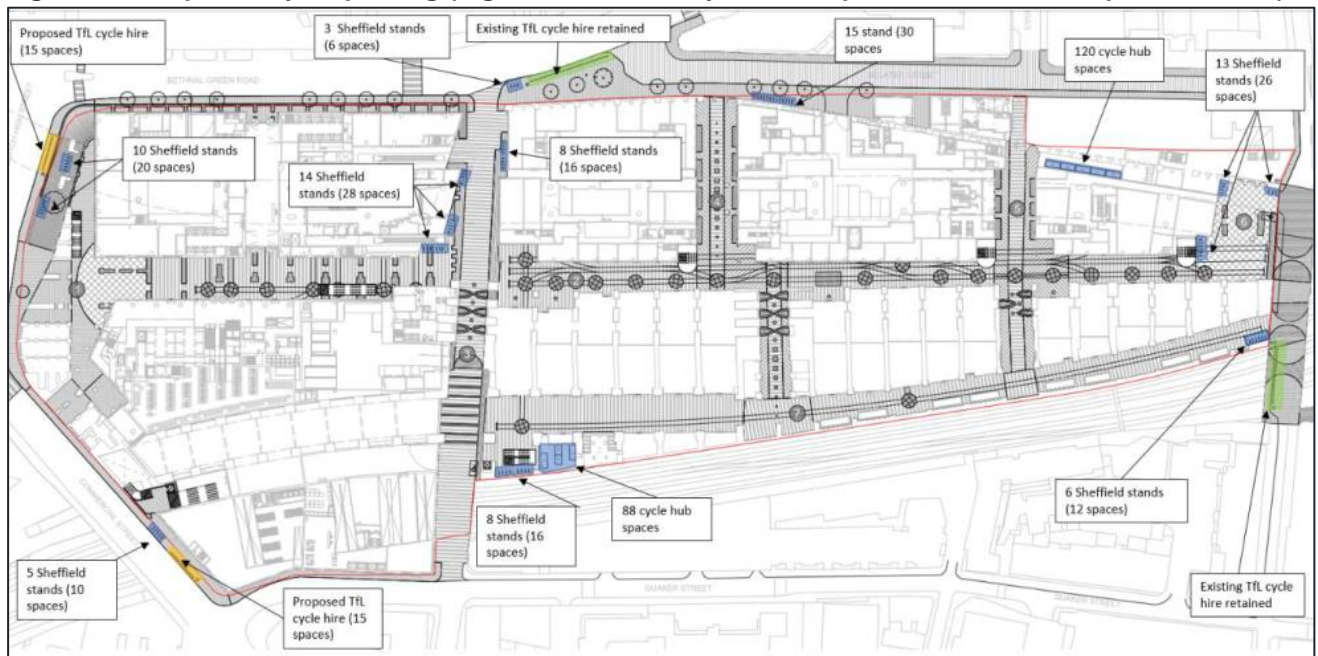
3.7 ACCESSIBLE PARKING PROVISION

- 3.7.1. The proposals to provide 3% accessible parking on-site for the residential use has been set out in Section 2.6.
- 3.7.2. At the meeting on 05 December 2019, the Boroughs requested electric vehicle charging points for the accessible bays which will also form part of the proposals, as set out in the New London Plan policy.
- 3.7.3. Policy T6.1 in the New London Plan requests all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20% of spaces should have active charging facilities, with passive provision for all remaining spaces.
- 3.7.4. With regard to accessible parking for the non-residential uses, the proposals are outlined in the responses to Comment 14 in section 2.6. It is proposed that as part of the Reserved Matters Applications for the Plots, a Parking Design and Management Plan would be submitted to outline the non-residential parking proposals, including details of how the non-residential accessible car parking will be provided on-street.
- 3.7.5. There may also be options to provide non-residential accessible parking within some of the proposed service yards, an option which would need to be explored further.

4 TFL & BOROUGH TRANSPORT COMMENTS (14/01/2020)

- 4.1.1. A meeting was held on-site with the Borough and TfL officers on 14 January 2020. The purpose of the meeting was to review the proposals for TfL cycle hire facilities, the proposals for which were included in The Goodsyard Transport Assessment (September 2019).
- 4.1.2. It should be noted, it was agreed at the pre-application stage that for the current planning application, a Section 106 contribution would be made to provide the new TfL cycle hire docking spaces. The purpose of the meeting on-site was to look at potential locations.
- 4.1.3. In The Goodsyard Transport Assessment (September 2019), Section 9 outlined the possible location for TfL cycle hire parking within the public highway on Shoreditch High Street and Commercial Street. Figure 12 shows the location of the possible TfL cycle hire docking stations, which could be provided in two 15 space docking stations, i.e. 30 spaces in total.

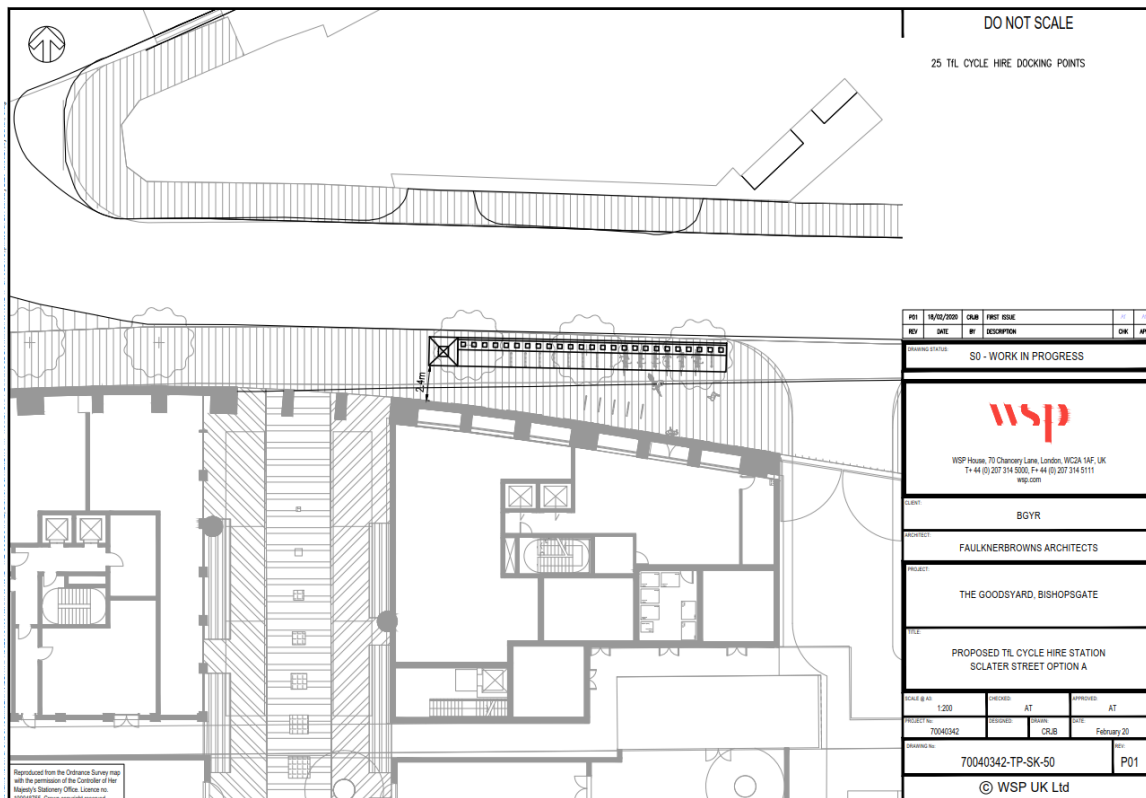
Figure 12: Proposed cycle parking (Figure 9.4 in Goodsyard Transport Assessment, September 2019)



- 4.1.4. TfL had concerns with vehicle access for the indicative TfL cycle hire docking stations on Shoreditch High Street and Commercial Street. With regard to the proposed TfL cycle hire docking station on Shoreditch High Street, the servicing vehicle needs to be located in the line of site, which would not be feasible on this section of the TLRN, so close to signal junctions.
- 4.1.5. During the discussions on-site the following locations have been identified, in order of preference:
1. North edge of site, south of Sclater Street, west of proposed service yard access; and/or
 2. Quaker Street in carriageway (removal of the on-street parking bays); and/or
 3. Retain Commercial Street proposals if can demonstrate 7m service vehicle will not impeded general traffic; and/or
 4. Extend existing TfL cycle hire docking station (6 docking spaces) on Bethnal Green Road, west of junction with Sclater Street.

- 4.1.6. It should be noted, LB Tower Hamlets, as the Highway Authority, would not support the extension of the existing TfL cycle hire docking station on Bethnal Green Road, west of the junction with Sclater Street.
- 4.1.7. It has been agreed for the current planning application that a Section 106 contribution will be made to provide the new TfL cycle hire docking spaces, however TfL would like to see options for where the docking stations could be provided. The proposed locations listed above are considered in the following Figures.
- 4.1.8. Figure 13 shows the option for 25 TfL cycle hire spaces in the footway on Sclater Street. The layout shows a clear width of 2.4m would be available for pedestrians. The option would require the relocation of the previously proposed Sheffield stands for short-stay cycle parking and the tree planting. It would be proposed the previously proposed 15 Sheffield stands (30 spaces) could be relocated into either of the proposed cycle hub on-site.

Figure 13: Option for TfL cycle hire spaces in footway on Sclater Street



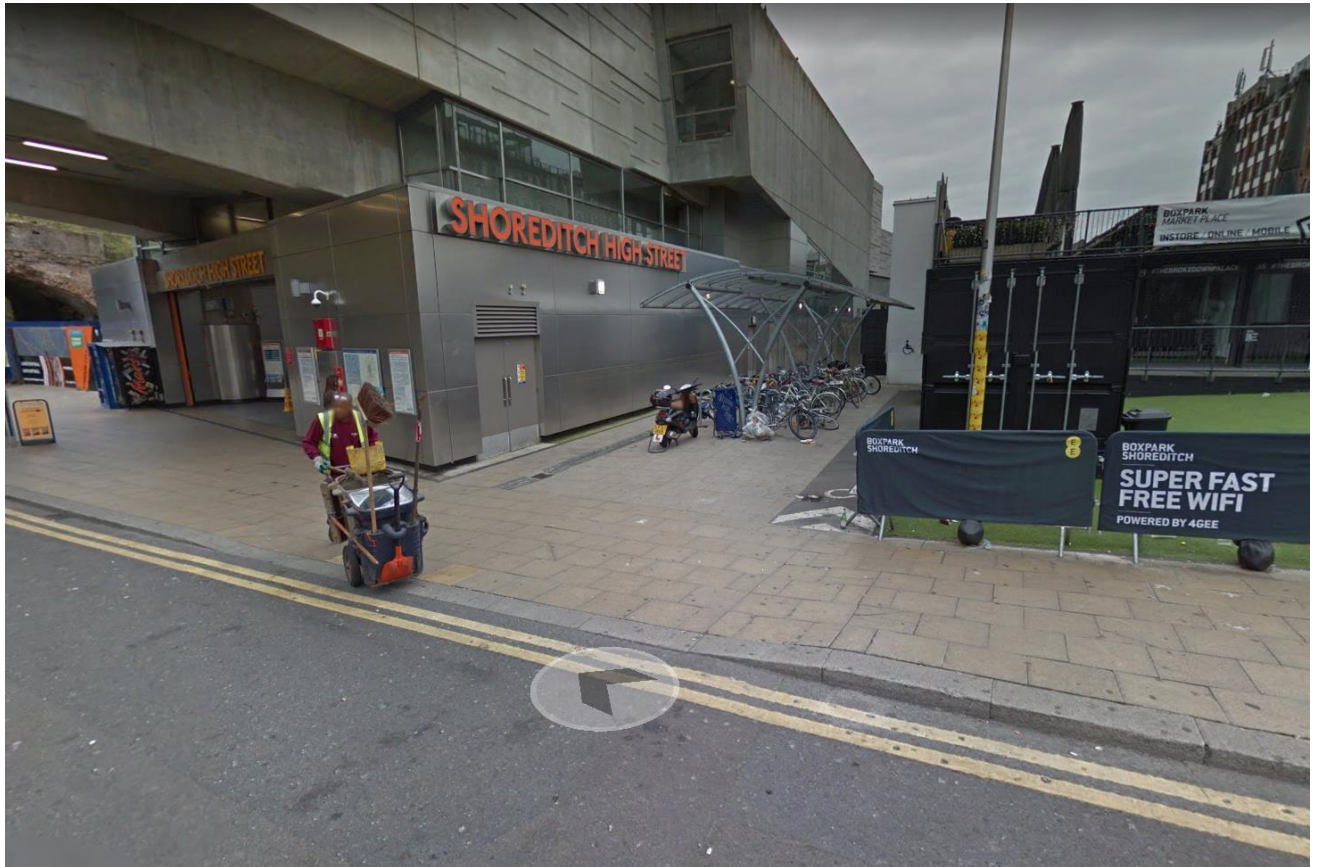
- 4.1.9. Figure 14 shows the option for 20 TfL cycle hire spaces next to the proposed building fronting Sclater Street, with the cycle parking mostly provided within the site boundary. As above, the previously proposed 15 Sheffield stands (30 spaces), would need to be relocated into the two proposed cycle hubs on-site, and the proposed trees removed. A constraint would be the proximity between the cycle hire stands and the building front, with the location obstructing the retail frontage, however this would be discussed further with the Boroughs and TfL.

Figure 16: Option for TfL cycle hire spaces in carriageway on Quaker Street



- 4.1.13. The option to provide TfL cycle hire docking stations in the public highway would be preferable for the following reasons:
- Desire to provide an attractive pedestrian realm on-site;
 - Access for servicing vehicles on Middle Road;
 - Access for emergency vehicles; and
 - Need to provide adequate short-stay cycle parking for visitors.
- 4.1.14. At a meeting with the Boroughs and TfL on 11 February 2020, the TfL officer accepted it may be acceptable to provide the TfL cycle hire on the surrounding streets, subject to further discussion with the Boroughs as the highway and parking authorities.
- 4.1.15. To reiterate, it has been agreed for the current planning application that a Section 106 contribution will be made to provide the new TfL cycle hire docking spaces, however TfL would like to see options for where the docking stations could be provided around the station, as illustrated above.
- 4.1.16. As a point of clarification, during the site meeting, there was a discussion about converting existing short-stay cycle parking next to the station into TfL cycle hire spaces, shown in Figure 17. The area currently provides 40 spaces (20 Sheffield stands).

Figure 17: Existing short-stay cycle parking next to Shoreditch High Street station



- 4.1.17. However, the existing short-stay cycle parking next to the station will be removed and relocated as part of the development proposals, therefore will not be available for TfL cycle hire.
- 4.1.18. It should be noted Table 9.2 in The Goodsyrd Transport Assessment sets out the short-stay cycle parking requirements based on the Max Build-out floor areas. The total short-stay spaces required in accordance with the London Plan would be 477 spaces, however at pre-application discussions, it was agreed that due to scale and location of the development, and other site constraints, 70% provision of the policy requirements would be acceptable, equating to 334 short-stay spaces. Figure 9.4 in The Goodsyrd Transport Assessment (September 2019) showed 372 proposed short-stay cycle parking spaces, with the additional cycle parking required to relocate the existing short stay 40-spaces shown in Figure 17.

5 FURTHER CONSIDERATIONS

- 5.1.1. TfL has requested an indication of the applicant's s106 Agreements for Transport, however this will not be provided at this early stage, with s106 Agreements to be agreed at a later date.
- 5.1.2. However, as requested, items raised by TfL to date, for further consideration, are included in the list provided below:
- TfL has advised the applicant that both junctions adjacent to the site (Shoreditch High Street and Bethnal Green Road; and Shoreditch High Street and Commercial Street) need to be improved together; and contributions are still necessary to ensure the benefits of improved crossings next to the site. In the draft s106 published in 2016, the amount agreed was £5.9 million. TfL has provided updated cost of £6.2 million based on new cost estimates.
 - TfL has requested that the s106 allows funding for TfL Cycle Hire docking station capacity within the wider vicinity of the site,
 - TfL has requested that public realm improvement works along Shoreditch High Street, including at the junctions with Bethnal Green Road and Commercial Street, and the phasing of the development site, are coordinated, including any street improvement works to the surrounding Borough roads.
 - TfL has made recommendations regarding the servicing strategy for the site, including comments specific to each servicing yard and loading area. The applicant agrees to implement the following initiatives at the Reserved Matters Applications to reduce the volume of servicing vehicle trips to and from the site:
 - Implement a site-wide delivery and servicing booking system;
 - Promote cooperation between Buildings and each service yard, including goods storage areas so deliveries can be received for adjacent buildings;
 - Reduce the volume of servicing vehicles accessing servicing yards and areas during peak hours.
 - The proposed development provides passive provision for station escalators which would land on the west edge of Braithwaite Street. TfL has requested the design is supported by an Engineering Feasibility Report to make sure enough space is safeguarded for the proposed escalators in terms of installation, operation, maintenance and safety. The escalators would be designed and installed by London Underground, however the area required will be safeguarded as part of the Outline Planning Application and a subsequent Reserved Matters Application for Building 1. The design and installation if the escalators will be led by London Underground, however it is assumed the preparation of the Engineering Feasibility Report, by London Underground, will be coordinated with the Applicant and other relevant stakeholders, including LB Tower Hamlets as the Highway Authority for Braithwaite Street.
 - It should be noted, TfL has provided comments regarding the existing capacity constraints at London Overground Shoreditch High Street station for the applicants information only. It is understood the main existing congestion issue for the operator, Arriva Rail London, is the exit off

the northbound platform. It is a narrow exit off a narrow platform and in the morning peak this can lead to delays exiting the station.

- TfL has requested details on the proposed London Overground station roundel which would be required for the Shoreditch High Street station. Building 1 will enclose the existing station building, therefore TfL has requested further details regarding how the station will be signed, however Building 1 and the proposals forms part of the Outline Planning Application. As details are not currently available regarding the proposed signage arrangement for the station, this will be addressed during the Reserved Matters Application, where the sign type and location would be agreed with TfL to ensure the proposals are fit-for-purpose in terms of legibility and future maintenance. TfL has made a preliminary suggestion for a totem sign for the station, similar to those used for TfL River Piers. If located on Shoreditch High Street, the totem sign would be located within the public highway, therefore would need to be approved by TfL as the highway authority.
- TfL expects to put a GLA sponsored Drinking Fountain as close to Shoreditch High street station as possible, close to the Sclater Street docking station and near a Thames Water water main. TfL would ask the developer to help facilitate as part of their development.
- TfL has noted design and construction of this development must not increase or decrease the loadings on the London Underground tunnels nor compromise the integrity of London Underground's operations. Transport for London's engineers will therefore need to be involved with any planning, design and development to take place on-site to ensure the safety of the railway. Should the detailed design of the scheme progress the applicant should liaise directly with Transport for London throughout the design process and at reserved matters stage. This will be ensured through planning conditions associated with each development plot.
- The development must also safeguard the Overground infrastructure. TfL must be able to undertake yearly visual inspections of the viaduct columns, bearings and for other infrastructure; six yearly physical inspections. TfL must also be able to undertake maintenance and as necessary renewal works without incurring any increased costs over the current situation on site. For example, TfL cannot be responsible for demounting any fittings or any consequential costs of temporarily closing retail units during such a period. In addition to inspection, maintenance and renewal of its assets, it is vital that the station and any services remain compliant in terms of passenger safety, access, egress, fire and smoke regulations etc. To achieve this TfL is already aware of the need to install further equipment including impulse fans or other additional means of ventilation and extraction to cope with the impact of the proposed development on the current station venting. Should the Mayor resolve to approve planning permission, conditions should be imposed to ensure that any design is only approved in consultation with TfL to ensure that they take account of these requirements.
- The development must also ensure passive provision for two additional railway tracks entering Liverpool Street station from the east. These are in addition to the existing six tracks and are known as the "eight track" reserve. Although not designated by a specific safeguarding direction, the space for the additional tracks has been identified by Network Rail and they, as land owners,

have secured a commitment from the applicant to ensure that the development will not prejudice the potential for delivery of this infrastructure through development on the Goodsyard site.

- With regard to construction, TfL has stated a specific interface dialogue is required between TfL and the developer regarding how the Shoreditch High Street works interface with construction on-site, as follows:
 - Design development – TfL has paused design work for Shoreditch High Street, and will pick-up again later in 2020, with the restart depending on both funding certainty and broader TfL programme priorities.
 - Physical interface during construction – between on-site public realm, building frontages, and vehicle access points, and Shoreditch High Street works.
 - Design and construction programme - TfL would want to adopt an open approach to sharing programmes and update each party other on progress.
 - TfL programme milestones are to start work on detail design during 2021 and commence on site by Q4 in 2022, completion by Q2 in 2023, when the first blocks are due to occupied on site. This is subject to these working with the developer's construction programme.
 - TfL is concerned that third party works need to be designed into the Shoreditch High Street works, taking account of any upgrades needed to support growth.

APPENDIX A – TFL, LBTH & LBH MEETING MINUTES

MINUTES

PROJECT NUMBER	70040342	MEETING DATE	05 December 2019
PROJECT NAME	The Goodsyard	VENUE	TfL Stratford
CLIENT	Ballymore-Hammerson JV	RECORDED BY	GB
MEETING SUBJECT	The Goodsyard - Transport		

PRESENT	PR - Paul Roberts (GLA) MD - Melvyn Dresner (TfL) ER – Elena Rys (TfL) QS - Qasim Shafi (LB Hackney) MK - Matt Kent (LB Tower Hamlets) MS - Max Smith (LB Tower Hamlets)	NZB - Nicola Zech-Behrens (Ballymore) TC - Tony Coughlan (Hammerson) JS - Julian Shirley (DP9) GB - George Buxton (WSP) TG - Tom Giles (WSP)
APOLOGIES	Allan Trulock (WSP)	
DISTRIBUTION	As above	
CONFIDENTIALITY	Confidential	

ITEM	SUBJECT	ACTION	DUE
1	TfL Cycle Hire		
1.1	ER informed that Brick Lane Market, Buxton Street 1 and Commercial Street are all within the busiest 5% of docking stations in London. Cycle hire at the development would be expected to experience tidality which must be managed by redistribution. GB suggested that the mix of land uses would mean that some degree of balance might be experienced.		
1.2	ER enquired why the revised scheme proposed fewer docking stations than the previous scheme. TC explained that both the floorspace and the land uses had been revised. The previous proposal was for two new docking stations, each with 15 cycles.		
1.3	ER requested two new docking stations, each for 25 cycles. These would measure 28x2m, plus 2m ² for the terminal and space for a 7m van with 2m ramp. PR enquired how the quantum was calculated; E advised that there is an in-house formula.		
1.4	TC enquired how the previous scheme addressed cycle hire; MD advised that a contribution of £600,000 to cover three new docking stations was proposed, however it is preferred to show where the docking stations can be provided, not just the contribution.		
1.5	TC enquired whether existing stations could also be extended; E said a range of options could be considered, and a site visit would be helpful, any day except Wednesdays, until 19 th December. TC to arrange a site visit to observe the docking stations and other points around the site.	GB	20 th Dec

MEETING NOTES

1.6	NZB advised that a plaza is being provided at the eastern end of the development, and a docking station could potentially be incorporated. ER will forward DWGs of sample docking station designs.	ER	13 th Dec
2	Trip Generation		
2.1	MD had a number of comments relating to the trip generation methodology. Comparator sites for person trips had not been sufficiently justified, and the method was dated. A more accurate projection is preferable to a worst case assumption. The trip forecast will be provided in the Transport Assessment (TA), with measures to reduce person and servicing trips to be provided in the Travel Plan (TP) and delivery & servicing plan (DSP) respectively.		
2.1.1	MD had previously provided PR with some examples of good practice for reducing person trip numbers. TC requested that these be provided; MD to circulate.	MD	20 th Dec
2.2	MD would also like to see targets for reducing servicing trip numbers in the DSP. TC advised that GB is commissioning surveys of recent comparable developments in order to update servicing trip generation projections. GB to provide updated results once complete.	GB	8 th Jan
2.3	MD queried the method of calculating hotel trips; GB to review.	GB	20 th Dec
3	Road Safety Audits (RSAs)		
3.1	MK enquired at what point RSAs can take place; MD advised that they can be done now. GB to arrange.	GB	8 th Jan
4	Servicing		
4.1	QS noted that vehicles currently pull up on the northern side of Bethnal Green Road opposite the proposed servicing yard access, and that the tracking should take this into account. QS queried why the access is so close to the junction with Shoreditch High Street; TS explained that the location was constrained by the station to the east and the requirement to maintain minimum spacing from the junction.		
4.2	GB set out a number of modifications to the road markings on Bethnal Green Road which could mitigate the impact of service vehicles turning in/out of the service yard. These include hatching across the westbound lanes next to the access, and extending the bus lane as far west as the access. QS and MK supported these suggestions.		
4.3	QS had previously requested a broader plan of pedestrian movements. GB to provide.	GB	20 th Dec
4.4	MK noted that the Braithwaite Street service yard entrance cannot accommodate two-way movements, and that the swept paths take up the full width of Braithwaite Street. TS explained that the arches are a constraint. MD noted that there is a trade-off as smaller vehicles would have a narrower swept path but also result in a greater number of vehicle trips.		
4.5	MK suggested a greater use of the Bethnal Green Road service yard, however GB noted that this would result in a greater dwell time, and therefore decreased capacity, while goods are trolleyed across greater distances within the site.		
4.6	MK and MD requested consideration of other measures to consolidate deliveries and manage delivery times, which TC agreed would be investigated further. NZB suggested a concierge, which MK supported.		
4.7	PR asked if London Road could be used for servicing out of hours, however TC explained that the road has low capacity and will be closed out of hours. GB noted that vehicles would still exit onto Braithwaite Street southbound and therefore vehicles would not be removed.		

MEETING NOTES

4.8	QS requested a modelled hour to better understand the details of interaction between servicing vehicles, pedestrians and cyclists along Braithwaite Street. MD suggested timeslices. NZD suggested that the exercise in reducing servicing trips should be undertaken using the revised data, GB to provide timeslices for three scenarios: i) no vehicles, ii) egress only, iii) egress while another vehicle waits to enter.	GB	10 th Jan
4.9	QS suggested getting the site occupiers round a table, once known, to discuss consolidation options.		
4.10	QS wants the reports to expressly consider last-mile options, including more creative measures such as cargo bikes and electric vehicles (EVs).		
5	Taxis		
5.1	QS requested more detail on proposals for taxis, such as in the TP which should give more detail on what information will be provided to site users regarding where to board/alight taxis. GB clarified that there are key differences between black cabs, private hire and ride hailing; QS agreed and acknowledged that there is less control over black cabs' drop-off / pick-up, however there can be a designated location for the hotel to order a private hire vehicle (e.g. Sclater Street). QS also suggested that the hotel's preferred private hire provider could be electric-only.		
6	Blue badge parking		
6.1	PR queried why the proposed blue badge provision had reduced compared to the previous scheme. TC explained that the proposed 2 spaces are for the detailed element of the scheme. PR requested an indicative drawing of where the spaces for the outline element would be located. MS enquired whether ground floor retail space could be sacrificed to provide on-site blue badge parking. QS said that on-site parking must be designed for vehicles to enter and exit the site in forward gear. NZB said that this can be sketched outline, though may not necessarily reach 3%. GB to provide a drawing of outline spaces.	GB	20 th Dec
6.2	TC explained that there are constraints including London Road and Brick Lane being closed at certain times and therefore not suitable for blue badge parking which must be accessible at all times; also blue badge parking would not be compatible with the public realm areas as there would be conflict with large numbers of pedestrians. MD noted that spaces on the portion of Sclater Street which is closed at certain times when the market takes place is also not considered accessible.		
6.3	QS said that for the outline scheme LB Hackney would be seeking 3% active provision from the offset. MS said that, when provision is on-street, it is usually located right outside the property. MD enquired whether there are locations available within 50m of entrances. GB will review parking data to see if there is potential to relocate existing bays of other parking types to nearby streets, thereby freeing up space to locate blue badge bays within 50m of entrances.		
6.4	QS suggested electric vehicle charging points at blue badge bays, and said that there are cost savings when these are provided in larger numbers at the same location.		
6.5	QS asked MK whether LB Tower Hamlets would accept the 7% passive provision being on-street; MK said not necessarily.		
6.6	MK advised that a planning application had also been submitted for the Huntingdon Estate on the north side of Bethnal Green Road, and that both applicants should liaise with regard to the pedestrian crossing location.		
7	AOB & close		
7.1	The meeting was brought to a close; actions to be undertaken as set out above.		

APPENDIX B – SITE A SERVICING VEHICLE SURVEYS

Intelligent Data Collection Limited Central London

Client:	WSP
Project Number:	ID05107
Site Number:	Site 1
Date of Survey:	17.12.2019 & 18.12.2019
Site Name:	Site A
Survey Type:	Two-way Link Count

Intelligent Data Collection Limited



Client: WSP
 Project Number: ID05107
 Site Number: Site 1
 Dates of Survey: 17.12.2019
 Site Name: Site A
 Survey Type: Two-way Link Count

Arm A: Road (West)
 Arm B: Road (East)

Time	Inbound (Eastbound)								Outbound (Westbound)								Two-way Total							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
06:00	0	3	4	0	0	2	0	9	0	3	3	0	0	0	0	6	0	6	7	0	0	2	0	15
07:00	0	6	2	0	0	1	0	9	0	6	2	0	0	0	0	8	0	12	4	0	0	1	0	17
08:00	0	1	1	0	0	3	0	5	0	2	1	0	0	0	0	3	0	3	2	0	0	3	0	8
09:00	1	4	1	0	0	6	0	12	1	3	0	0	0	0	0	4	2	7	1	0	0	6	0	16
10:00	1	3	0	0	0	2	0	6	1	2	0	0	0	0	0	3	2	5	0	0	0	2	0	9
11:00	1	5	0	0	0	1	0	7	1	3	2	0	0	0	0	6	2	8	2	0	0	1	0	13
12:00	0	6	0	0	0	1	0	7	0	5	0	0	0	1	1	7	0	11	0	0	0	2	1	14
13:00	0	5	0	0	0	1	2	8	0	6	0	0	0	0	1	7	0	11	0	0	0	1	3	15
14:00	0	1	0	0	0	0	0	1	0	5	0	0	0	1	1	7	0	6	0	0	0	1	1	8
15:00	1	4	0	0	0	0	1	6	0	5	0	0	0	0	1	6	1	9	0	0	0	0	2	12
16:00	0	4	2	0	0	1	1	8	1	3	1	0	0	1	1	7	1	7	3	0	0	2	2	15
17:00	0	0	1	0	0	0	1	2	0	1	1	0	0	3	1	6	0	1	2	0	0	3	2	8
18:00	0	1	1	0	0	0	0	2	0	1	1	0	0	7	0	9	0	2	2	0	0	7	0	11
19:00	0	1	0	0	0	0	0	1	0	1	1	0	0	5	0	7	0	2	1	0	0	5	0	8

Intelligent Data Collection Limited



Client: WSP
 Project Number: ID05107
 Site Number: Site 1
 Dates of Survey: 18.12.2019
 Site Name: Site A
 Survey Type: Two-way Link Count

Arm A: Road (West)
 Arm B: Road (East)

Time	Inbound (Eastbound)								Outbound (Westbound)								Two-way Total							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
06:00	0	3	3	0	0	0	0	6	0	3	3	0	0	0	0	6	0	6	6	0	0	0	0	12
07:00	0	1	3	0	0	1	0	5	0	2	1	0	0	0	0	3	0	3	4	0	0	1	0	8
08:00	0	2	1	0	0	6	0	9	0	1	2	0	0	1	0	4	0	3	3	0	0	7	0	13
09:00	0	5	0	0	0	8	1	14	0	6	0	0	0	0	1	7	0	11	0	0	0	8	2	21
10:00	1	5	1	0	0	0	0	7	1	4	1	0	0	0	1	7	2	9	2	0	0	0	1	14
11:00	0	0	1	0	0	0	1	2	0	1	1	0	0	0	1	3	0	1	2	0	0	0	2	5
12:00	0	4	0	0	0	0	2	6	0	2	0	0	0	0	2	4	0	6	0	0	0	0	4	10
13:00	0	6	1	0	0	0	2	9	0	7	1	0	0	0	2	10	0	13	2	0	0	0	4	19
14:00	1	3	0	0	0	0	2	6	1	4	1	0	0	2	1	9	2	7	1	0	0	2	3	15
15:00	0	1	1	0	0	0	0	2	0	1	1	0	0	0	1	3	0	2	2	0	0	0	1	5
16:00	0	1	2	0	0	0	2	5	0	1	2	0	0	2	2	7	0	2	4	0	0	2	4	12
17:00	0	1	1	0	0	0	0	2	0	1	1	0	0	1	0	3	0	2	2	0	0	1	0	5
18:00	0	1	1	0	0	0	0	2	0	0	1	0	0	4	0	5	0	1	2	0	0	4	0	7
19:00	0	2	0	0	0	0	0	2	0	2	0	0	0	3	0	5	0	4	0	0	0	3	0	7



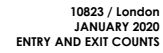
APPENDIX C – SITE B SERVICING VEHICLE SURVEYS



SITE: 1
LOCATION: Site B

DATE: 08/01/2020
DAY: Wednesday

TIME	ENTRY							TOT	PCU's	EXIT							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1.5
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1.5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	1	0	0	0	0	1	1.5	0	0	1	0	0	0	0	1	1.5
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	1	0	0	0	0	2	2.5	0	1	0	0	0	0	0	1	1
04:45	0	0	1	0	0	0	0	1	1.5	0	0	1	0	0	0	0	1	1.5
05:00	0	0	1	0	0	0	0	1	1.5	0	0	2	0	0	0	0	2	3
05:15	0	2	2	0	0	0	0	4	5	0	1	1	0	0	0	0	2	2.5
05:30	0	1	1	0	0	0	0	2	2.5	0	1	2	0	0	0	0	3	4
05:45	0	1	2	0	0	0	0	3	4	0	1	1	0	0	0	0	2	2.5
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
06:30	0	2	0	0	0	0	0	2	2	0	1	0	0	0	0	0	1	1
06:45	0	1	1	0	0	0	0	2	2.5	0	4	0	0	0	0	0	4	4
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1.5
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	1	0	0	0	0	2	2.5	0	1	1	0	0	0	0	2	2.5
07:45	0	1	1	0	0	0	0	2	2.5	0	0	1	0	0	0	0	1	1.5
08:00	0	2	0	0	0	0	0	2	2	0	1	1	0	0	0	0	2	2.5
08:15	0	1	2	0	0	0	0	3	4	0	1	2	0	0	0	0	3	4
08:30	0	3	0	0	0	0	0	3	3	0	3	0	0	0	0	0	3	3
08:45	0	0	2	0	0	0	0	2	3	0	1	2	0	0	0	0	3	4
09:00	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0
09:15	0	0	1	0	0	0	0	1	1.5	0	0	2	0	0	0	0	2	3
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	1	2	0	0	0	0	3	4	0	1	1	0	0	0	0	2	2.5
10:00	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1.5
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1.5
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	3	0	0	0	0	0	3	3	0	1	0	0	0	0	0	1	1
11:45	0	1	0	0	0	0	0	1	1	0	3	0	0	0	0	0	3	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	1	3	0	0	0	0	4	5.5	0	1	1	0	0	0	0	2	2.5
12:30	0	0	1	0	0	0	0	1	1.5	0	0	3	0	0	0	0	3	4.5
12:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	1	1	0.2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:15	0	0	1	0	0	0	0	1	1.5	0	1	0	0	0	0	0	1	1
15:30	0	1	0	0	0	0	0	1	1	0	1	1	0	0	0	0	2	2.5
15:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1
17:15	0	2	0	0	0	0	0	2	2	0	2	0	0	0	0	0	2	2
17:30	0	1	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	1	0	0	0	0	1	1.5	0	0	1	0	0	0	0	1	1.5
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	1	0	0	0	0	1	1.5	0</								



DATE: 09/01/2020

DAY: Thursday

Appendix C 200117_Site B Servicing Trips09012020



APPENDIX D – STAGE 1 ROAD SAFETY AUDIT



Bishopsgate Goodsyrd Regeneration Ltd

BISGOPSGATE GOODSYARD

Designer's Response to Stage 1 Road Safety
Audit





Bishopsgate **Goodsynd Regeneration Ltd**

BISGOPSGATE GOODSYARD

Designer's Response to Stage 1 Road Safety Audit

PROJECT NO. 70040342

OUR REF. THE GOODSYARD SITE

DATE: FEBRUARY 2020

Bishopsgate Goodsyrd Regeneration Ltd

BISGOPSGATE GOODSYARD

Designer's Response to Stage 1 Road Safety Audit

WSP

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1. QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Date	January 2020	February 2020		
Prepared by	A Trulock	A Trulock		
Signature				
Checked by	A Trulock	A Trulock		
Signature				
Authorised by	A Trulock	A Trulock		
Signature				
Project number	70040342			
File reference				



2. CONTENTS

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1. INTRODUCTION

1.1. INTRODUCTION

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

1.2. ROAD SAFETY AUDITS

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

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

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

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

1.3. REPORT STRUCTURE

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

2. PROBLEMS, RECOMMENDATIONS & ACTIONS

2.1. INTRODUCTION

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

2.2. PROBLEMS & RECOMMENDATIONS

PROBLEM 1

RSA Problem:

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

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

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

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

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

RSA Recommendation:

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

Designers Response Action:

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

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



PROBLEM 2

RSA Problem:

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

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

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

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

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

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

RSA Recommendation:

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

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

Designers Response Action:

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

PROBLEM 3

RSA Problem:

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

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

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

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

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

RSA Recommendation:

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

Designers Response Action:

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

PROBLEM 4**RSA Problem:**

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

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

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

RSA Recommendation:

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

Designers Response Action:

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

PROBLEM 5**RSA Problem:**

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

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

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

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

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

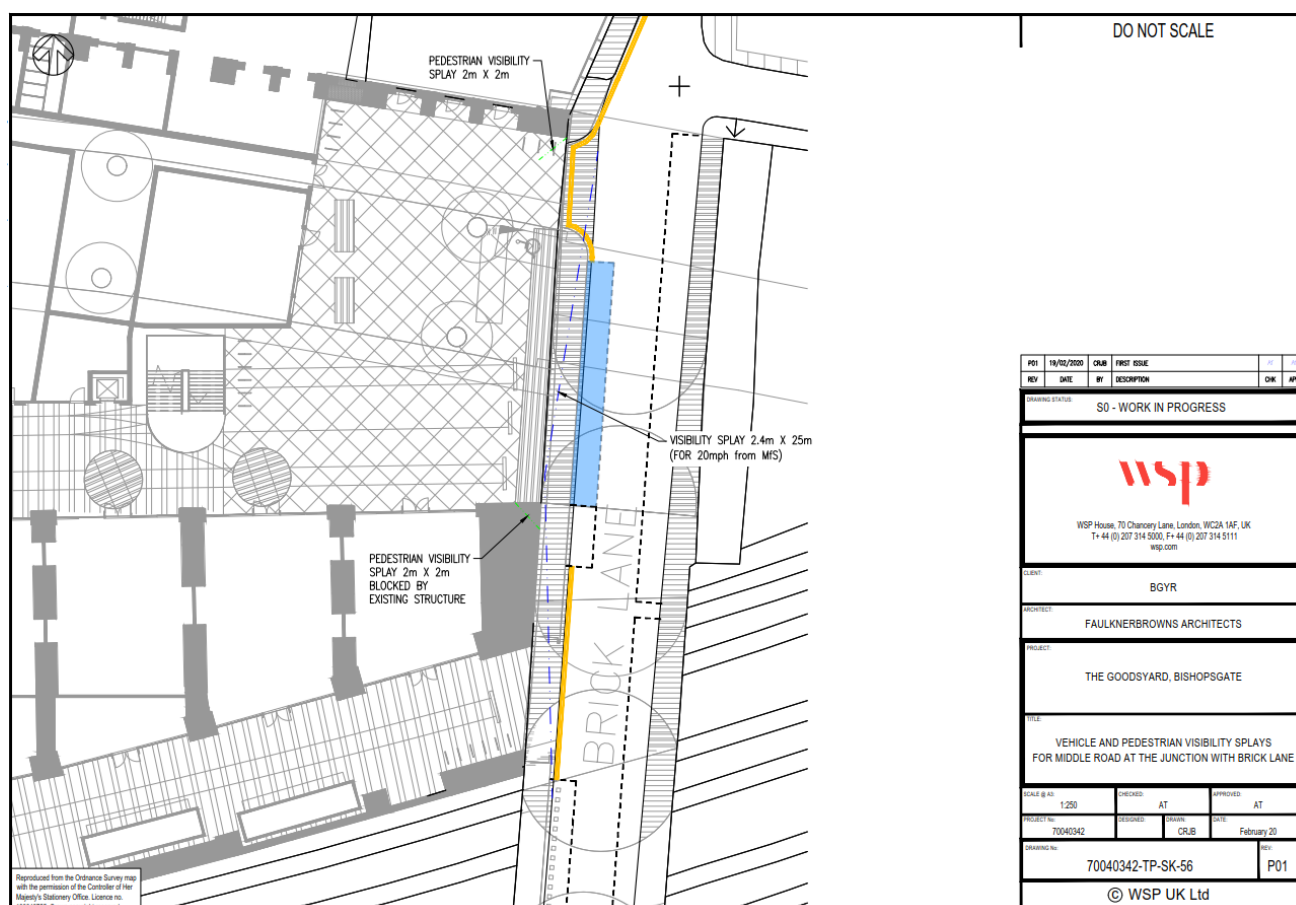
RSA Recommendation:

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

Designers Response Action:

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

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



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

PROBLEM 6

RSA Problem:

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

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

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

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

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

RSA Recommendation:

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

Designers Response Action:

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

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

PROBLEM 7

RSA Problem:

Location - Proposed southernmost service yard accessed off Wheler Street.

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

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

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

RSA Recommendation:

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

Designers Response Action:

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

PROBLEM 8

RSA Problem:

Location - Bethnal Green Road.

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

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

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

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

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

RSA Recommendation:

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

Designers Response Action:

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

3. CONCLUSIONS

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

Appendix A

ROAD SAFETY AUDIT

wsp



Bishopsgate Goodsyrd Regeneration Ltd

BISHOPSGATE GOODSYARD

Stage 1 Road Safety Audit





Bishopsgate Goodsynd Regeneration Ltd

BISHOPSGATE GOODSYARD

Stage 1 Road Safety Audit

FINAL

PROJECT NO. 70040342

OUR REF. NO. 70040342_RSA_1_001

DATE: JANUARY 2020

WSP


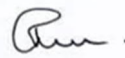




WSP House

70 Chancery Lane

London

WC2A 1AF

Quality Control

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



CONTENTS

1. INTRODUCTION	1
2. PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS	2
3. PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT	3
4. AUDIT TEAM STATEMENT	8

APPENDICES

APPENDIX A

DOCUMENT LIST

APPENDIX B

PROBLEM LOCATION PLAN

1. INTRODUCTION

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

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

1.3. Purpose of the Scheme

- 1.3.1. The purpose of the scheme is to provide vehicular access to the proposed development at Bishopsgate Goodsyrd in Shoreditch, London.
- 1.3.2. The development is proposed to be a mix of commercial, retail and residential land uses, with 500 homes and a 150-room hotel included in the proposals. Public realm improvements will also be implemented.

2. PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

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

3. PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1. PROBLEM 1

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

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

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

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

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

RECOMMENDATION:

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

3.2. PROBLEM 2

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

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

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

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

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

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

RECOMMENDATION:

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

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

3.3. PROBLEM 3

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

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

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

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

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

RECOMMENDATION:

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

3.4. PROBLEM 4

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

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

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

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

RECOMMENDATION:

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

3.5. PROBLEM 5

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

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

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

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

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

RECOMMENDATION:

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

3.6. PROBLEM 6

Location: Proposed access road running east to west through site

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

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

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

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

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

RECOMMENDATION:

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

3.7. PROBLEM 7

Location: Proposed southernmost service yard accessed off Wheler Street

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

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

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

RECOMMENDATION:

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

3.8. PROBLEM 8

Location: Bethnal Green Road

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

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

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

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

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

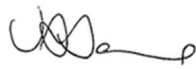

Drivers may fail to stop, at risk of hitting a pedestrian, or brake sharply if the decision is made late, increasing the risk of shunts involving vehicles following behind.

RECOMMENDATION:

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

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

4. AUDIT TEAM STATEMENT

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

Appendix A

DOCUMENT LIST



Documents

- N/a

Drawings

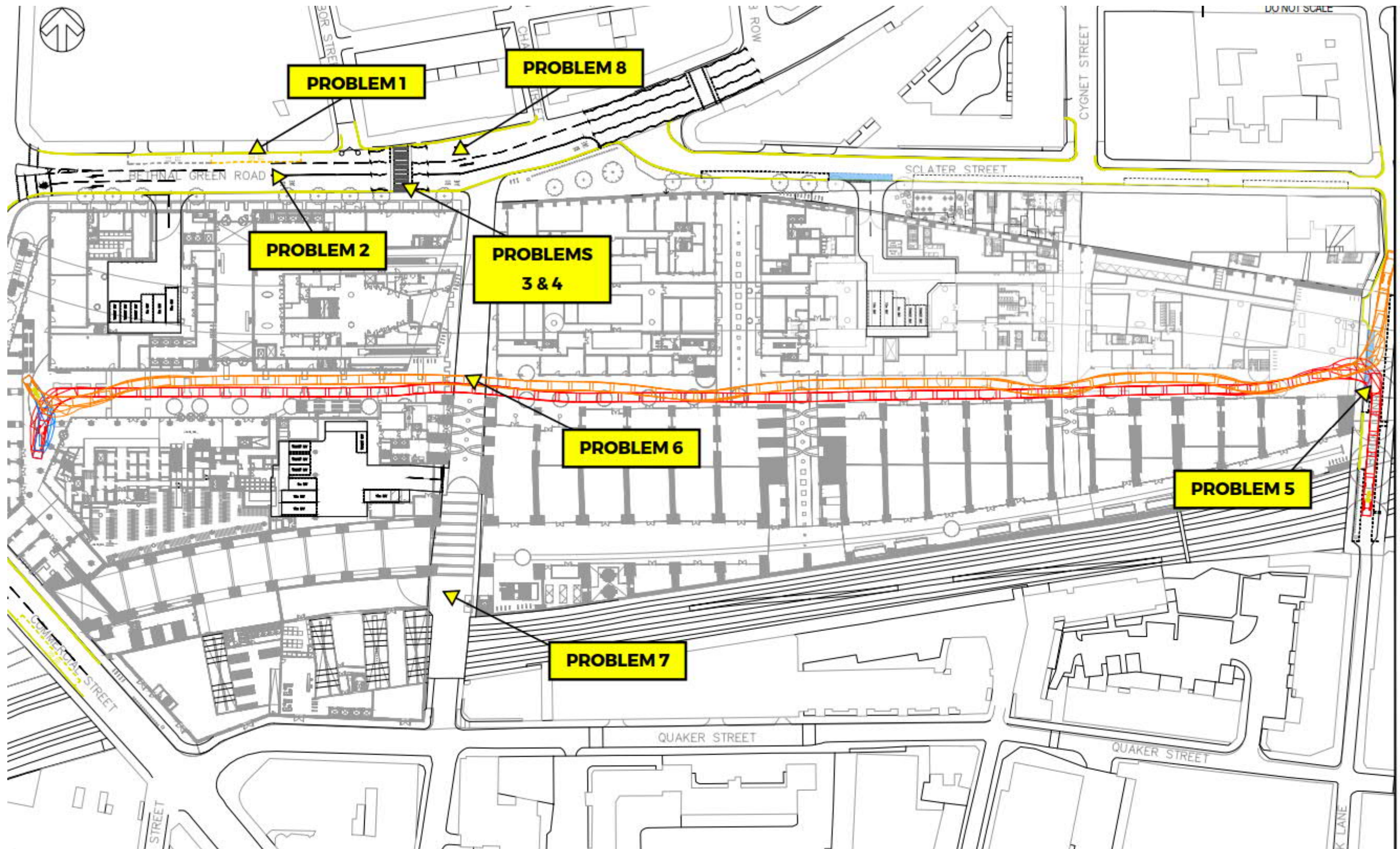
- 70040342-TP-SK-31 Proposed Refuse Collection Swept Path Analysis Sheets 1-2
- 70040342-TP-SK-41 Proposed Refuse Collection Swept Path Analysis
- 70040342-TP-SK-42 Middle Road Refuse Collection Swept Path Analysis
- 70040342-TP-SK-43 Proposed Refuse Collection Swept Path Analysis
- 70040342-TP-SK-44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



Appendix B

PROBLEM LOCATION PLAN







WSP House
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wsp.com

CONFIDENTIAL