4.0 Traffic and Movement

4.1 Scope of the Assessment

4.1.1 This chapter considers the details of Plot 1 submitted as part of the Plot 1 Reserved Matters Application (RMA) for the Bishopsgate Goodsyard development to determine the extent to which the traffic and movement effects of Plot 1 RMA remain in conformity with the 2019 ESA.

4.1.2 The chapter describes the changes to the assessment methodology from the 2019 ESA; the updated baseline conditions currently existing at the Site and in the surrounding area; the likely significant environmental effects; the mitigation measures required to prevent, reduce or offset any significant adverse effects; the likely residual effects after these measures have been employed; and the 'Type 2' (Inter-project) cumulative effects associated with the Proposed Development in combination with other developments within 1 km of the Site.

4.1.3 The EIA Scoping Note, dated June 2023, sets out the methodology and scope for the preparation of the traffic and movement chapter, however the methodology has been updated where necessary to reflect the Institute of Environmental Management and Assessment (IEMA) Guidelines released in July 2023.

Methodology

4.1.4 This section sets out the methodology for the assessment and how the IEMA Guidelines (July 2023) have been applied to assess the traffic and movement related effects during both the construction and operational phases of the Proposed Development.

4.1.5 For both the construction assessment and the operational assessment, two factors are considered. Firstly, the sensitivity of each receptor (e.g. users of the transport network) based on the scope in the 2019 ESA, and secondly, the magnitude of the change / impact. The above two factors are then be combined to give the scale, nature and significance of effect.

4.1.6 As set out in the IEMA Guidelines (July 2023), the assessment of magnitude of impact, sensitivity of receptors and the scale of an effect is primarily a matter for the assessor based on experience and an assessment of relevant factors, backed-up by data or quantified information where possible. The assessment will also make reference to the methodology applied for the 2019 ESA.

4.1.7 Receptors identified for the assessment include people that are using all modes of transport. **Table 4.1** summarises the criteria for identifying receptor sensitivity and lists the users of the transport network for each sensitivity level as set out in the 2019 ESA.

Table 4.1: Receptor Sensitivity

Sensitivity	Typical Description
High	Modes of transport which are heavily used compared to other modes of transport within the study area or those which have a limited capacity to accommodate change without resulting in significant impacts. (Pedestrians, Cyclists)
Moderate	Modes of transport which are used to an average level compared to other modes of transport within the study area or those which have moderate capacity to accommodate change without resulting in significant impacts.
Low	Modes of transport which are lightly used compared to other modes within the study area or those with a high capacity to accommodate change without resulting in significant impacts. (Car drivers, Public Transport users).

4.1.8 The receptor sensitivity has been determined based on the 2019 ESA. A review has been undertaken and no new receptors will be introduced given the similar existing and proposed land uses.

4.1.9 **Table 4.2** shows the magnitude of impacts based on the methodology set out in the 2019 ESA.

Table 4.2: Magnitude of Transport Impacts

Magnitude	Typical Description
Major	Changes which are likely to be perceptible and which would significantly change conditions which would otherwise prevail to the extent that it would significantly affect travel behaviour. (>90% traffic flows).
Moderate	Changes which are likely to be perceptible and which would materially change conditions which would otherwise prevail to the extent that it may affect travel behaviour to a measurable degree. (60% to 90% traffic flows)
Minor	Changes which are likely to be perceptible but not to the extent that it would materially change conditions which would otherwise prevail. (30% to 60% traffic flows)
Negligible	Changes which are unlikely to be perceptible. (<30% traffic flow).

4.1.10 Potential impacts will be categorised as follows:

- Beneficial – impacts that produce benefits in terms of transport and access; and
- Adverse – impacts that produce a negative impact in terms of transportation and access.

4.1.11 The duration of impacts will be reviewed based on the following criteria:

- Temporary: Short term – less than 6 months;
- Temporary: Medium term – 6 months-2 years;
- Temporary: Long term – more than 2 years; and
- Permanent.

4.1.12 The assessment will be based upon the relative change between the baseline conditions and the future year assessment scenarios for construction and operations. **Table 4.3** shows the likely effect combining the sensitivity of receptors and the magnitude of impact, as set out in the 2019 ESA.

Table 4.3: Significance of Effect Matrix

Magnitude	Sensitivity		
	High	Moderate	Low
Major	Major	Major - Moderate	Moderate – Minor
Moderate	Major - Moderate	Moderate - Minor	Minor
Minor	Moderate - Minor	Minor	Minor – Negligible
Negligible	Negligible	Negligible	Negligible

Type of Impact

4.1.13 The same conditions will be assessed as in the 2019 ESA, however the terminology has been updated to match the impacts identified in the IEMA Guidelines (July 2023), listed below:

- Severance
- Driver delay
- Pedestrian, cycle and PT user delay
- Pedestrian, cycle and PT user amenity
- Fear and intimidation
- Road safety

4.1.14 It should be noted hazardous loads were scoped out of the 2019 ESA as the scheme was not expected to generate hazardous loads either during construction or operation. This has not changed therefore hazard loads will not be assessed.

Severance

4.1.15 Severance is defined as the perceived division that can occur within a community when it becomes separated by a major transport infrastructure and describes a series of factors that separate people from places and other people. Such division may result from the difficulty of crossing a heavily trafficked road or a physical barrier created by the road itself.

4.1.16 A quantitative assessment of severance was scoped out of the 2019 ESA as effects were considered likely to be marginally beneficial and non-significant, however a qualitative review was included, therefore severance has been considered in this chapter for both construction and operational scenarios.

4.1.17 For the purposes of the assessments presented within this chapter, the measurement and prediction of severance is made with reference to traffic flow and

composition, traffic speed, road widths, the presence of crossing facilities and the number of movements across the affected route.

Driver Delay

4.1.18 Driver delay is identified in the IEMA Guidelines (July 2023) as an issue which can occur at several points on the highway network, although the effects are only likely to be significant when the traffic on the highway network is predicted to be at or close to the capacity of the system.

4.1.19 A quantitative assessment of driver delay was scoped out of the 2019 ESA, however a qualitative review was included, therefore driver delay has been considered in this chapter for both construction and operational scenarios.

4.1.20 The **Transport Assessments** prepared for the Hybrid Planning Application (2019) and the Plot 1 Reserved Matters Application (2023) do not include any junction capacity assessment due to the car-free nature of the development proposals, however a view on potential driver delay will be undertaken from the assessment of traffic volumes on streets included within the study area.

Pedestrian, Cycle and PT User Delay

4.1.21 The assessment of pedestrian delay will serve as an indication of delay to cyclists and public transport users for the purpose of this assessment, although further consideration will be given to bus passengers, using information on driver delay where relevant.

4.1.22 Changes in the volume, type and speed of traffic may affect the ability of people to cross roads. In general, increases in traffic levels are likely to lead to greater increases in delay. Delays will also depend on the general level of pedestrian activity, visibility and general physical conditions of the study area.

4.1.23 The IEMA Guidelines (July 2023) do not set any thresholds, recommending instead that assessors use their judgement to determine the magnitude of the impact. A qualitative assessment will also be undertaken to understand delay to buses and cyclists in the carriageway, particularly at junctions.

Pedestrian, Cycle and PT User Amenity

4.1.24 The IEMA Guidelines (July 2023) define pedestrian amenity as the relative pleasantness of a journey and can include fear and intimidation if they are relevant. As with pedestrian delay, amenity is impacted by traffic volumes, the type of traffic, and footway width / separation from traffic. Pedestrian amenity will serve as an indication of amenity to cyclists and public transport users.

4.1.25 Amenity was combined with fear and intimidation in the 2019 ESA, and a quantitative assessment of both was scoped out, however a qualitative review was included,

therefore non-motorist amenity has been considered in this chapter for both construction and operational scenarios.

Fear and Intimidation

4.1.26 Fear and intimidation was combined with amenity in the 2019 ESA, which scoped out a quantitative assessment, however a qualitative review was undertaken.

4.1.27 The new IEMA Guidelines (July 2023) consider the extent of fear and intimidation as dependent on volume, type and speed of traffic, in addition to the proximity of traffic to people. A weighting system has been defined in the IEMA Guidelines (July 2023) to help provide a first approximation of the likelihood of pedestrian fear and intimidation, which will be applied for this assessment, as shown in **Table 4.4**.

Table 4.4: Fear and Intimidation Degree of Hazard

Average two-way all-veh traffic flow over 18-hour day (a)	Total 18-hour heavy vehicle flow (b)	Average vehicle speed (c)	Degree of hazard score
+1,800	+3,000	>40	30
1,200 – 1,800	2,000 – 3,000	30 – 40	20
600 – 1,200	1,000 – 2,000	20 – 30	10
<600	<1,000	<20	0

4.1.28 The total score from all three elements shown in **Table 4.4** are combined to provide a level of fear and intimidation. The level of fear and intimidation is scored as follows:

- Extreme – 71+
- Great – 41-70
- Moderate – 21-40
- Small – 0-20

4.1.29 The magnitude of impact is approximated with reference to the changes in the level of fear and intimidation from the baseline conditions, as shown in **Table 4.5**.

Table 4.5: Fear and Intimidation Magnitude of Impact

Magnitude of Impact	Change in step / traffic flows (AADT) from baseline conditions
High	Two step changes in level
Medium	One step change in level, but with: >400 veh increase in average 18 hour all-veh two-way all vehicle flow; and /or >500 HV increase in total 18 hour heavy-veh flows
Low	One step change in level, with: <400 veh increase in average 18 hour all-veh two-way flow; and/or <500 heavy veh increase in total 18 hour heavy-veh flow
Negligible	No change in step changes

Road Safety

4.1.30 As set out in the IEMA Guidelines (July 2023), a method of assessing collision clusters for the baseline will be undertaken to determine the road safety sensitivity of areas within the study area.

4.1.31 A review of the most recent five years of road collision data (STAT19), between and including the years 2018 and 2022, has been completed as part of the **Transport Assessment**, details of which will be included in this chapter, to provide an update on the assessment undertaken in the 2019 ESA.

4.1.32 The effects of additional development traffic will be considered for the future year scenarios, with particular consideration of vulnerable groups.

Hazardous Loads

4.1.33 Hazardous loads were not assessed in the 2019 ESA and have also been excluded from this assessment for both the construction and operational scenarios. In each case, this is because the scheme is not expected to generate hazardous loads either during construction or operation.

4.2 Changes to Legislation, Policy and Guidance

4.2.1 The Transport chapter in the 2019 ESA included a review of the following policies:

- National Planning Policy Framework (2019)
- London Plan (2016)
- The Mayor's Transport Strategy (2019)
- TfL Healthy Streets Approach
- LB Hackney Local Plan 2033
- LB Hackney Local Development Framework Core Strategy (2010)
- LB Hackney Development Management Local Plan (2015)
- LB Tower Hamlets Local Plan Draft (2019)
- LB Tower Hamlets Local Plan Core Strategy 2025
- LB Tower Hamlets Managing Development Document (April 2013)
- Bishopsgate Goods Yard Interim Planning Guidance (2010)

4.2.2 It should be noted some of these policies have been updated since the submission of the 2019 ESA, as listed below:

- National Planning Policy Framework (2023)
- London Plan (2021)
- The Mayor's Transport Strategy (2022)

- LB Hackney Local Plan 2033 (adopted 2020), replacing the Core Strategy (2010) and the Development Management Local Plan (2015)
- LB Tower Hamlets Local Plan 2031 (adopted 2020), replacing or including policies from the Core Strategy (2010) and the Managing Development Document (2013)

4.2.3 A review of the following key policy documents has been undertaken, which concludes no significant policy changes which would require changes to the development proposals with regard to car parking and cycle parking.

- London Plan (2021)
- LB Hackney Local Plan 2033 (2020)
- LB Tower Hamlets Local Plan 2031 (2020)

4.2.4 The Institute of Environmental Management and Assessment (IEMA) Guidelines were updated in July 2023, replacing the assessment guidance documents from 1993, the 'Guidelines for the Environmental Assessment of Road Traffic'. The new guidelines will be used and referenced within this Transport chapter.

4.3 Changes to Baseline Conditions or Receptors

4.3.1 Baseline conditions in the 2019 ESA were established through the use of survey data, desktop studies, and site visits, which have been reviewed as part of this chapter.

4.3.2 A review of Department for Transport (DfT)'s 2021 traffic counts has been undertaken to assess the suitability of the traffic survey data used in the 2019 ESA and it is considered the survey data is fit for purpose. Therefore, the traffic surveys used in the 2019 ESA will be used to understand traffic flows on the local highway network for the baseline and future year assessments.

4.3.3 In addition, the pedestrian counts used in the 2019 ESA would also be considered appropriate to assess baseline capacity on local footways surrounding the Site and the impacts of the Proposed Development.

4.3.4 The cycle routes identified in the 2019 ESA are still valid with no significant changes.

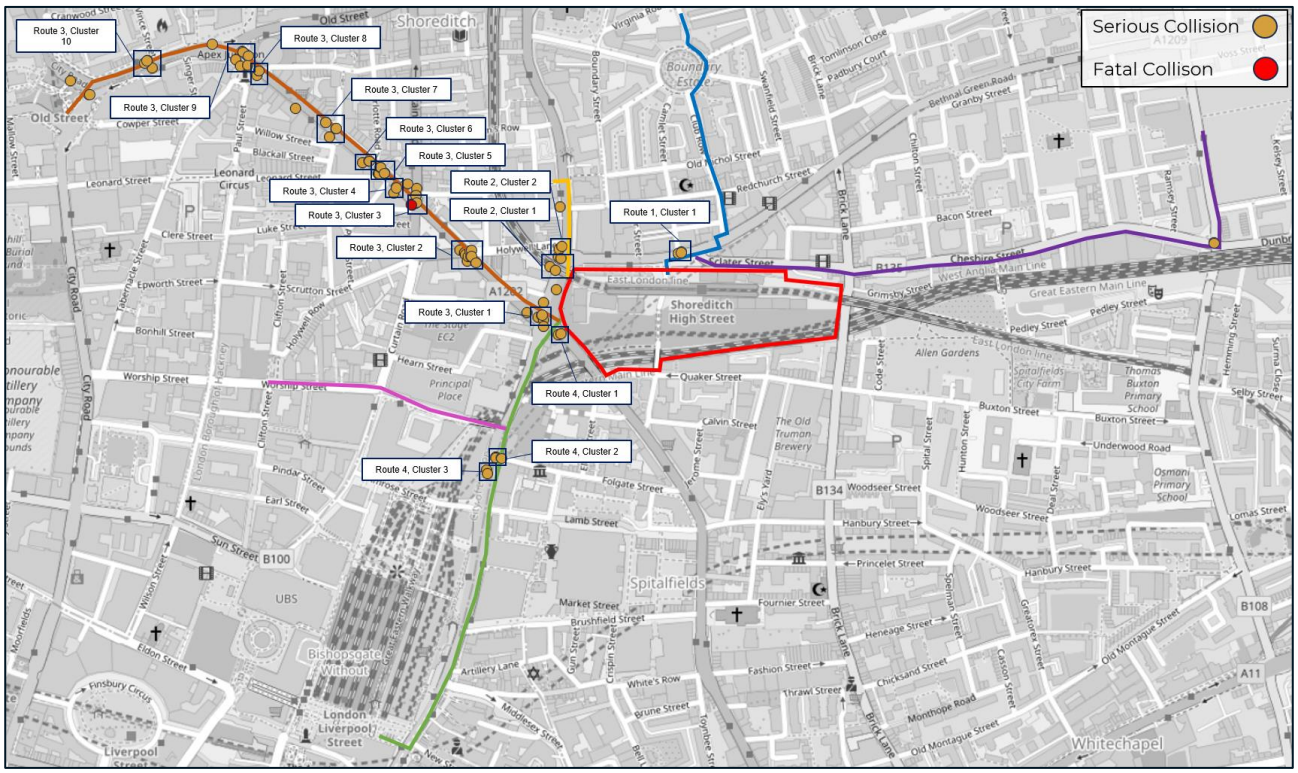
4.3.5 Public transport has been reviewed with regard to accessibility and levels of service. There have been no significant changes to bus stops or routes, or station services.

4.3.6 Accident data for the local road network has been obtained from TfL for the years between and including 2018 and 2022 and is reviewed in the **Transport Assessment** submitted as part of the Plot 1 Reserved Matters Application, and provided below.

Road Safety

4.3.7 Personal Injury Accident data has been obtained from TfL for the latest five-year period, between and including 2018 and 2022, with the location and severity of the accidents shown in **Figure 4.1**.

Figure 4.1 – Location of PIAs



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

4.3.9 Further details of the accidents identified are provided in the **Transport Assessment** submitted as part of the Plot 1 Reserved Matters Application.

Future Baseline

4.3.10 The future year baselines will be 2027 for the construction scenario and 2030 for the operational scenario, which has been estimated for traffic using growth factors from TEMPRO.

4.3.11 The following committed developments have been considered in the future year assessment:

- Huntington Industrial Estate, Bethnal Green Road – a car-free office development with retail use.
- 9 Hewett Street (Site 22) – a car-free office and hotel development.

4.4 Assessment of Effects of the Reserved Matters Application

Assessment Scenarios

4.4.1 The construction programme for Phase 4, which comprises the construction of Plot 1, is expected to commence in July 2025 and finish in December 2028. The Phase 4 construction period is expected to coincide with the construction periods for Phases 1, 2, 3, 5 and 6. Years 2026, 2027 and 2028 are expected to be the years with the highest volume of construction traffic to and from the Site. On this basis, the following future year scenarios have been selected for assessment within the traffic and movement chapter:

- Construction Phase - 2027 Baseline;
- Construction Phase - 2027 Baseline + Development Construction Flows;
- Operational Phase - 2030 Baseline;
- Operational Phase - 2030 Baseline + Development Operational Flows.

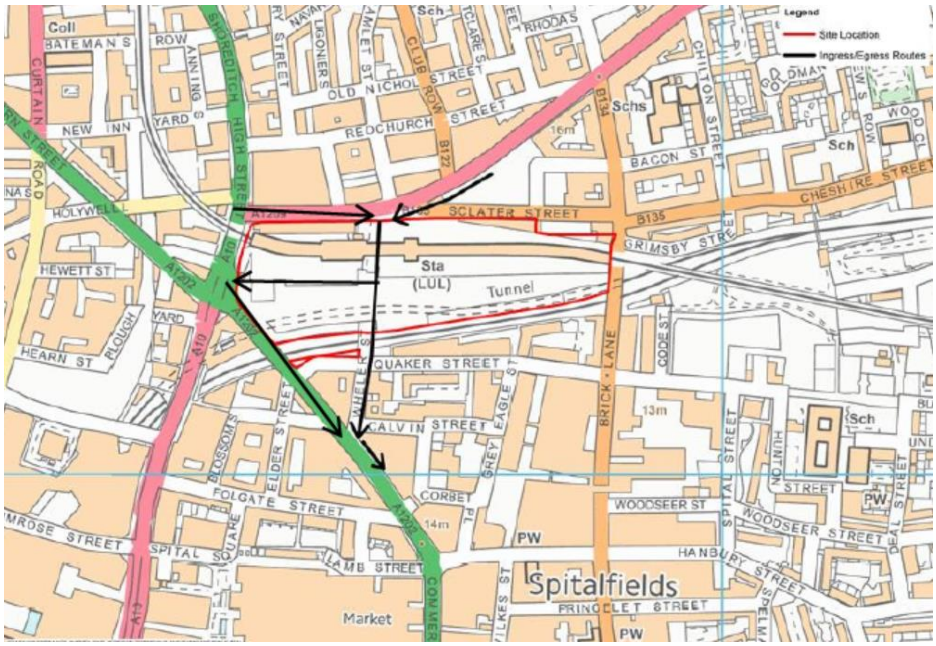
4.4.2 The traffic flows for the future year scenarios include committed development trips, and have been factored using the TEMPRO software.

Construction Scenario

4.4.3 The construction scenario assessment has been undertaken for a 2027 future year.

4.4.4 **Figure 4.2** shows the proposed construction vehicle routes for the Site, with vehicles entering via Braithwaite Street, either by turning left or right on to Braithwaite Street from Bethnal Green Road. Construction vehicles will exit the Site by heading southbound on Braithwaite Street to access Wheler Street and Commercial Street; or vehicles would exit the Site via Shoreditch High Street, exiting southbound on Shoreditch High Street and then eastbound on Commercial Street.

Figure 4-2 – Proposed Construction Vehicle Routes



4.4.5 The operational hours of the construction site are expected to be 0800 hours to 1800 hours Monday to Friday; and 0800 hours to 1300 hours on a Saturday (as secured by conditions attached to the outline planning permissions) .

4.4.6 The effects of construction traffic have been determined by assessing the estimated worst-case peak construction traffic against the 2027 future baseline scenario, taking into account construction vehicle routing.

4.4.7 Daily two-way construction vehicle movements are estimated at 61 trips for the whole Bishopsgate Goodsyard site, which includes all Plots, as shown in **Table 4.6.**

Table 4.6: Estimated number of construction vehicle trips for BGY in peak phase

Construction Phase	Period of Stage	No. of trips (monthly)	Peak no. of trips (daily)
Site set up and demolition	Q2 2024 – Q4 2026	207	10
Basement excavation and piling	Q1 2025 – Q2 2026	855	43
Sub-structure	Q3 2024 – Q4 2028	195	10
Super-structure	Q2 2025 – Q2 2029	270	14
Cladding	Q3 2025 – Q1 2030	51	3
Fit-out, testing and commissioning	Q4 2025 – Q4 2030	20	1
Peak period of construction	Q4 2025 – Q4 2025	1,222	61

Severance

4.4.8 The estimated maximum forecast change in HGV trips for the 2027 construction scenario is shown in **Table 4.7**.

Table 4.7: 2027 Baseline with peak construction traffic

Link	2027 Baseline (24hr AADT)		2027 + Con Traffic		% Change	
	Total Veh	HGVs	Total Veh	HGVs	Total Veh	HGVs
Great Eastern Street	29,602	2,526	29,602	2,526	0.0%	0.0%
Shoreditch High Street (north arm)	12,544	2,771	12,574	2,801	0.2%	1.1%
Bethnal Green Road	15,298	1,646	15,329	1,676	0.2%	1.8%
Sclater Street	2,091	228	2,091	228	0.0%	0.0%
Brick Lane	2,384	339	2,384	339	0.0%	0.0%
Wheler Street	658	270	688	300	4.4%	10.0%
Commercial Street	26,936	2,415	26,966	2,445	0.1%	1.2%
Shoreditch High Street (south arm)	17,071	4,044	17,071	4,044	0.0%	0.0%
Shoreditch High Street	23,786	4,354	23,786	4,354	0.0%	0.0%
Bethnal Green Road (east Sclater Street)	8,302	619	8,333	650	0.4%	4.7%
Brick Lane (north)	2,384	339	2,384	339	0.0%	0.0%
Brick Lane (south)	3,042	609	3,042	609	0.0%	0.0%
Holywell Lane	4,145	536	4,145	536	0.0%	0.0%

4.4.9 The HGV percentage changes for construction are still [significantly?] below the defined threshold of 30 % as set out in methodology, and the magnitude of impact by HGVs is therefore considered negligible for all the links.

4.4.10 The total traffic flows on Wheler Street (and Braithwaite Street), which would be the site access route, shows the highest percentage increase, will be managed by the appointed contactor. In addition, construction vehicle arrivals and departures would be controlled and managed.

4.4.11 The receptor sensitivity for pedestrians and cyclists is high and the impact is negligible, therefore the effect of demolition and construction activities on severance will be local, direct, temporary long-term, and Negligible (Not Significant). This is a change in conclusions from the 2019 ESA as severance was not formally assessed, however no new significant effects are identified.

Driver Delay

4.4.12 During construction activities, driver delay typically includes impact on car drivers, including delays as a result of additional turning movements at the construction site

access; a change in traffic flows on highway links within the vicinity of the Site; and as a result of potential road closures or diversions.

4.4.13 It is understood the construction works for Plot 1 will not require any road closures or diversions. Construction vehicle and arrivals at the Site will also be controlled and managed.

4.4.14 Driver delay is subject to the same thresholds for magnitude of impact as severance, therefore there are no predicted additional impacts on driver delay.

4.4.15 The receptor sensitivity for drivers is low and the impact is negligible, therefore the effect of demolition and construction activities on driver delay remains local, direct, temporary long-term, and Negligible (Not Significant). There is no change in conclusion from the 2019 ESA.

Pedestrian, Cycle and Public Transport User Delay

4.4.16 During construction, there can be a number of impacts on pedestrians and cyclists including delays as a result of a change in traffic flows and as a result of closures or diversion of footways and cycleways. The change in traffic flows will be low, within daily levels of variations.

4.4.17 It is understood the construction works for Plot 1 will not require any road or footway closures. With regard to public transport users, there are currently no planned temporary changes to Shoreditch High Street station or bus stops on Bethnal Green Road as part of the construction of Plot 1.

4.4.18 The receptor sensitivity for non-motorised user delay is high and the impact is negligible, therefore the effect of demolition and construction activities on non-motorised user delay will be local, direct, temporary long-term, and Negligible (Not Significant). There is no change in conclusion from the 2019 ESA.

Pedestrian, Cycle and Public Transport User Amenity

4.4.19 Amenity is affected by changes in traffic flows and footway widths and affects both cyclists and pedestrians. The change in traffic flows will be low, within daily levels of variations and there are no proposed changes to footway widths as part of the construction.

4.4.20 The receptor sensitivity for non-motorised user amenity is high and the impact is negligible, therefore the effect of demolition and construction activities on non-motorised user amenity will be local, direct, temporary long-term, and Negligible (Not Significant). There is no change in conclusion from the 2019 ESA.

Fear and Intimidation

4.4.21 Applying the Fear and Intimidation Magnitude of Impact criteria set out in the IEMA Guidance (July 2023), there would be no change in step changes based on the volume of vehicles, HGVs, and the changes to expected vehicle speeds, on any of the links included in the study area.

4.4.22 The receptor sensitivity for fear and intimidation is high and the impact is negligible. The effect of demolition and construction activities on fear and intimidation will be local, direct, temporary long-term, and Negligible (Not Significant). There is no change in conclusion from the 2019 ESA.

Road Safety

4.4.23 The additional construction traffic with movements of HGVs on the road network in the vicinity of the site has the potential to have an adverse effect on accidents and safety and on vulnerable road users, including pedestrians and cyclists.

4.4.24 Construction traffic will access the site via proposed construction traffic routes, subject to approval by the Boroughs and TfL, and vehicle arrivals and departures to and from the Site will be managed. Construction vehicles would also be required to pre-book a delivery slot and so the arrival of construction vehicles would be spread throughout the day and construction vehicles would not be permitted to wait on the highway, which would minimise the presence of construction vehicles on key links surrounding the Site.

4.4.25 The proposed demolition and construction works are not expected to generate a high number of construction vehicle trips. The receptor sensitivity for road safety is high and the impact is negligible, therefore the effect of demolition and construction activities on road safety will be local, direct, temporary long-term, and Negligible (Not Significant). There is no change in conclusion from the 2019 ESA.

Operational Scenario

4.4.26 The operational assessments have been undertaken for a 2030 future year, with cumulative schemes as set out in **Table 1.1** of this **Environmental Compliance Report (Chapter 1: Introduction)** included.

4.4.27 The proposed Plot 1 development would generate additional trips when operational. **Table 4.8** shows the estimated trips by mode for the Plot 1 development in the AM and PM peak hours.

Table 4.8: Trip Generation by Mode

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

4.4.28 **Table 4.9** shows the 2030 baseline traffic with additional development traffic to show the percentage change.

Table 4.9: 2030 Baseline Traffic with Additional Development Trips

Link	2030 Baseline		2030 + Dev veh		% Change	
	Total veh	HGVs	Total veh	HGVs	Total Veh	HGVs
Great Eastern Street	30,946	2,641	31,361	2,686	1.3%	1.7%
Shoreditch High Street (north arm)	13,113	2,896	13,222	2,915	0.8%	0.6%
Bethnal Green Road	15,993	1,720	16,714	1,788	4.3%	3.8%
Sclater Street	2,186	239	2,536	277	13.8%	13.6%
Brick Lane	2,493	354	2,653	371	6.0%	4.5%
Wheler Street	688	282	896	316	23.2%	10.8%
Commercial Street	28,159	2,524	28,668	2,598	1.8%	2.8%
Shoreditch High Street (south arm)	17,846	4,227	18,195	4,254	1.9%	0.6%
Shoreditch High Street	24,866	4,552	25,619	4,635	2.9%	1.8%
Bethnal Green Road (east Sclater Street)	8,679	647	8,770	665	1.0%	2.7%
Brick Lane (north)	2,493	354	2,535	371	1.7%	4.5%
Brick Lane (south)	3,180	637	3,341	653	4.8%	2.5%
Holywell Lane	4,334	560	4,397	573	1.4%	2.2%

Severance

4.4.29 The impact of the Proposed Development on severance has been assessed. The Proposed Development will be car-free with only accessible car parking provided as per conditions 67 and 68 of the hybrid planning consent and Schedule 8 of the

Section 106 agreement, therefore no private car trips are forecast, with the only vehicle trips to and from the Site likely to be taxi and servicing vehicle trips.

4.4.30 The total vehicle percentage changes for the 2030 future year operational scenario is below the defined threshold of 30 % as set out in methodology, and the magnitude of impact by vehicle is considered negligible for all the links.

4.4.31 The receptor sensitivity for pedestrians and cyclists is high and the impact is negligible, therefore the effect of operational activities on severance will be local, direct, permanent, and negligible (Not Significant). This is a change in conclusion from the 2019 ESA as severance was not formally assessed, however no new significant effects are identified.

Driver delay

4.4.32 Driver delay is subject to the same thresholds as severance with less than a 30 % change in vehicle flows resulting in a negligible impact.

4.4.33 The receptor sensitivity for drivers is low and the impact is negligible, therefore the effect of operational activities on driver delay will be local, direct, permanent, and negligible (Not Significant). There is no change in conclusion from the 2019 ESA.

Pedestrian, Cycle and Public Transport User Delay

4.4.34 Pedestrian delay is related to traffic flows, which may impact upon pedestrians crossing individual roads. Given that the proposed development will not bring about a significant increase in vehicle movements, it is considered that the ability for pedestrians to crossroads in the vicinity of the Site will be of a negligible magnitude of impact.

4.4.35 The receptor sensitivity for non-motorised user delay is high and the impact is negligible, therefore the effect of operational activities on non-motorised user delay will be local, direct, permanent, and negligible (Not Significant). There is no change in conclusion from the 2019 ESA.

Pedestrian, Cycle and Public Transport User Amenity

4.4.36 Amenity relates to the relative pleasantness of a journey, and is affected by traffic flow, traffic composition and pavement width/ separation from traffic.

4.4.37 The walking, cycling and public transport trips attracted by the Proposed Development will not cause any capacity issues on the local highway network or public transport, therefore will not impact amenity.

4.4.38 The receptor sensitivity for non-motorised user amenity is high and the impact is negligible, therefore the effect of operational activities on non-motorised user

amenity will be local, direct, permanent, and negligible (Not Significant). There is no change in conclusion from the 2019 ESA.

Fear and Intimidation

4.4.39 The impact of fear and intimidation is dependent on the volume of traffic and its HGV component, as noted earlier.

4.4.40 The receptor sensitivity for fear and intimidation is high and the impact is negligible. The effect of operational activities on fear and intimidation will be local, direct, permanent, and negligible (Not Significant). There is no change in conclusion from the 2019 ESA.

Road Safety

4.4.41 The Proposed Development is not expected to generate a high number of vehicle trips when operational. The receptor sensitivity for road safety is high and the impact is negligible, therefore the effect of operational activities on road safety will be local, direct, permanent, and negligible (Not Significant). There is no change in conclusion from the 2019 ESA.

4.4.42 Table 4.10 provides a summary of the effects for the construction and operational assessments.

Table 4.10: Summary of Effects

Description of Effect	Receptor	Scale and Nature	Significant	Geo	Direct	PT	Period
Demolition and Construction							
Severance	Ped, cycle, PT users	Negligible	Not Significant	Local	Direct	Temp	LT
Driver delay	Car drivers	Negligible	Not Significant	Local	Direct	Temp	LT
Non-motorised delay	Ped, cycle, PT users	Negligible	Not Significant	Local	Direct	Temp	LT
Non-motorised amenity	Ped, cycle, PT users	Negligible	Not Significant	Local	Direct	Temp	LT
Fear and intimidation	Ped, cycle, PT users	Negligible	Not Significant	Local	Direct	Temp	LT
Road safety	Ped, cycle, PT users	Negligible	Not Significant	Local	Direct	Temp	LT
Operational							
Severance	Ped, cycle, PT users	Negligible	Not Significant	Local	Direct	Perm	LT
Driver delay	Car drivers	Negligible	Not Significant	Local	Direct	Perm	LT
Non-motorised delay	Ped, cycle, PT users	Negligible	Not Significant	Local	Direct	Perm	LT
Non-motorised amenity	Ped, cycle, PT users	Negligible	Not Significant	Local	Direct	Perm	LT
Fear and intimidation	Ped, cycle, PT users	Negligible	Not Significant	Local	Direct	Perm	LT
Road safety	Ped, cycle, PT users	Negligible	Not Significant	Local	Direct	Perm	LT

4.5 Summary of Change to Effects

4.5.1 **Table 4.11** provides a comparison of the reported effect significance between the 2019 ESA and this Environmental Compliance Report.

Table 4.11: Comparison of Change of Effects

Description of Effect	Receptor	2019 ESA		2023 ESA	
		Scale and Nature	Significant	Scale and Nature	Significant
Demolition and Construction					
Severance	Ped, cycle, PT users	-	-	Negligible	Not Significant
Driver delay	Car drivers	Negligible	Not Significant	Negligible	Not Significant
Non-motorised delay	Ped, cycle, PT users	Negligible	Not Significant	Negligible	Not Significant
Non-motorised amenity	Ped, cycle, PT users	Negligible	Not Significant	Negligible	Not Significant
Fear and intimidation	Ped, cycle, PT users	Negligible	Not Significant	Negligible	Not Significant
Road safety	Ped, cycle, PT users	-	-	Negligible	Not Significant
Operational					
Severance	Ped, cycle, PT users	-	-	Negligible	Not Significant
Driver delay	Car drivers	Negligible	Not Significant	Negligible	Not Significant
Non-motorised delay	Ped, cycle, PT users	Negligible	Not Significant	Negligible	Not Significant
Non-motorised amenity	Ped, cycle, PT users	Minor Adverse	Not Significant	Negligible	Not Significant
Fear and intimidation	Ped, cycle, PT users	-	-	Negligible	Not Significant
Road safety	Ped, cycle, PT users	-	-	Negligible	Not Significant

4.6 Requirement for Additional Mitigation

4.6.1 The review shows no significant effects during the construction or operational scenarios, therefore no additional mitigation is proposed.

4.7 Consideration of any new Cumulative Schemes

4.7.1 The following have been identified as new cumulative schemes since the submission of the hybrid planning application in 2019.

- Huntington Industrial Estate, Bethnal Green Road (Site 3)
- 130 Whitechapel High Street (Site 6)
- Whitechapel Estate (Site 12)
- Whitechapel Central (Site 13)
- 1-2 Broadgate (Site 16)
- Life Sciences Building (Site 20)
- Leman Street (Site 21)
- 9 Hewett Street (Site 22)
- Marian Place, Gasholder Site (Site 23)
- Finsbury Leisure Centre (Site 26)
- Castle House, 37-45 Paul Street (Site 27)
- 20 Ropemaker Street (Site 28)

4.7.2 The schemes close to the Site which are likely to have an impact on traffic and transport include:

- Huntington Industrial Estate, Bethnal Green Road – a car-free office development with retail use.
- 9 Hewett Street (Site 22) – a car-free office and hotel development.

4.7.3 The construction of both the Huntingdon Industrial Estate site and the 9 Hewett Street site would require coordination between the appointed contractors. The construction programme for the two sites are unknown, however it is assumed the contractors would coordinate due to proximity of the construction sites. Therefore there would be no additional construction phase effects as a result of the inclusion of these schemes in the cumulative scenario.

4.8 Summary and Conclusion

4.8.1 In summary, the review undertaken has not identified any changes to the baseline conditions or baseline receptors included in the 2019 ESA. The baseline conditions have not significantly changed since the 2019 ESA was completed.

4.8.2 The review has not identified any additional significant environmental effects.

4.8.3 The review does not suggest any additional mitigation measures beyond those identified in the 2019 ESA and secured by the outline planning permissions and s.106 agreement.

temple

CREATING SUSTAINABLE FUTURES

London
3rd floor
The Clove Building
4 Maguire Street
London
SE1 2NQ

+44 (0)20 7394 3700
enquiries@templegroup.co.uk
templegroup.co.uk