



Bishopsgate Goodsyrd Regeneration Ltd

**BISHOPSGATE GOODSYARD
PLOT 5 SCLATER STREET
BUILDINGS**

Transport Assessment



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SCLATER STREET BUILDINGS**

Transport Assessment

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1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1 WSP has been appointed by Bishopsgate Goodsyard Regeneration Limited ('the Applicant') to provide transport planning services for the reserved matters application (RMA) for the Sclater Street Buildings site in Plot 5, which sits within the wider Bishopsgate Goodsyard site, in the London Borough of Tower Hamlets (LBTH).
- 1.1.2 This Healthy Streets Transport Assessment (TA) has been prepared for the Plot 5 Sclater Street Buildings RMA.

1.2 BISHOPSGATE GOODSYARD DEVELOPMENT SITE

- 1.2.1 The wider Bishopsgate Goodsyard site is located in the London Borough of Tower Hamlets (LBTH) and London Borough of Hackney (LBH). The wider Bishopsgate Goodsyard site is bounded by Bethnal Green Road and Sclater Street to the north; Brick Lane to the east, the rail line and Quaker Street to the south; and Shoreditch High Street to the west. Braithwaite Street runs in a north-south alignment through the centre of the site. Shoreditch High Street station is located in the northwest corner of the site, south of Bethnal Green Road and west of Braithwaite Street.
- 1.2.2 The wider Bishopsgate Goodsyard site location is shown in Figure 1-1 and the location of the Plot 5 Sclater Street Buildings site, the subject of this RMA.

Figure 1-1 – Wider Bishopsgate Goodsyard Site Location & Plot 5 Sclater Street Buildings



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

1.3 PLANNING BACKGROUND

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

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

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

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

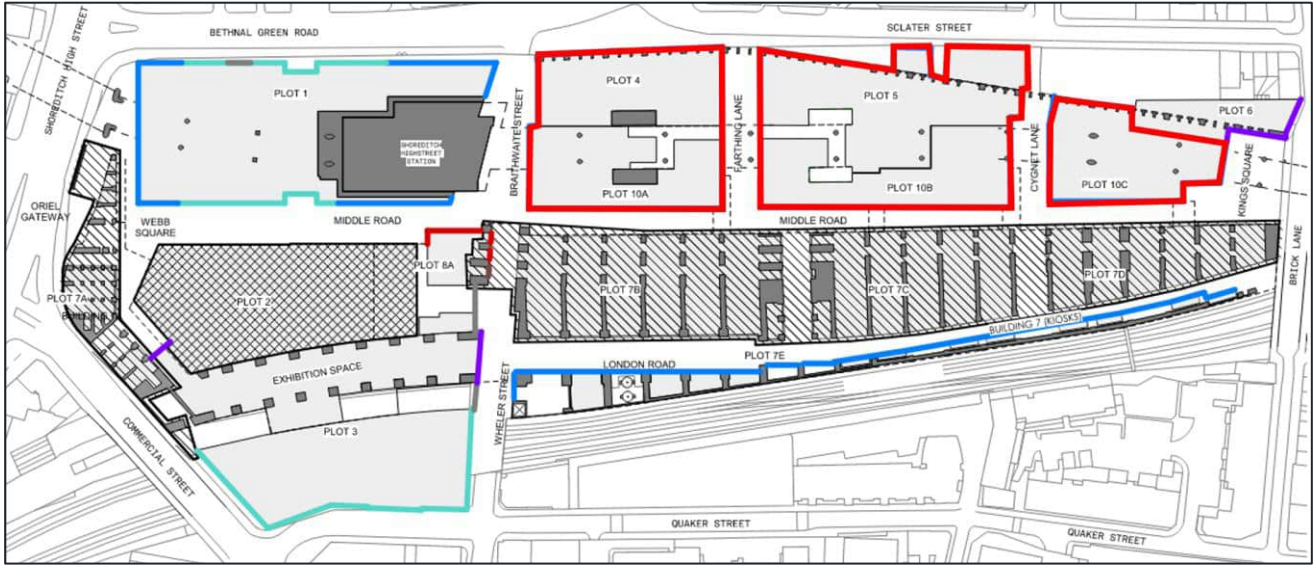
1.4 WIDER BISHOPSGATE GOODSYARD SITE PROPOSALS

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

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

1.4.2 Figure 1-2 shows the proposed sitewide Bishopsgate Goodsyard development at ground floor level. This Transport Assessment focuses on the proposed development for the Sclater Street Buildings in Plot 5 only, the part of the Plot 5 site between Sclater Street to the north and the boundary wall to the south.

Figure 1-2 - Plan of Proposed Sitewide Development



1.5 PLOT 5 SCLATER STREET BUILDINGS PROPOSED DEVELOPMENT

1.5.1 The proposed development at the Plot 5 Sclater Street Buildings site is described below.

“Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) in respect of part of Plot 5 relating to the Sclater Street buildings, pursuant to LB Tower Hamlets outline planning permission ref PA/14/02011 (GLA ref. GLA/1200cd/12) dated 25/03/2022, for works comprising the demolition of part of the existing wall and extensions to the Mission Hall; refurbishment of the Mission Hall for retail / café use (Class A 1 / A3); demolition of the existing extensions to the Victorian building and refurbishment and use of the existing building for retail use (Class A1) with a new shopfront and 3 residential units (Class C3) on the upper floors; restoration and extension to the Weavers Cottages for use within Class B1, refurbishment of existing arches and provision of new gates and pedestrian access routes, new landscaping and all other works shown on the submitted drawings.” (“the Proposed Development”).

1.6 REPORT PURPOSE

1.6.1 This Transport Assessment has been prepared for the Plot 5 Sclater Street Buildings RMA only. The Transport Assessment will consider the accessibility of the Plot 5 Sclater Street Buildings site; set out the proposed development; present the estimated development trips by mode for the network peak hours; and assesses the impact of the Plot 5 Sclater Street Buildings development proposals on the surrounding transport network; outlining any mitigation required.

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

- Chapter 2 – Policy Review
- Chapter 3 – Transport Planning for People
- Chapter 4 – Site and Surroundings
- Chapter 5 – Development Proposals
- Chapter 6 – Active Travel Zone



- Chapter 7 – London Wide Network
- Chapter 8 - Effect on Local Transport Network
- Chapter 9 – Management Plans
- Chapter 10 – Summary

2 POLICY REVIEW

2.1 NATIONAL PLANNING POLICY FRAMEWORK

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

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

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

2.1.7 Paragraph 109 states that:

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

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

2.1.9 Paragraph 111 states:

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

2.2 NATIONAL PLANNING PRACTICE GUIDANCE

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

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

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

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

2.3 LONDON PLAN

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

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

- Policy T1 Strategic approach to transport
- Policy T2 Healthy Streets
- Policy T3 Transport capacity, connectivity and safeguarding
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car parking
 - Policy T6.1 Residential parking
 - Policy T6.2 Office parking
 - Policy T6.3 Retail parking
- Policy T7 Deliveries, servicing and construction

2.4 HEALTHY STREETS APPROACH

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

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

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

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

Figure 2-1 - Healthy Streets Indicators



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

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

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

2.5 VISION ZERO

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

- Safe speeds – encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits;

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

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

2.6 MAYOR’S TRANSPORT STRATEGY

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

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

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

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

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

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

2.7.1 The Plot 5 Sclater Street Buildings site is located in the London Borough Tower Hamlets.

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

- *Travel choice (including connectivity and affordability) and sustainable travel will be improved within the borough and to other parts of London, and beyond. Development will therefore be expected to:*
 - *prioritise the needs of pedestrians and cyclists as well as access to public transport, including river transport, before vehicular modes of transport*
 - *be integrated effectively alongside public transport, walking and cycling routes to maximise sustainable travel across the borough*
 - *be focused within areas with high levels of public transport accessibility and the town centre hierarchy, in respect of developments generating significant levels of trips, and*

- *not adversely impact the capacity, quality, accessibility and safety of the transport network in the borough.*
- *Where appropriate, development must support and safeguard land for transport and freight infrastructure enhancements to meet the demands arising from future growth, including improvement to capacity, connectivity, quality and interchanges across the network.*

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

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

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

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

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

3 TRANSPORT PLANNING FOR PEOPLE

3.1 INTRODUCTION

- 3.1.1 This section identifies who the development will be for, sets out the assumed periods of travel, and the potential modes of travel.
- 3.1.2 The proposed development will be for:
- Employees working in the new buildings, primarily office workers in Weavers Cottage
 - Residents living in the Victorian Building
 - Visitors to the proposed offices, residents, and retail units in the three buildings.
- 3.1.3 The office staff are likely to travel during the weekday network peak hours, although working hours have become more flexible in recent years. It is assumed a smaller number of trips will be taken throughout the day for staff going to meetings or appointments, whilst there will also be a spike in short distance trips to local eateries and facilities during the typical lunch hours.
- 3.1.4 The retail staff are likely to work different hours compared to the office staff, potentially traveling to work outside of the weekday network peak hours, with the retail units opening either earlier or later in the day depending on the type of retail.
- 3.1.5 The proposed three 1-bed residential units are likely to generate trips during the weekday network peak hours.
- 3.1.6 Visitors to the proposed office are expected to travel at various times over the working day. Visitors to the residents are likely to be in the evenings and weekends. Visitors to the retail uses are likely to travel outside of the weekday network peak hours.

3.2 TRAVEL IN LONDON

- 3.2.1 The London Travel Demand Survey Report (December 2023) covers travel in 2022 and into part of 2023.
- 3.2.2 In 2022, the proportion of all trips in London made by active travel modes and public transport was approximately 62%.
- 3.2.3 In 2022, cycling was estimated to account for 4.5% of all trips in London, up from 3.6% in 2019.

3.3 TRANSPORT CLASSIFICATION OF LONDONERS (TCOL)

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

Office

- 3.3.2 A review of 2011 Census data for the 'location of where people live when working and place for work' shows approximately 14% of people working in LB Tower Hamlets also live within the LB Tower Hamlets. The Census data shows overall, approximately 70% of people working within LB Tower Hamlets live within Greater London.

3.3.3 The Borough TCoL profiles show 57% of Tower Hamlets population is classified as 'Affordable Transitions'. The 'Affordable Transitions' classification is characterised by the following:

- Well below average car use
- Above average bus and tube use
- Well above average rail use
- Average walking
- Well above average cycling

3.3.4 With the vast majority of office staff likely to originate from London Boroughs, and no car parking provision as part of the development proposals, it is assumed all trips to and from the site will be via active travel modes or public transport.

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

Residential

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

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

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

3.3.8 The residential units will be car-free, with new residents not eligible for on-street parking permits. It is assumed the residents of the three 1-bed units will use active travel modes or public transport.

Retail

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

4 SITE AND SURROUNDINGS

4.1 INTRODUCTION

4.1.1 In accordance with TfL guidance on Healthy Streets Transport Assessments, this chapter introduces the proposed development in the context of how people will travel within the existing transport networks surrounding the Plot 5 Sclater Street Buildings site.

4.2 PEDESTRIAN ACCESSIBILITY

4.2.1 The Plot 5 Sclater Street Buildings site is bordered by Slater Street to the north, the proposed Plot 5 service yard vehicle access to the west, and the wider Bishopsgate Goodsyards to the south.

4.2.2 Sclater Street has footways on both sides of the carriageway, adjoining Brick Lane to the east and Bethnal Green Road to the west.

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

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

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

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

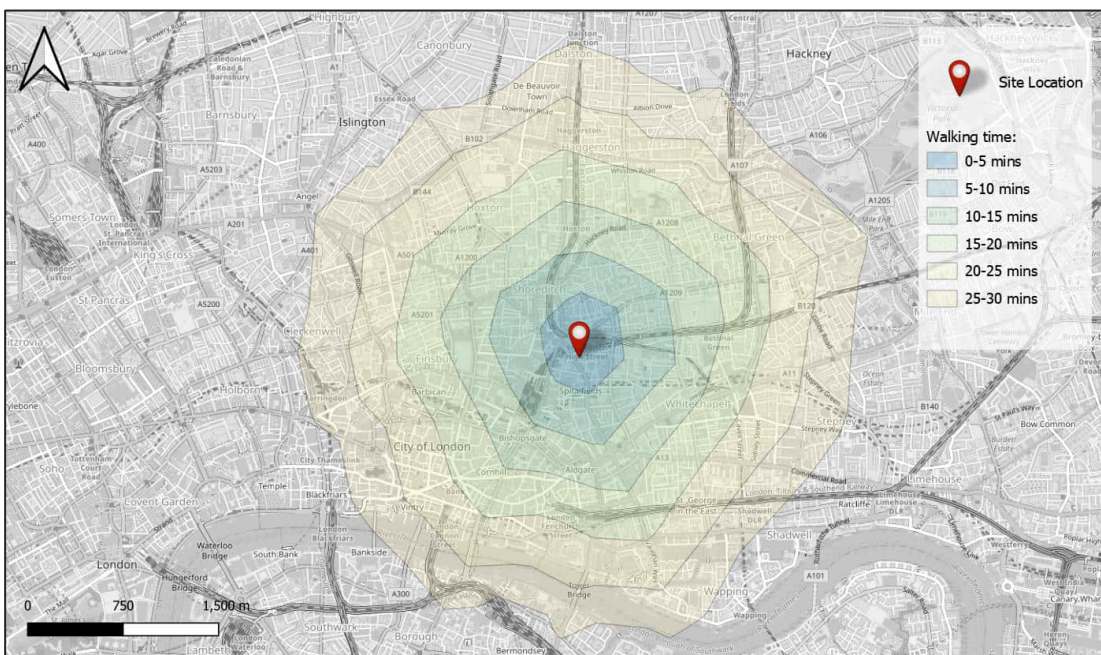
Table 4-1 – Weekday PCL Assessment Results

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

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

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

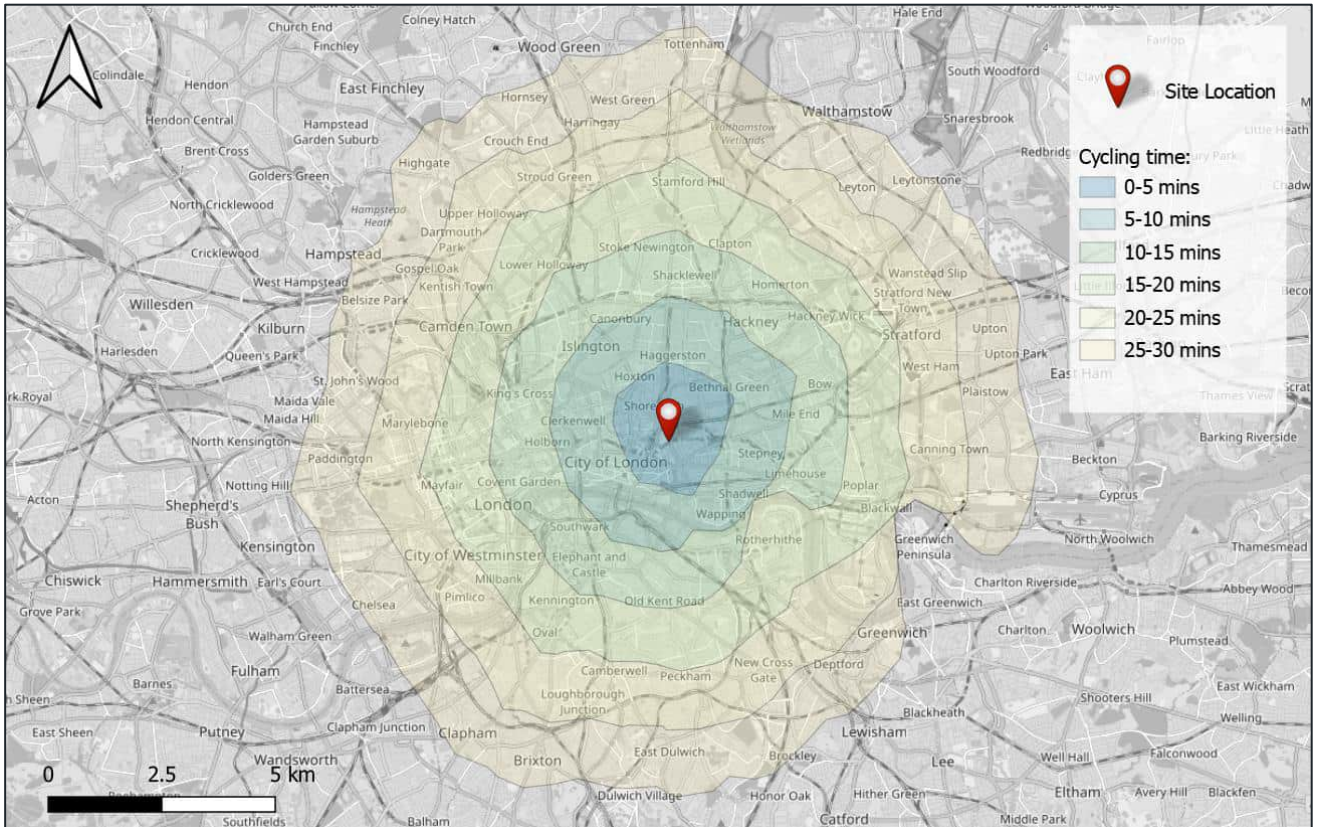
Figure 4-1 - Walking Isochrones



4.3 CYCLE ACCESSIBILITY

- 4.3.1 It is considered that cycling has the potential to substitute for short car trips, particularly those under five kilometres. This makes cycling to the site particularly attractive given its location in central London.
- 4.3.2 There is a TfL recommended quiet cycle route along Sclater Street, which is eastbound only, east of the junction with Cygnet Street, and two-way west of the Cygnet Street junction.
- 4.3.3 A further quiet cycle route recommended by cyclists for eastbound travel only is located on a section of Redchurch Street, approximately 150 metres to the north of the site. This cycle route connects with Chance Street to the east and Shoreditch High Street to the west.
- 4.3.4 Braithwaite Street is a signed cycle route, extending north via Chance Street, and connecting with Commercial Street to the south.
- 4.3.5 Quaker Street is a signed cycle route, westbound only, between Braithwaite Street to the west and Grey Eagle Street to the east. Calvin Street is a signed cycle route running parallel to Quaker Street and provides an eastbound route for cyclists.
- 4.3.6 A two-way quiet cycle route recommended by cyclists is provided on Folgate Street approximately 250 metres to the south of the site. In addition, a two-way signed route for cyclists is located on Hanbury Street and Lamb Street, approximately 300 metres to the south of the site.
- 4.3.7 TfL are currently investigating cycle and pedestrian improvements at the junction between Shoreditch High Street, Great Eastern Street and Commercial Street. The proposed design would include improved facilities for cyclists in the form of a southbound cycle lane on Shoreditch High Street and turning movements reserved for cyclists.
- 4.3.8 Cycleway 13 is located approximately 450m north of the site along Rivington Street, Calvert Avenue, and Virginia Road.
- 4.3.9 Cycleway 1 is located approximately 450m west of the site, routing along Pitfield Street, Paul Street, Moor Lane and Wood Street.
- 4.3.10 Figure 4-2 shows the cycling isochrones for the site which shows that much of central London is accessible to the site within a 15- minute journey time.

Figure 4-2 - Cycling Isochrones



- 4.3.11 Cycle parking is provided next to Shoreditch High Street station, accessed via Braithwaite Street, in the form of 20 Sheffield stands, providing cycle parking for 40 cycles.
- 4.3.12 In addition, sixteen Sheffield stands (32 cycle parking spaces) are located in the footway on both sides of Shoreditch High Street, south of the junction with Bethnal Green Road. Sheffield stands are also provided on Brick Lane, just to the south of its junction with Buxton Street.
- 4.3.13 Several cycle hire docking stations are located in close proximity to the site. There is a cycle hire station with 37 docking points located on the south edge of Bethnal Green Road, west of the junction with Sclater Street. There are also 22 docking points on the west edge of Brick Lane, north of the junction with Quaker Street. A further docking station with 16 docking points is located on Commercial Street, a short distance to the south of the site in proximity to the junction with Wheler Street.
- 4.3.1 Further to this, on-demand bikes, including electric bikes, for example Lime and Uber bikes, are readily available and can be located or reserved via an app.

4.4 PUBLIC TRANSPORT ACCESSIBILITY

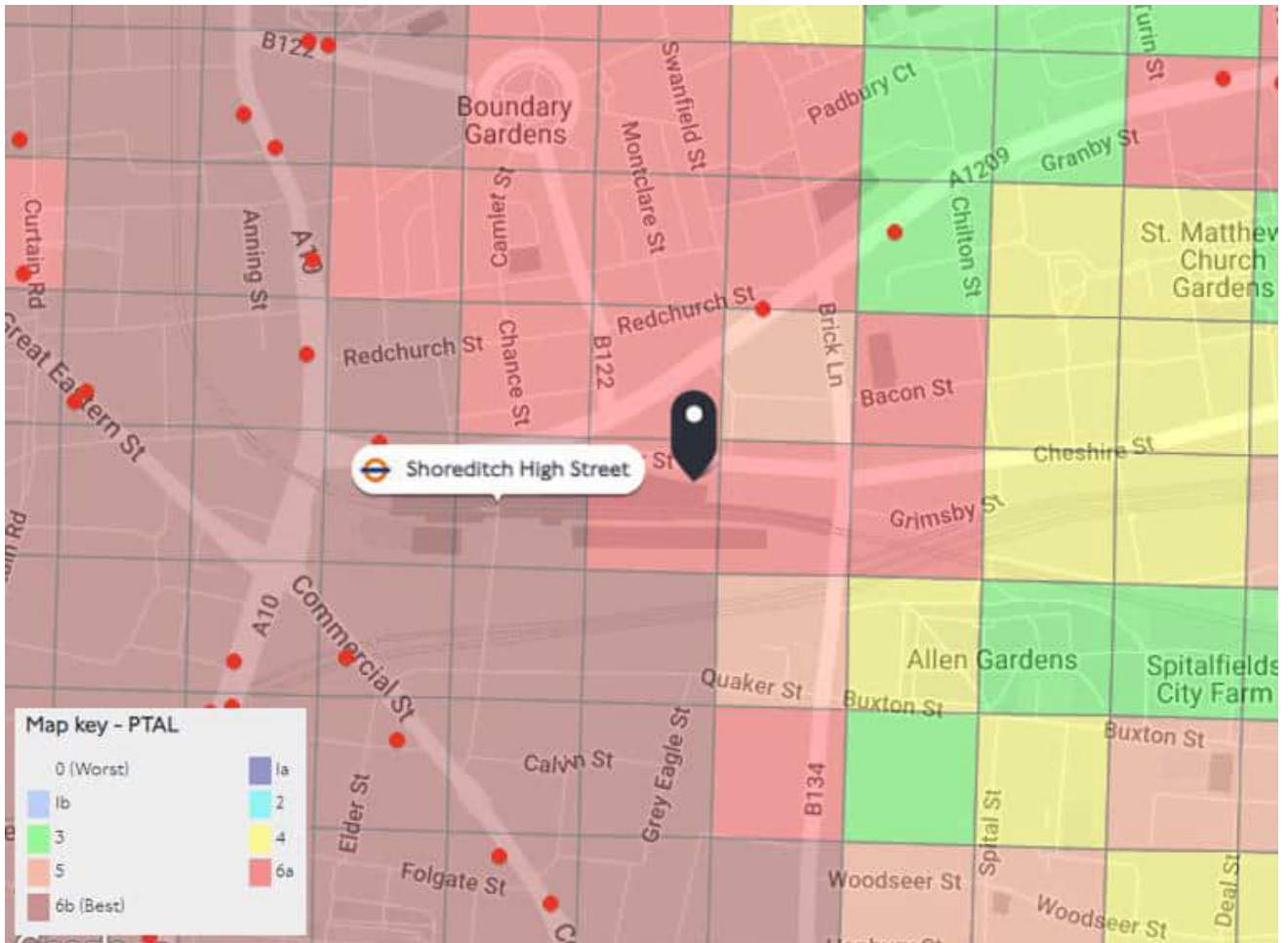
PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

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

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

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

Figure 4-3 – Public Transport Accessibility Level



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

Figure 4-4 - Local Public Transport Services



MAINLINE RAIL / LONDON UNDERGROUND / LONDON OVERGROUND

- 4.4.4 Shoreditch High Street station is located approximately 150m to the west of the Plot 5 Sclater Street Buildings site, providing London Overground services between Dalston Junction to the north and Surrey Quays to the south, where passengers can connect to destinations including New Cross, Crystal Palace, West Croydon, and Clapham Junction.
- 4.4.5 The nearest London Underground station is Liverpool Street which is located approximately 950m southwest of the site. Liverpool Street station is served by the Central Line, Circle Line, Elizabeth Line, Hammersmith & City Line and the Metropolitan Line.
- 4.4.6 Old Street Station is located approximately 1.2km northwest of the site, is served by the Bank branch of the Northern Line.
- 4.4.7 The nearest mainline rail station is Liverpool Street station, which is managed by Network Rail and provides Stansted Express, Greater Anglia and C2C services, providing services to destinations including Cambridge, Norwich and Colchester.

BUS

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

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

4.5 LOCAL HIGHWAY NETWORK

- 4.5.1 Sclater Street is a two-way carriageway between the junction with Bethnal Green Road and Cygnet Street, and a one-way eastbound only carriageway east of the junction with Cygnet Street.
- 4.5.2 There is on-street parking along the south edge of Sclater Street which is within controlled parking zone A2 which is operational Monday to Friday 8.30am to 5.30pm. There are double yellow lines along the north edge of Sclater Street.
- 4.5.3 Bethnal Green Road is a two-way carriageway with a single lane for general traffic in each direction, in addition to a bus lane for westbound services only which stops just to the west of the junction with Braithwaite Street.
- 4.5.4 Braithwaite Street is a two-way carriageway, however is a no through route with a vehicle access control barrier underneath the rail arches stopping through movements between the junction with Bethnal Green Road to the north and the junction with Quaker Street to the south.
- 4.5.5 Shoreditch High Street forms part of the TfL Road Network (TLRN). Shoreditch High Street forms a signal controlled junction with Bethnal Green Road. North of this junction, vehicular traffic flow, with the exception of taxis and buses, is southbound only. To the south, Shoreditch High Street forms a signal-controlled junction with Commercial Street, which permits two-way traffic flow through the junction.

5 DEVELOPMENT PROPOSALS

5.1 INTRODUCTION

5.1.1 The chapter will provide an overview of the development proposals for the Plot 5 Sclater Street Buildings, including:

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

5.2 DEVELOPMENT PROPOSALS

5.2.1 The development proposals for the Plot 5 Sclater Street Buildings include retail, residential and office use. Table 5-1 shows the proposed uses in each of the Sclater Street buildings.

Table 5-1 – Plot 5 Sclater Street Buildings Proposed Development

Building	Retail	Residential	Office
Mission Chapel	93 sqm	-	-
Victorian Buildings	161 sqm	3 x 1-bed units	-
Weavers Cottage	87 sqm	-	429 sqm
Total	341 sqm	3 x 1-bed units	429 sqm

5.3 CAR PARKING

5.3.1 The proposed uses in the Plot 5 Sclater Street Buildings will be car-free with no car parking proposed within the site, or any associated parking within the wider Bishopsgate Goodsyards site.

5.3.2 With regard to parking policy, policy T6.2 in the London Plan refers to office parking which recommends sites in inner London should be car-free with the exception of disabled persons parking, referring to Policy T6.5. The policy on non-residential disabled persons parking requires access to at least one on-street or off-street accessible parking bay, if no office car parking is provided.

5.3.3 Policy T6.1 in the London Plan refers to residential parking, recommending developments in central London should be car-free with the exception of accessible parking.

5.3.4 Within the LBTH planning conditions for the OPPs, no. 68a and 68b refer to car parking for the RMAs. Planning condition 68a states, 'Each RMA comprising residential uses shall include detailed

designs for the layout of and access to disabled persons car parking spaces, to ensure that a minimum of 15 spaces are provided on site for the residential uses. The spaces shall be laid out and made available for use prior to the occupation of the relevant residential building and thereafter be retained'. Planning condition 68a refers to the proposed residential units within the remaining parts of the Bishopsgate Goodsyards site which may comprise up to 500 residential units, and would be subject to other RMAs. The proposals for the Plot 5 Sclater Street Buildings include three 1-bed units, which will not be Wheelchair Accessible Units, therefore no accessible parking is proposed on-site.

- 5.3.5 Planning condition 68b states 'Each Reserved Matters application shall be accompanied by a parking design and management plan, which shall set out measures to increase accessible car parking provision (for all uses) either on site (including use of service bays) or off site through conversion of on-street bays. The measures shall be implemented as approved'. A Car and Cycle Parking Management Plan has been prepared and is included as an appendix to the Transport Assessment.
- 5.3.6 Schedule 8 in the Section 106 Agreement for the OPP provides the obligations regarding car parking, including notifying future occupiers of parking restrictions via freeholds, leaseholds, or licenses.
- 5.3.7 The proposals for the Plot 5 Sclater Street Buildings do not include any on-site accessible parking for the office, residential, or retail uses. An alternative is to provide a single accessible parking bay on-street, on Sclater Street, which would be subject to further discussions and agreement with LBTH. Parking beat surveys were undertaken on Thursday 28/02/19; Saturday 02/03/19; and Sunday 03/03/19 which showed some capacity on Sclater Street, approximately five standard bays.
- 5.3.8 It is proposed to repeat the parking beat surveys on Sclater Street closer to the time of the construction of the wider Bishopsgate Goodsyards site, to identify if any spare parking capacity. If the provision of some on-street blue badge parking bays is feasible, it would be proposed the developer pays a bond for converting standard bays to accessible bays. It is acknowledged these bays would be available for public use and subject to time restrictions, unless changes to the traffic regulation orders are made.

5.4 VEHICLE ACCESS

- 5.4.1 The Plot 5 Sclater Street Buildings are bordered by Sclater Street to the north and the existing brick arches of the Goodsyards site to the south. The only point of vehicle access into the Plot 5 Sclater Street Buildings is via Sclater Street.
- 5.4.2 There is existing on-street parking along the south edge of Sclater Street, along the frontage of the Plot 5 Sclater Street Buildings site. The proposals would be for vehicles to access the site via the north edge of Sclater Street, using the existing double yellow lines for any loading or unloading activity.

5.5 CYCLE PARKING

- 5.5.1 The Transport Assessment submitted as part of the OPPs stated cycle parking would be provided in accordance with the London Plan (then in draft) with adequate long-stay and short-stay cycle parking provided on-site.
- 5.5.2 The LBTH planning condition 17 regarding cycle parking for the OPPs state '*Each Reserved Matters application shall include sufficient detail to demonstrate that a policy compliant level of cycle parking*

is provided, including detailed drawings, access and shower / changing facilities for non-residential uses’.

LONG-STAY CYCLE PARKING

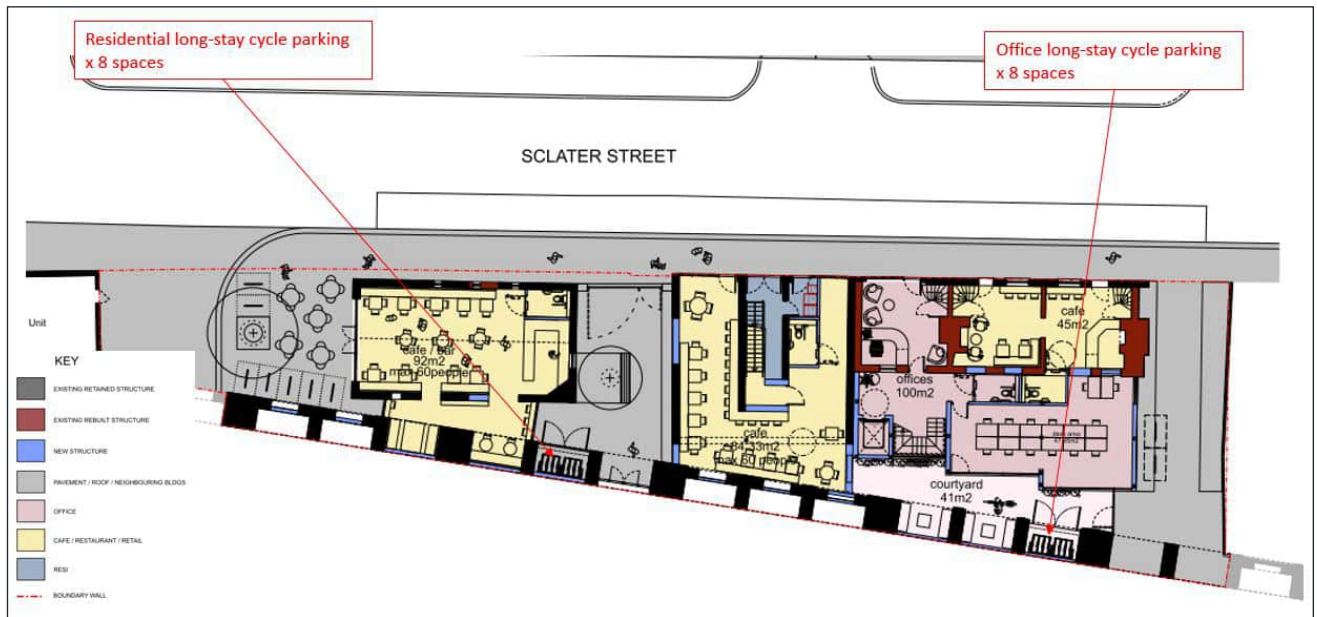
- 5.5.3 Table 5-2 shows the number of long-stay cycle parking spaces required in accordance with the London Plan minimum cycle parking standards. It should be noted, as set out in the Transport Assessment submitted as part of the OPPs, to estimate cycle parking for the retail uses, a split of 35% food; 35% non-food; and 30% A2-A5 has been applied.

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

Use	Long-stay spaces
Office (429 sqm GEA)	6 spaces
Residential (3 x 1-bed units)	5 spaces
Retail (35% Food; 35% Non-Food; 30% A2-A5 for 341 sqm GEA)	2 spaces

- 5.5.4 The proposed long-stay cycle parking for the office use will be provided at ground floor level, to the rear of the Weavers Cottage building. The proposals include an external courtyard to the rear of the Weavers Cottage building which would be bordered by the brick arches to the south and accessed via the proposed Cygnet Lane. The long-stay cycle parking for the office use would be provided within one of the existing brick arches and would be covered and secured. The type of long-stay cycle parking proposed would be semi-vertical with a total of eight spaces which would be dedicated to the proposed office use.
- 5.5.5 The proposed long-stay cycle parking for the residential use will be provided at ground floor level, within a gated courtyard between the Mission Chapel building and the Victorian Building. The proposed gated courtyard to the west of the Victorian Building would provide an access to the proposed Plot 5 residential buildings, accessed via Sclater Street. The long-stay cycle parking for the residential units would be provided within one of the existing brick arches and would be covered and secured. The long-stay cycle parking would be semi-vertical with a total of eight spaces dedicated to the proposed three residential units.
- 5.5.6 Figure 5-1 shows the proposed long-stay cycle parking layout, with all long-stay cycle parking provided at ground floor level.

Figure 5-1 – Proposed Long-stay Cycle Parking Layout



5.5.7 With regard to the long-stay cycle spaces required for the proposed retail use, which would be approximately two spaces, it is proposed to provide these spaces within the main Cycle Hub(s) on the wider Bishopsgate Goodsyard site.

SHORT-STAY CYCLE PARKING

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

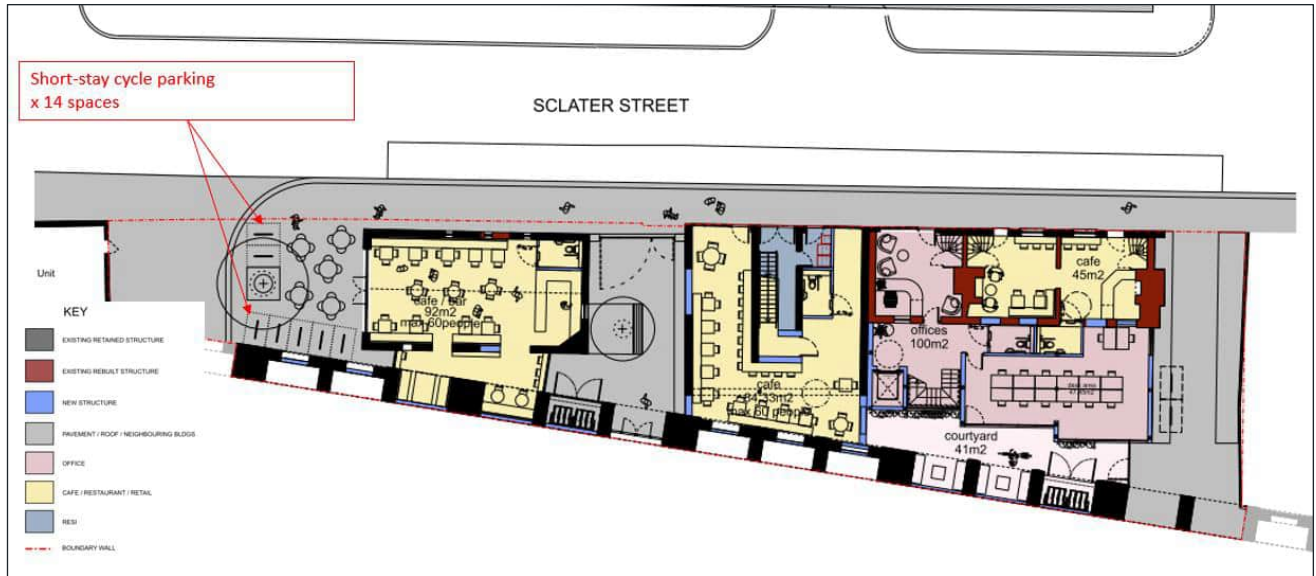
Table 5-3 – Short-stay Cycle Parking Required in accordance with London Plan

Use	Short-stay spaces	Short-stay spaces (70% provision)
Office (429 sqm GEA)	1 space	1 space
Residential (3 x 1-bed units)	-	-
Retail (35% Food; 35% Non-Food; 30% A2-A5 for 341 sqm GEA)	14 spaces	10 spaces

5.5.9 Further to pre-application discussions with TfL, LBH and LBTH for the OPPs, it was agreed to provide 70% of the minimum policy requirement to ensure the new pedestrian streets on-site would not be cluttered with visitor cycle parking. It was agreed that the use of the short-stay cycle parking would be monitored and if there is demand for additional short-stay cycle spaces these would be provided.

5.5.10 Figure 5-2 shows the proposed ground floor layout which includes 14 short-stay cycle spaces, accommodated on-site in seven Sheffield stands, adjacent to Sclater Street.

Figure 5-2 – Proposed Short stay Cycle Parking Layout



TFL CYCLE HIRE

5.5.11 With regard to TfL Cycle Hire, Schedule 7 in the Section 106 Agreement outlines the contributions owed and timing of these obligations. The First Cycle Docking Station Contribution is for the sum of £220,000 and is owed prior to the commencement of Plot 2. The Second Cycle Docking Station Contribution is for the sum of £220,000 and is owed prior to the commencement of Plot 3. The location of the TfL Cycle Hire docking station is to be confirmed.

5.6 DELIVERY & SERVICING

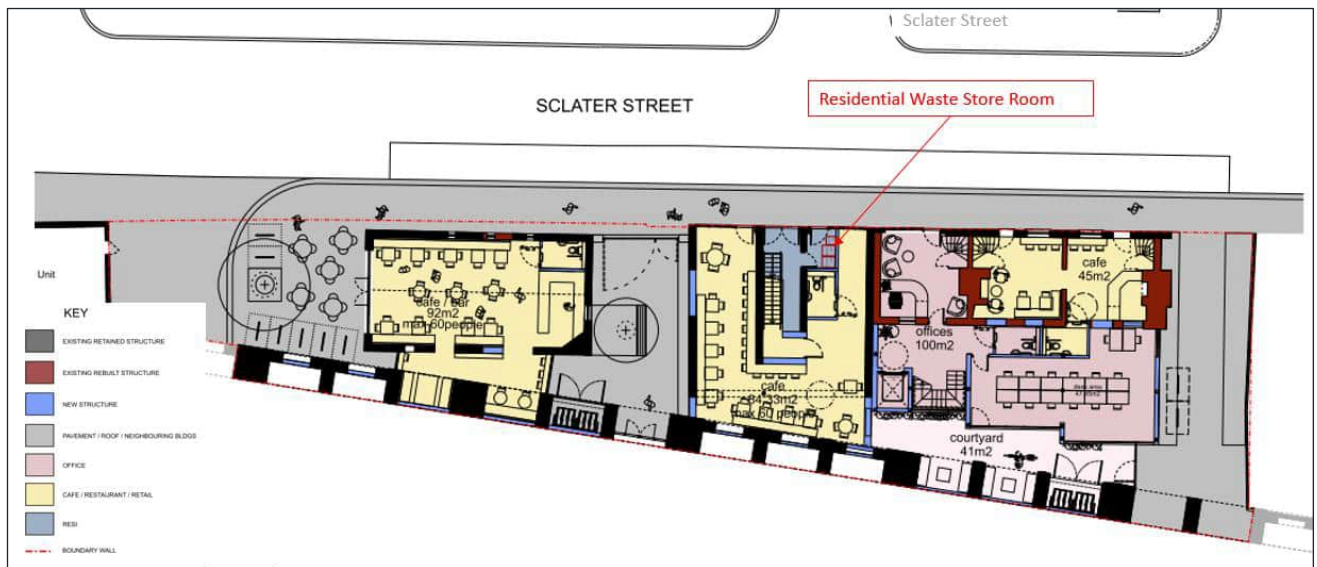
- 5.6.1 Delivery and servicing activity would be undertaken on Sclater Street, using the existing double yellow lines on the north side of the carriageway.
- 5.6.2 It should be noted Sclater Street is closed to general traffic on Sundays, with no vehicles permitted between 8am and 4pm.
- 5.6.3 In addition, on-street parking along the south edge of Sclater Street is prohibited on Sunday between 5am and 3pm.
- 5.6.4 The closure of Sclater Street on Sunday's is unlikely to be an issue for the proposed office use which is likely to only be operational Monday to Friday.
- 5.6.5 The closure of Sclater Street to vehicles on a Sunday is likely to cause disruption to the residents of the proposed three 1-bed units, however due to the scale and type of units, it is assumed this will not be a significant issue.
- 5.6.6 The proposed retail units will be able to time receipt of deliveries and servicing, therefore will need to avoid vehicle deliveries on a Sunday when Sclater Street is closed to traffic.

- 5.6.7 As part of the OPPs, the Section 106 Agreement included a Site-Wide Delivery and Servicing Strategy, set out in Schedule 10. The 'Site-Wide Delivery and Servicing Strategy' (DSS) is defined as a package of best practice measures to be adopted by the owner for the management of the deliveries and servicing. The objectives of the Site-Wide Delivery and Servicing Strategy will be to ensure a delivery vehicle trip cap is not exceeded, and that a trip reduction target is achieved.
- 5.6.8 The trip cap for Plot 5, the Sclater Street service yard, is set at 156 two-way trips a day in the Section 106 Agreement, with an additional trip reduction target for a future year. If required, it is assumed deliveries to the Plot 5 Sclater Street Building could be incorporated into the monitoring for the wider Plot 5 site.

WASTE STORAGE

- 5.6.9 The office and retail waste will be stored in each tenanted area as part of the fit out of the commercial uses. The size of the waste storage areas will depend on the type of business that is operated and the frequency that the waste will be collected by the appointed waste management contractor. The individual commercial tenants will be responsible for managing their own wastes, for cleaning their waste storage areas and for appointing a suitably licenced commercial waste management contractor.
- 5.6.10 The proposed residential units will have a communal waste store room at ground floor level within the Victorian Building. The proposed waste store room would be large enough to accommodate all refuse, recycling and food waste generated by residents.
- 5.6.11 Figure 5-3 show the proposed location of the residential waste store room at ground floor level in the Victorian Building.

Figure 5-3 – Residential Waste Store Room at Ground Floor in Victorian Building



WASTE COLLECTION

- 5.6.12 Waste for all the proposed uses will be collected via Sclater Street, using the existing double yellow lines on the north side of the carriageway.

5.7 FIRE TENDER ACCESS

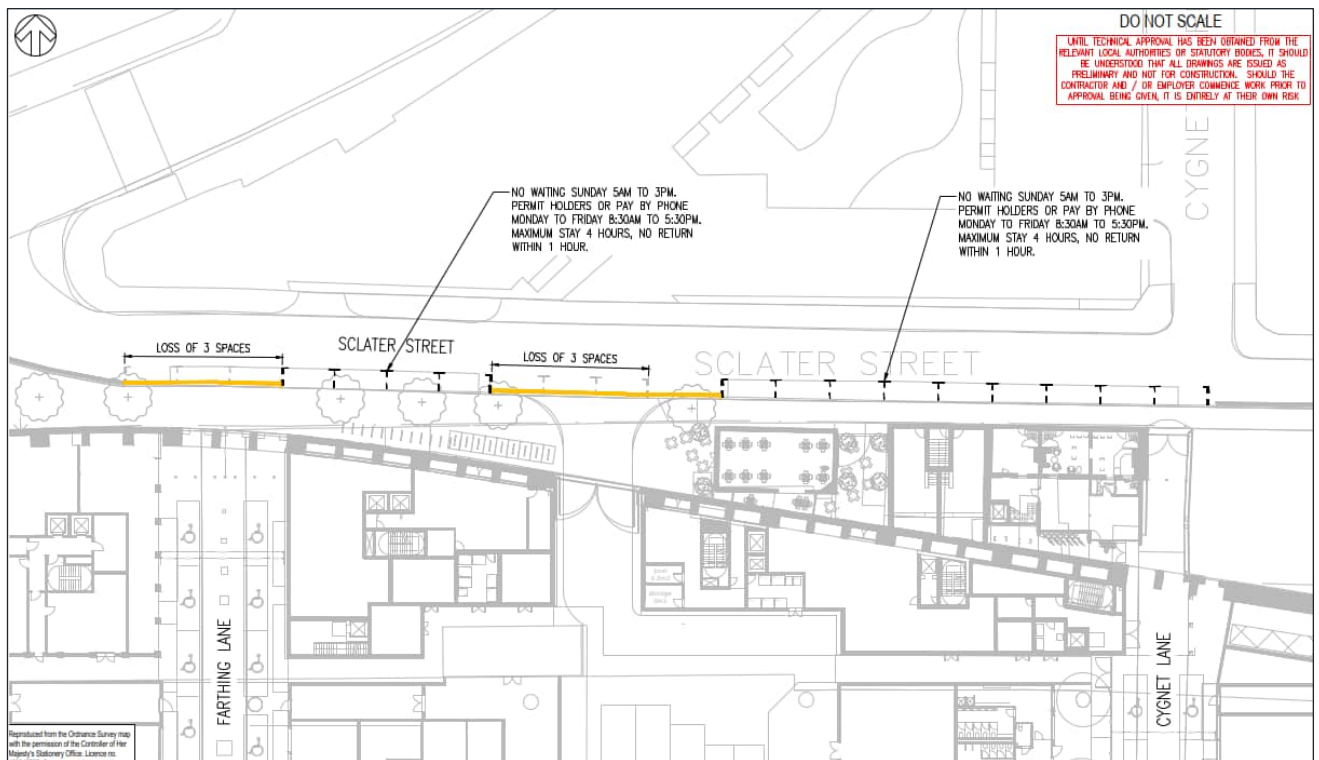
5.7.1 Fire tender access to the Plot 5 Sclater Street Buildings site would be on-street, via Sclater Street.

5.8 PUBLIC HIGHWAY

5.8.1 The proposed Plot 5 Sclater Street Buildings would not oversail or undersail the public highway at any point around the perimeter of the site.

5.8.2 Figure 5-4 shows proposed amendments to Sclater Street as part of the wider Plot 5 RMA, however no changes to the public highway are proposed as part of this RMA.

Figure 5-4 – Sclater Street Layout as Part of Wider Bishopsgate Goodsyard Proposals



6 ACTIVE TRAVEL ZONE

6.1 INTRODUCTION

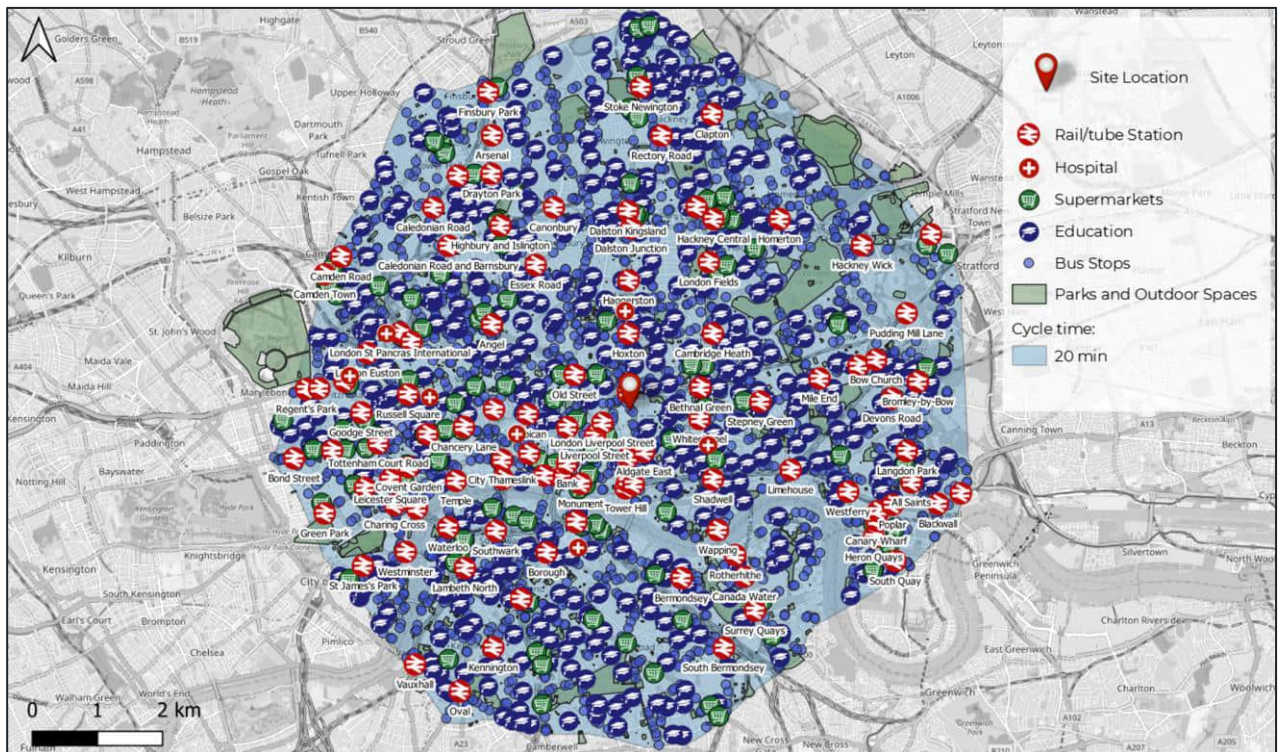
6.1.1 An Active Travel Zone (ATZ) assessment is a qualitative analysis of the walking and cycling network surrounding the proposed development. The ATZ assessment methodology has been developed by TfL to support the Healthy Streets approach and Vision Zero. The ATZ assessment is carried out to assist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

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

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

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

Figure 6-1 - Active Travel Zone



- 6.1.4 It is understood TfL and the GLA have recently been working on updates to the ATZ methodology that would focus on inclusive spaces and gender differences in the use of space. Therefore, TfL has requested the ATZ assessment place more of an emphasis on personal safety, groups within communities, and 24/7 access to areas.
- 6.1.5 The ATZ undertaken was during the daytime largely due to the time of year which the assessment was undertaken. With regard to addressing inclusive spaces and safety, the development proposals will inherently activate the site through the proposed mixed uses across the wider Bishopsgate Goodsyards site and will significantly improve the site and area in terms of usability and reducing people being inconvenienced. The proposed development includes new routes through the site between each of the three buildings which will connect Sclater Street with the wider Bishopsgate Goodsyards site to the south. In addition, the proposed wider Bishopsgate Goodsyards development will enhance existing routes on the perimeter of the site including Bethnal Green Road, Sclater Street, Brick Lane, Quaker Street and Shoreditch High Street.

6.2 MOST IMPORTANT DESTINATIONS

Neighbourhood Scale

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

Key destinations within the ATZ

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

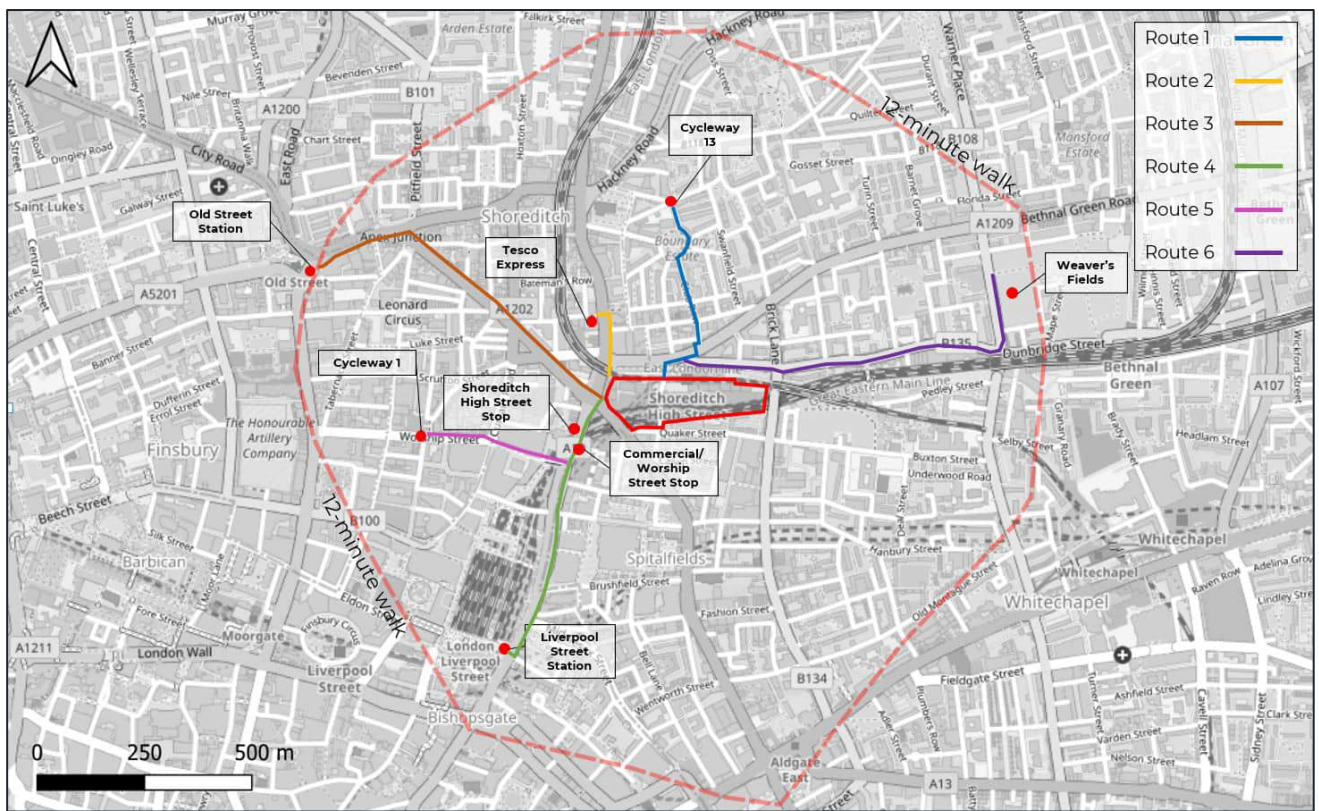
Table 6-1 – Key Destinations

Destination Type	Destination	Priority	Included in ATZ
Public transport stops (bus stops)	Shoreditch High Street, Commercial/Worship Street	High	Yes
Public transport stations	Shoreditch High Street, Old Street, Liverpool Street	High	Yes

Current and future strategic cycle network	Cycleway 1, Cycleway 13	High	Yes
Parks	Weaver's Fields	High	Yes
Supermarkets	Tesco Express (Shoreditch High Street)	High	Yes

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

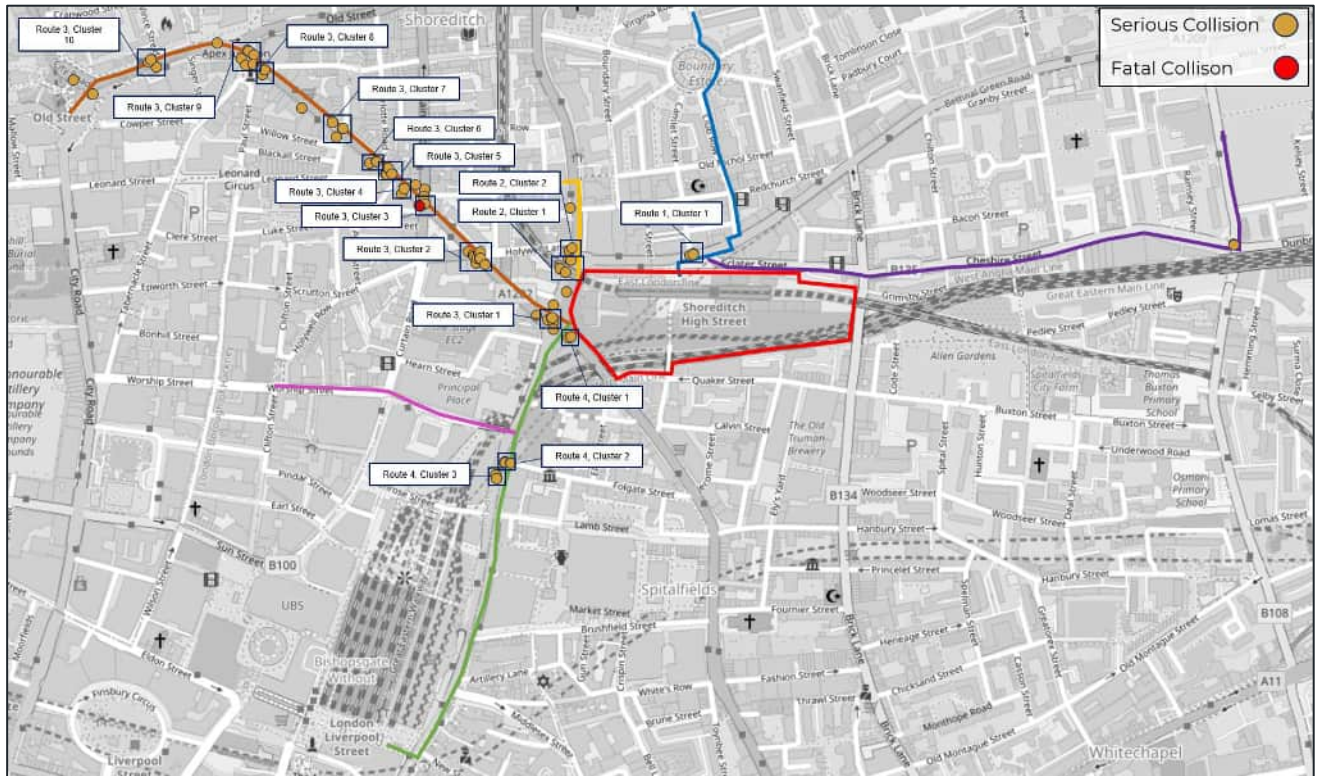
Figure 6-2 - ATZ Key Destinations and Routes



6.3 VISION ZERO SAFETY REVIEW

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

Figure 6-3 – Location of Personal Injury Accidents



6.3.1 As illustrated, the PIA analysis demonstrates some clusters of accidents within the study area.

Route 1 – Serious Collision Cluster 1

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

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

Route 2 – Serious Collision Cluster 1

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

Route 2 – Serious Collision Cluster 2

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

Route 2 Assessment Note

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

Route 3 – Serious Collision Cluster 1

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

Route 3 – Serious Collision Cluster 2

- 6.3.8 Eight serious collisions occurred on Route 3 on Great Eastern Street, near the junction with Holywell Lane. The collision on 25/01/2022 occurred when a pedestrian and vehicle collided. No further details of how the collision occurred are known. The collision on 05/07/2022 occurred when a motorcycle and pedestrian collided. No further details of how the collision occurred are known. The collision on 05/04/2019 occurred when a vehicle driving south-east to north-west on Great Eastern Street continued to progress past the green light and collided with a pedestrian that was crossing. The collision on 14/09/2018 occurred when a vehicle travelling south-east on Great Eastern Street approached the green light. A pedestrian stepped out into the carriageway, looking southeast and the vehicle collided with the pedestrian. The collision on 24/04/2023 occurred when a car, motorcycle and pedestrian collided, seriously injuring the pedestrian. No further details of how the collision occurred are known. The collision on 25/11/2023 occurred when a car and pedestrian collided. No further details of how the collision occurred are known. 06/03/2022 occurred when a vehicle and pedestrian collided. No further details of how the collision occurred are known. The collision on 08/12/2020 occurred when a car and pedestrian collided. No further details of how the collision occurred are known.

Route 3 – Serious and Fatal Collision Cluster 3

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

occurred when a vehicle travelling south-eastbound on Great Eastern Street, observing the green light, when a pedestrian ran out into the carriageway and collided with the vehicle.

Route 3 – Serious Collision Cluster 4

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

Route 3 – Serious Collision Cluster 5

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

Route 3 – Serious Collision Cluster 6

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

Route 3 – Serious Collision Cluster 7

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

Route 3 – Serious Collision Cluster 8

- 6.3.14 Two serious collisions occurred on Route 3 on Great Eastern Street approximately 50m east of the junction with Old Street. The collision on 07/03/2021 occurred when a car, private hire vehicle and pedestrian collided. The collision on 07/12/2021 occurred when a car and motorcycle collided. No further details of how the collisions occurred are known.

Route 3 – Serious Collision Cluster 9

- 6.3.15 Five serious collisions occurred on Route 3 on or near the junction between Old Street and Great Eastern Street. The collision on 15/02/2019 occurred when a driver on Great Eastern Street progressed past the green light onto Old Street. A cyclist approaching from Pitfield Street continued despite a red light and collided with the driver's side window. The collision on 31/01/2020 occurred

when a vehicle and cyclist collided. No further details of how the collisions occurred are known. The collision on 10/11/2021 occurred when a cyclist and private hire vehicle collided. No further details of how the collision occurred are known. The collision on 31/08/2019 occurred when a car travelling north-westbound on Great Eastern Street collided with a pedestrian who had ran out into the road. The collision on 06/05/2021 occurred when a car and cyclist collided. No further details of how the collision occurred are known.

Route 3 – Serious Collision Cluster 10

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

Route 3 Assessment Note

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

Route 4 – Serious Collision Cluster 1

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

Route 4 – Serious Collision Cluster 2

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

Route 4 – Serious Collision Cluster 3

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

Route 4 Assessment Note

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

6.4 MOST IMPORTANT JOURNEYS ASSESSMENT

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

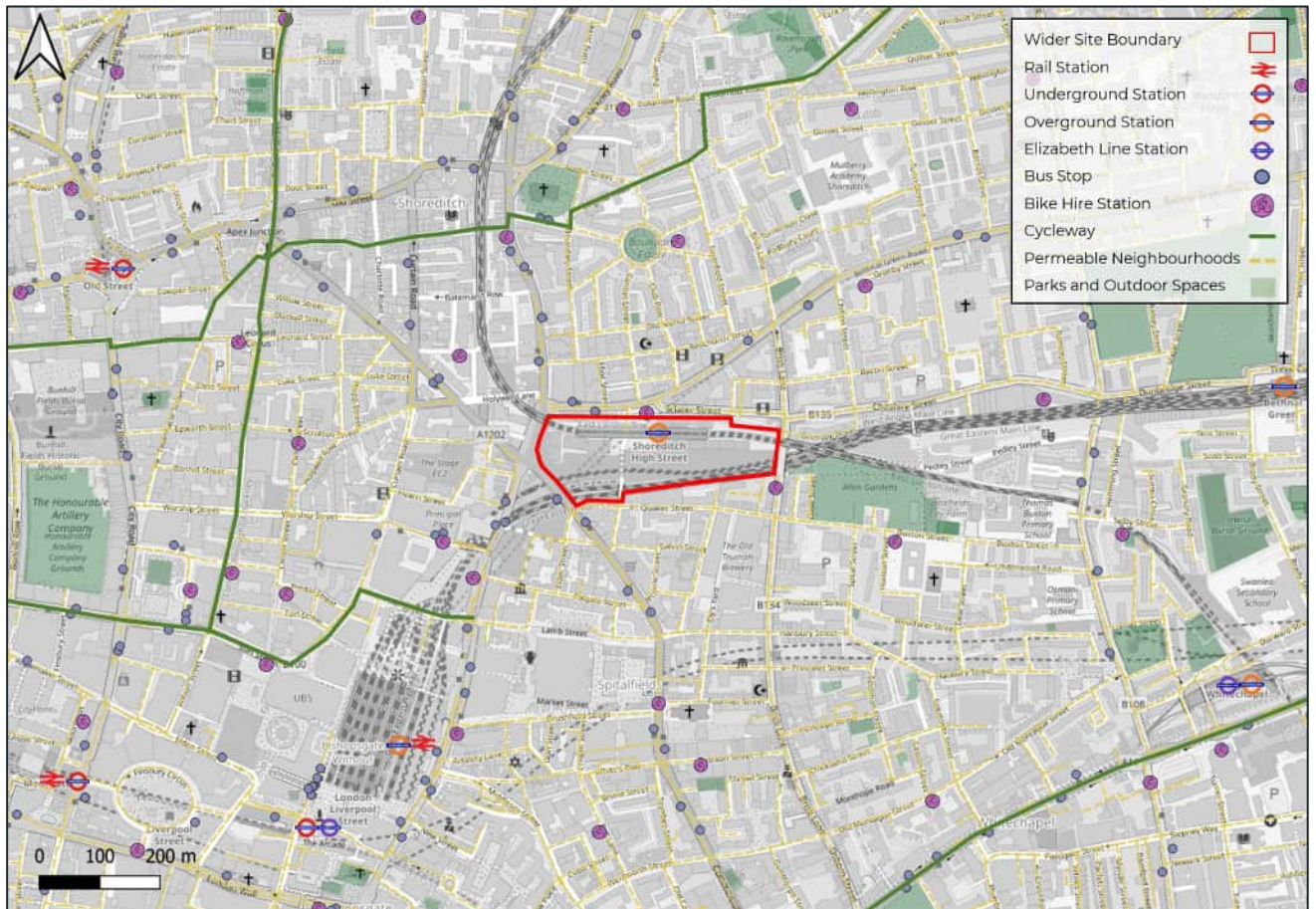
- Route 1: Towards Cycleway 13 via Bethnal Green Road, Club Row and Arnold Circus.
- Route 2: Towards Tesco Express via A10.
- Route 3: Towards Old Street Station via Great Eastern Street and Old Street.
- Route 4: Towards Shoreditch High Street Stop, Commercial/Worship Street Stop and Liverpool Street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

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

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

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

Figure 6-4 – Characteristics of Healthy and Active Neighbourhoods



ATZ ROUTE 1

6.4.5 Figure 6-2 shows the route towards Cycleway 13 via Bethnal Green Road, Club Row and Arnold Circus which is a 500m journey equivalent to a 6-minute walk or a two-minute cycle. The journey is reviewed against each Healthy Streets indicator as shown by Table 6-2.

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

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

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

ATZ ROUTE 2

6.4.6 Figure 6-2 shows the route towards Tesco Express via the A10 which is a 400m journey equivalent to a five-minute walk or a three-minute cycle. The journey is reviewed against each Healthy Streets indicator as shown by Table 6-3.

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

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

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

ATZ ROUTE 3

6.4.7 Figure 6-2 shows the route towards Old Street Station via Great Eastern Street and Old Street which is a 1.3km journey equivalent to a 16-minute walk or a five-minute cycle. The journey is reviewed against each Healthy Streets indicator as shown by Table 6-4.

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

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

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

ATZ ROUTE 4

6.4.8 Figure 6-2 shows the route towards Shoreditch High Street bus stops, Commercial/Worship Street bus stops and Liverpool Street station via A10 which is a 1.1km journey equivalent to a 12-minute walk or a five-minute cycle. The journey is reviewed against each Healthy Streets indicator as shown by Table 6-5.

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

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

ATZ ROUTE 5

6.4.9 Figure 6-2 shows the route towards Cycleway 1 via Principal Place and Worship Street which is a 800m journey equivalent to a ten-minute walk or a four-minute cycle. The journey is reviewed against each Healthy Streets indicator as shown by Table 6-6.

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

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

ATZ ROUTE 6

6.4.10 Figure 6-2 shows the route towards Weavers Fields via Sclater Street, Cheshire Street and Vallance Road which is a 650m journey equivalent to an eight-minute walk or a four-minute cycle. The journey is reviewed against each Healthy Streets indicator as shown by Table 6-7.

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

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

6.5 ASSESSMENT NOTE

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

7 LONDON WIDE NETWORK

7.1 INTRODUCTION

7.1.1 Following the Healthy Streets Transport Assessment guidance, this chapter will set out the forecast trip generation by mode of travel for the Plot 5 Sclater Street Buildings site.

7.2 ESTIMATED TRAVEL DEMAND

7.2.1 The trip rates used in the Transport Assessment (WSP, 2019), submitted as part of the OPPs, have been applied to estimate trips for the proposed uses in the Plot 5 Sclater Street Buildings development, included as part of the RMA.

7.2.2 The trip generation estimates are based on the following proposed uses and floor areas:

- Office – 429 sqm
- Residential – three 1-bed units
- Retail – 341 sqm

7.2.3 It should be noted the proposed retail use is considered as ancillary to the wider Bishopsgate Goodsyard site and unlikely to generate new trips to the site. In addition, the peak trips attracted by the proposed retail use would sit outside the weekday network peak hours.

7.2.4 Table 7-1 shows the estimated total person trips for the proposed office and residential in the proposed Plot 5 Sclater Street Buildings.

Table 7-1 – Estimated Total Person Trips for Office and Residential

Total person Trips by Use	Weekday AM Peak hour			Weekday PM Peak hour		
	In	Out	Two-way	In	Out	Two-way
Office Trips (429 sqm)	12	0	12	0	8	8
Residential Trips (3 x 1-bed units)	0	2	2	2	0	2
Total	12	2	14	2	8	10

7.2.5 Table 7-1 shows a total of 14 two-way people trips in the AM peak hour and 10 two-way trips in the PM peak hour.

7.2.6 With regard to the mode of travel, the proposed development will be car-free with no parking provided on-site. Due to the high public transport accessibility of the site and the car-free nature of the proposals, it is assumed the majority of trips will be via walking, cycling and public transport.

- 7.2.7 The proposed office, residential and retail uses will generate delivery vehicle trips. The following daily delivery vehicle arrival trip rates have been applied:
- Office – 0.2 daily vehicle arrivals per 100 sqm
 - Residential – 0.125 daily vehicle arrivals per unit
 - Retail – 1.35 daily vehicle arrivals per 100 sqm
- 7.2.8 Applying the trip rates above, it is estimated the site would attract approximately six delivery vehicle arrivals a day.
- 7.2.9 Delivery vehicles would use the north side of Sclater Street for unloading where there are existing double yellow lines.
- 7.2.10 As part of the OPPs, the Section 106 Agreement included a Site-Wide Delivery and Servicing Strategy, set out in Schedule 10. The ‘Site-Wide Delivery and Servicing Strategy’ is defined as a package of best practice measures to be adopted by the owner for the management of deliveries and servicing.
- 7.2.11 The objectives of the Site-Wide Delivery and Servicing Strategy is to ensure a vehicle trip cap shall not be exceeded, and that a reduction target is achieved. The delivery vehicle trip cap for Plot 5 is set at 156 two-way trips a day in the Section 106 Agreement, with an additional trip reduction target applied in the future year.
- 7.2.12 If required, delivery and servicing activity associated with the Plot 5 Sclater Street Buildings could be incorporated in to the Plot 5 target for the Section 106 Agreement.

8 EFFECT ON LOCAL TRANSPORT NETWORK

8.1 INTRODUCTION

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

8.2 ACCESSIBILITY BY FOOT AND PUBLIC TRANSPORT

WALKING

8.2.1 The estimated number of walking trips as a main mode would be relatively low, however walking as a final / first mode forms the majority of the overall trips due to the high number of people expected to use public transport when accessing the site. The Plot 5 Sclater Street Buildings site is accessible via public transport due to bus stops on Bethnal Green Road, Commercial Street and Shoreditch High Street; Shoreditch High Street station; Liverpool Street station; and Old Street station, all within a reasonable walking distance.

8.2.2 Walking to and from bus stops located near the Plot 5 Sclater Street Buildings site would be a relatively short distance, therefore the impact on existing footways and crossings would be expected to be low. In addition, the proposals include a new route through the wider Bishopsgate Goodsyards site, Middle Road, which would provide a new route for pedestrians. The Plot 5 Sclater Street Buildings will also improve permeability for walking through the site itself, and the wider Bishopsgate Goodsyards site, creating links between Sclater Street and the proposed Middle Road which will be delivered through the wider Bishopsgate Goodsyards site.

8.2.3 With regard to walking trips to stations, Shoreditch High Street is a short distance. Pedestrian routes to Old Street station would likely be via Great Eastern Street; and routes to Liverpool Street station would be via Shoreditch High Street, therefore pedestrian trips would be dispersed across footways and pedestrian crossing points.

8.2.4 Overall, due to the low number of estimated total person trips, 14 two-way trips in the AM peak hour and 10 two-way trips on the PM peak hour, the impact of additional trips would be negligible.

BUS

8.2.5 The nearest bus stops to the site are located on Bethnal Green Road, Commercial Street, and Shoreditch High Street. The bus routes 8 and 388, which use the bus stops on Bethnal Green Road, operate between destinations in east London (Bow and Stratford) and central London (Tottenham Court Road and London Bridge), therefore serving key centres. Bus routes 8 and 388 operate approximately six services each an hour during the AM and PM peaks.

8.2.6 The three bus stops on Bethnal Green Road, Commercial Street, and Shoreditch High Street accommodate a total of eight bus routes, which would be regarded as sufficient capacity to accommodate additional trips generated by the proposed development at Plot 5 Sclater Street Buildings.

- 8.2.7 The estimated additional trips would have a minimal impact on bus services operating in the area due to the high number of routes and high service frequency.

MAINLINE RAIL / LONDON UNDERGROUND

- 8.2.8 Given the number and frequency of existing services available at Shoreditch High Street station, Liverpool Street station and Old Street station, it is considered that the forecast development trips would result in an immaterial effect on the existing rail and London Underground networks.
- 8.2.9 It should be noted that as part of the wider Bishopsgate Goodsyrd site development proposals, areas have been safeguarded around the existing Shoreditch High Street station building to enhance capacity in the future if required. The safeguarded areas include provision for new platform escalators to enhance capacity between the concourse and platforms; and a safeguarded area along the south edge of the existing station building to provide additional ticket gates if required in the future.

8.3 CYCLE NETWORK

- 8.3.1 The Plot 5 Sclater Street Buildings site is well connected to the strategic cycle network, with Cycleway 13 located approximately 450m north of the site and Cycleway 1 located approximately 450m west of the site. In turn, these provide further connections to wider Cycleway and Quietway network.
- 8.3.2 The development proposals include adequately secured and sheltered long-stay cycle parking for the office and residential uses, with short stay cycle parking provided for all visitors to the Plot 5 Sclater Street Buildings site.

8.4 HIGHWAY NETWORK

- 8.4.1 The proposed development at Plot 5 Sclater Street Buildings will be car-free and will not provide any car parking on-site.
- 8.4.2 The proposed office, residential and retail uses will generate delivery and servicing vehicle trips, estimated at approximately six delivery vehicle arrivals a day.
- 8.4.3 As part of the OPPs, the Section 106 Agreement includes a delivery vehicle trip cap which shall not be exceeded and a subsequent reduction target. The delivery vehicle trip cap for Plot 5 is set at 156 two-way trips a day. If required, the delivery and servicing activity associated with the Plot 5 Sclater Street Buildings could be included in the Plot 5 trip cap, as set out in the Site-Wide Delivery and Servicing Strategy.
- 8.4.4 A Delivery & Servicing Strategy will be developed and implemented as part of the Section 106 Agreement for the OPPs.

9 MANAGEMENT PLANS

9.1 TRAVEL PLAN

9.1.1 A Travel Plan has been prepared as part of the Plot 5 Sclater Street Buildings RMA and is provided as Appendix B.

9.2 DELIVERY AND SERVICING PLAN

9.2.1 A Delivery and Servicing Plan has been prepared as part of the Plot 5 Sclater Street Buildings RMA and is provided as Appendix C.

9.3 CAR AND CYCLE PARKING MANAGEMENT PLAN

9.3.1 A Car and Cycle Parking Management Plan has been prepared as part of the Plot 5 Sclater Street Buildings RMA and is provided as Appendix D.

9.4 OUTLINE CONSTRUCTION LOGISTICS PLAN

9.4.1 An Outline Construction Logistics Plan has been prepared as part of the Plot 5 Sclater Street Buildings RMA and is provided as Appendix E.

10 SUMMARY

- 10.1.1 WSP has been appointed by Bishopsgate Goodsyard Regeneration Limited ('the Applicant') to provide transport planning services for the Plot 5 Sclater Street Buildings RMA, part of the wider Bishopsgate Goodsyard site, in the London Borough of Tower Hamlets.
- 10.1.2 The Plot 5 Sclater Street Buildings site benefits from excellent public transport services within walking distance, with Liverpool Street station a 9 minute walk, Old Street station a 12 minute walk, and bus stops located within less than a two minute walk. It also benefits from a variety of green spaces for users to exercise in, with Weaver's Fields accessible within an 8-minute walk.
- 10.1.3 This Healthy Streets Transport Assessment identifies the key transport impacts and proposed mitigations which confirm the proposed development's acceptability in transport terms, as shown in Table 10-1.

Table 10-1 – Healthy Streets Transport Assessment Conclusions

Considerations	Key Transport Issue	Strategy & Policy Compliance
Site and surroundings	Public realm and permeability of the site.	The proposed development will provide betterment in the provision and condition of the public realm, within and around the site. The proposals seek to improve permeability and connectivity.
	Providing policy-compliant cycle parking.	Cycle parking proposals include eight long stay cycle parking spaces for office use and eight long stay spaces for the residential use. The proposals include 14 short stay spaces for all visitors to the site which will be provided in the public realm.
Active Travel and Vision Zero	Journeys to key destinations follow desire lines and are generally along routes of acceptable quality.	The site's location benefits from excellent access to walking and cycling facilities, with a PTAL rating of 6a. Liverpool Street station and Old Street station are located within a nine and twelve-minute walk of the site, respectively. Shoreditch High Street station is approximately 200m walking distance from the site.
	Accidents in the surrounding area.	The ATZ assessment reviewed the accident data in the area and identified no incidents of concern that may suggest defects within the highway.
London Wide & Borough Analysis	The development proposals will generate additional trips to the highway and public transport network.	The trip generation assessment demonstrates that the development proposals would result in a total of 14 and 10 two-way trips in the AM and PM peak hours, respectively. This level of trips when distributed across modes would not have a significant impact on transport infrastructure.



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



APPENDIX A – ACTIVE TRAVEL ZONE ASSESSMENT

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

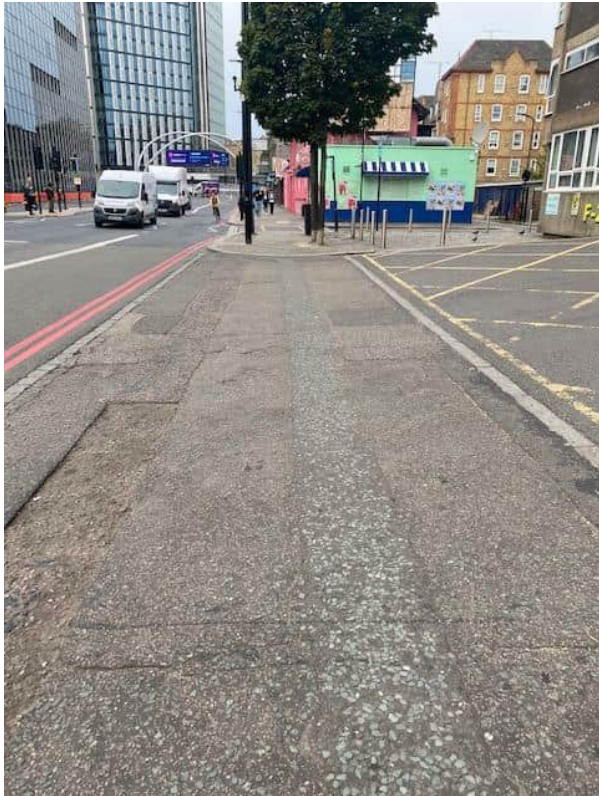


Route 2 – Towards Tesco Express via A10

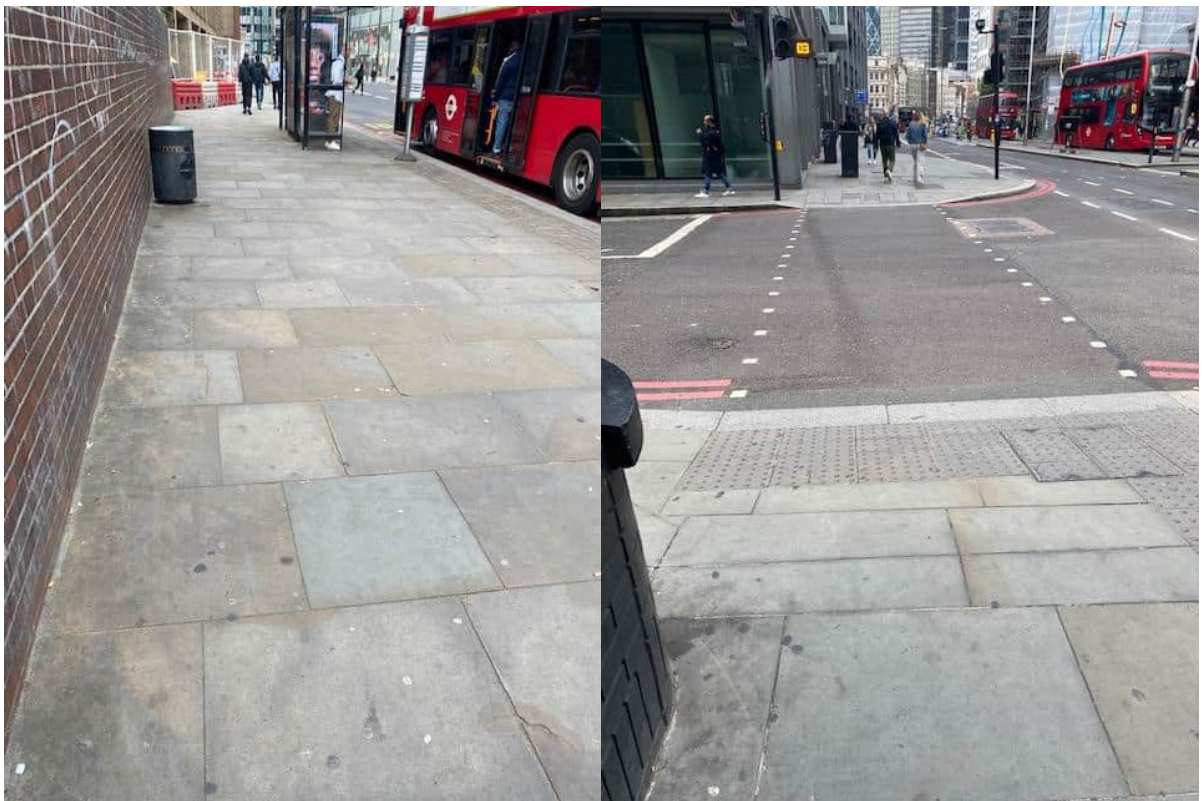


Route 3 - Towards Old Street Station via Great Eastern Street and Old Street



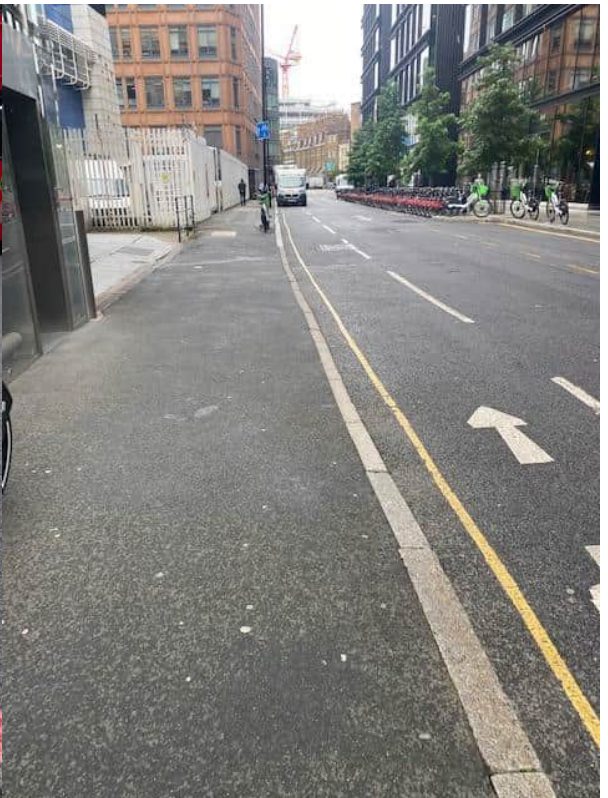


Route 4 - towards Shoreditch High Street Stop, Commercial/Worship Street Stop and Liverpool Street Station via A10





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





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









APPENDIX B – TRAVEL PLAN



Bishopsgate Goodsynd Regeneration Ltd

**BISHOPSGATE GOODSYARD
PLOT 5 SCLATER STREET
BUILDINGS**

Travel Plan



Bishopsgate Goodsyrd Regeneration Ltd

**BISHOPSGATE GOODSYARD PLOT 5
SCLATER STREET BUILDINGS**

Travel Plan

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70099687

OUR REF. NO. 001

DATE: MARCH 2024



Bishopsgate Goodsyrd Regeneration Ltd

BISHOPSGATE GOODSYARD PLOT 5 SCLATER STREET BUILDINGS

Travel Plan

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft	Final		
Date	March 2024	March 2024		
Prepared by	Allan Trulock	Allan Trulock		
Signature				
Checked by	Allan Trulock	Allan Trulock		
Signature				
Authorised by	Andy Tywford	Andy Tywford		
Signature				
Project number	70099687	70099687		
Report number	001	001		
File reference				

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1. INTRODUCTION

1.1. APPOINTMENT

- 1.1.1. WSP has been appointed by Bishopsgate Goodsyards Regeneration Limited ('the Applicant') to provide transport planning services for the reserved matters application (RMA) for the Sclater Street Buildings site in Plot 5, which sits within the wider Bishopsgate Goodsyards site, in the London Borough of Tower Hamlets (LBTH).
- 1.1.2. This Travel Plan has been prepared in support of the Plot 5 Sclater Street Buildings RMA and will make reference to the S106 Agreement (25 March 2022) for the Outline Planning Permissions (OPPs), which includes Schedule 6 regarding Travel Plans.
- 1.1.3. Schedule 6 is divided into two parts, with Part 1 – 'Obligations', specifying the requirements for a 'Framework Travel Plan' for the site-wide development and 'Phase Travel Plans' for individual plots. The 'Phase Travel Plans' section sets out the requirements for Plots within either LBTH or LBH, as well as Plots located within both boroughs. The Plot 5 Sclater Street Buildings is located wholly within LB Tower Hamlets, therefore paragraph 3.1 in the S106 Agreement is the relevant section, stating:

"The Owner shall:

- a) *prior to First Occupation of a Phase located solely within the LBTH Site, submit a draft Phase Travel Plan for that Phase to LB Tower Hamlets for Approval;*
- b) *not First Occupy nor permit First Occupation of the relevant Phase until the Phase Travel Plan for that Phase has been Approved (a "LBTH Approved Phase Travel Plan"); and*
- c) *thereafter implement and procure compliance with that LBTH Approved Phase Travel Plan for the duration of the beneficial use of the Development, subject to any variations as may be agreed from time to time in writing between the Owner and LB Tower Hamlets."*

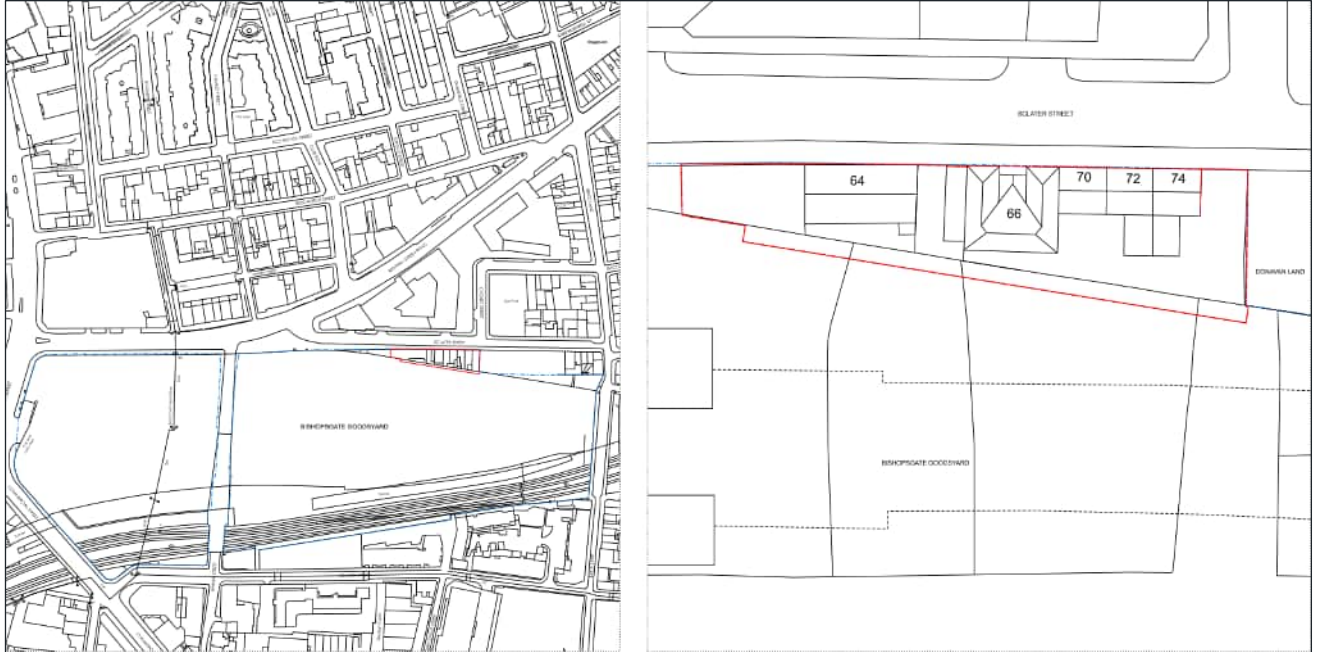
- 1.1.1. It should be noted the obligation is for a Travel Plan for each plot to be approved prior to occupation. This Travel Plan will use the information provided in Schedule 6 to set out the content of the Travel Plan, however subsequent Travel Plans, providing more detail where possible, will be submitted for approval prior to occupation.
- 1.1.2. Part 2 of Schedule 6 in the S106 Agreement, Part 2 - 'Travel Plan Criteria' Section A, sets out the required components of the Travel Plan which will be covered in this Travel Plan.

1.2. BISHOPSGATE GOODSYARD DEVELOPMENT SITE

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

1.2.2. The wider Bishopsgate Goodsyard site location is shown in Figure 1-1 and the location of the Plot 5 Sclater Street Buildings site, the subject of this RMA.

Figure 1-1 – Wider Bishopsgate Goodsyard Site Location & Plot 5 Sclater Street Buildings



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

1.3. PLANNING BACKGROUND

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

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

1.1.4. The key transport related reports submitted for the OPPs included:

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

1.4. WIDER BISHOPSGATE GOODSYARD SITE PROPOSALS SUMMARY

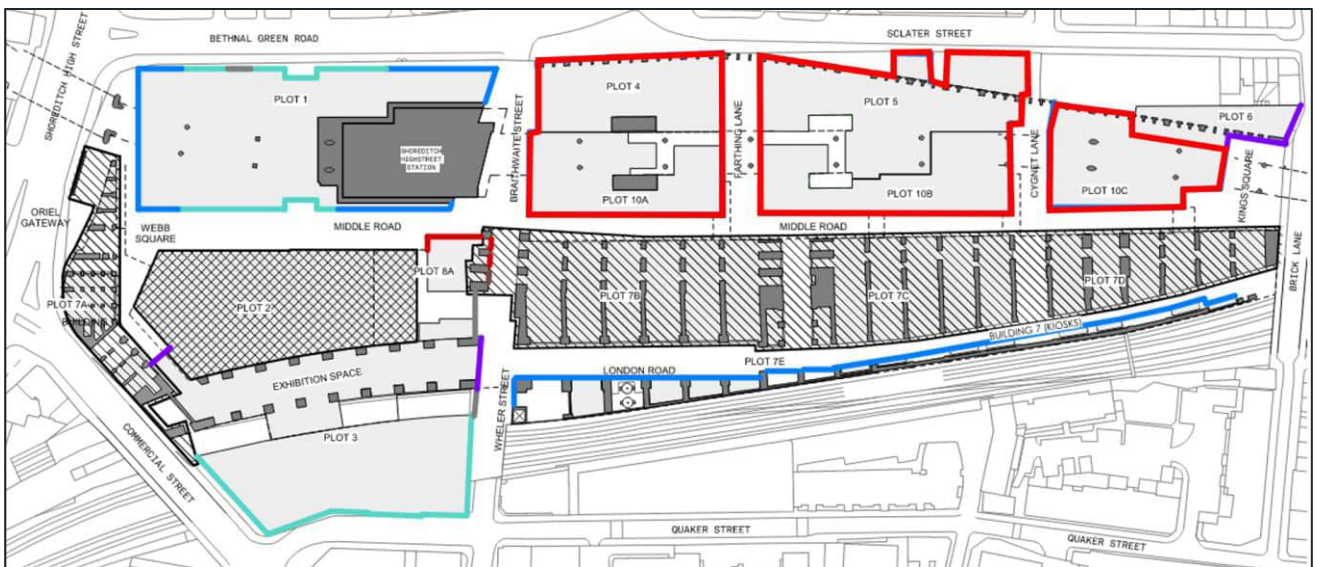
1.4.1. The wider Bishopsgate Goodsyard site comprise of several building plots including three office buildings, private and affordable housing, and areas of retail and leisure:

- Plot 1: Office use over the East London Line (ELL);

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

1.4.2. Figure 1-2 shows the proposed sitewide Bishopsgate Goodsyard development at ground floor level. This Travel Plan focuses on the proposed development for the Sclater Street Buildings in Plot 5 only, the part of the Plot 5 site between Sclater Street to the north and the boundary wall to the south.

Figure 1-2 - Plan of Proposed Sitewide Development



1.2. PLOT 5 SCLATER STREET BUILDINGS PROPOSED DEVELOPMENT

1.2.1. The proposed development at the Plot 5 Sclater Street Buildings site is described below.

1.2.2. *“Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) in respect of part of Plot 5 relating to the Sclater Street buildings, pursuant to LB Tower Hamlets outline planning permission ref PA/14/02011 (GLA ref. GLA/1200cd/12) dated 25/03/2022, for works comprising the demolition of part of the existing wall and extensions to the Mission Hall; refurbishment of the Mission Hall for retail / café use (Class A 1 / A3); demolition of the existing extensions to the Victorian building and refurbishment and use of the existing building for retail use (Class A1) with a new shopfront and 3 residential units (Class C3) on the upper floors; restoration and extension to the Weavers Cottages for use within Class B1, refurbishment of existing arches and provision of new gates and pedestrian access routes, new landscaping and all other works shown on the submitted drawings.” (“the Proposed Development”).*

1.5. TRAVEL PLAN OVERVIEW

1.5.1. In Transport for London's (TfL's) latest guidance, it defines a Travel Plan as:

“a long-term management strategy for an existing or proposed development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupier(s) of the Site”.

1.5.2. Travel Plans identify an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on 'promoting alternatives to the car'.

1.5.3. Travel Plans establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. It is noted that whilst the location of a development, its physical design, and proximity to facilities and services create the conditions to make sustainable travel choices a natural option, communicating these opportunities to occupiers is also critical to the success of the Travel Plan.

1.5.4. The Travel Plan will be a 'living document' requiring monitoring, regular reviews and revisions to ensure it remains relevant to the site and those using the site; and provides continuous improvements for its duration. It should be noted the Framework Travel Plan, covering the whole Bishopsgate Goodsyrd site, and Phase Travel Plans, for each Plot, will need to be submitted and approved prior to occupation.

1.5.5. The Travel Plan demonstrates a holistic approach by incorporating both 'hard' engineering measures and 'soft' marketing and management measures necessary to address the transport impacts arising from development. The Applicant is fully supportive of the Travel Plan and appreciates the benefit of using and encouraging greater use of sustainable transport for both people and goods.

1.6. STRUCTURE OF TRAVEL PLAN

1.6.1. The structure of the Travel Plan has been prepared to reflect the structure advised within TfL's Travel Planning Guidance, as follows:

- Chapter 2 - Policy Context
- Chapter 3 - Site Accessibility
- Chapter 4 - Travel Demands
- Chapter 5 - Objectives and Targets
- Chapter 6 - Travel Plan Management
- Chapter 7 - Measures
- Chapter 8 - Monitoring and Review
- Chapter 9 - Action Plan

2. POLICY CONTEXT

2.1. INTRODUCTION

2.1.1. Key themes relating to the preparation of this Travel Plan, as set out within relevant policy and guidance documents, are summarised below.

2.2. NATIONAL POLICY

NATIONAL PLANNING PRACTICE GUIDANCE

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

“In determining whether a Travel Plan will be needed for a proposed development, the local planning authorities should take into account the following considerations:

- *The Travel Plan policies (if any) of the Local Plan;*
- *The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);*
- *Existing intensity of transport use and the availability of public transport;*
- *Proximity to nearby environmental designations or sensitive areas;*
- *Impact on other priorities / strategies (such as promoting walking and cycling);*
- *The cumulative impacts of multiple developments within a particular area;*
- *Whether there are particular types of impacts around which to focus the Travel Plan (e.g. minimising traffic generated at peak times); and*
- *Relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development.”*

NATIONAL PLANNING POLICY FRAMEWORK

2.2.2. The National Planning Policy Framework (NPPF) was adopted in March 2012 and most recently updated in September 2023.

2.2.3. The NPPF embraces a presumption in favour of sustainable development which should be delivered within three main dimensions: economic; social and environmental.

2.2.4. With regard to transport, the NPPF sets aims for a transport system balanced in favour of sustainable transport modes, in order to give people a real choice about how they travel. It also encourages solutions which support reductions in greenhouse gas emissions and reduce congestion.

2.2.5. The NPPF states that developments which generate significant amount of movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Developments should be located and designed where practical to:

- a) *Give priority first to pedestrian and cycle movements; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment*

area for bus or other public transport services, and appropriate facilities that encourage public transport use;

- b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.2.6. This Travel Plan is considered a key tool in achieving the above, and the NPPF recommends they are provided where developments generate significant amounts of movement (Paragraph 113).

GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS (DFT)

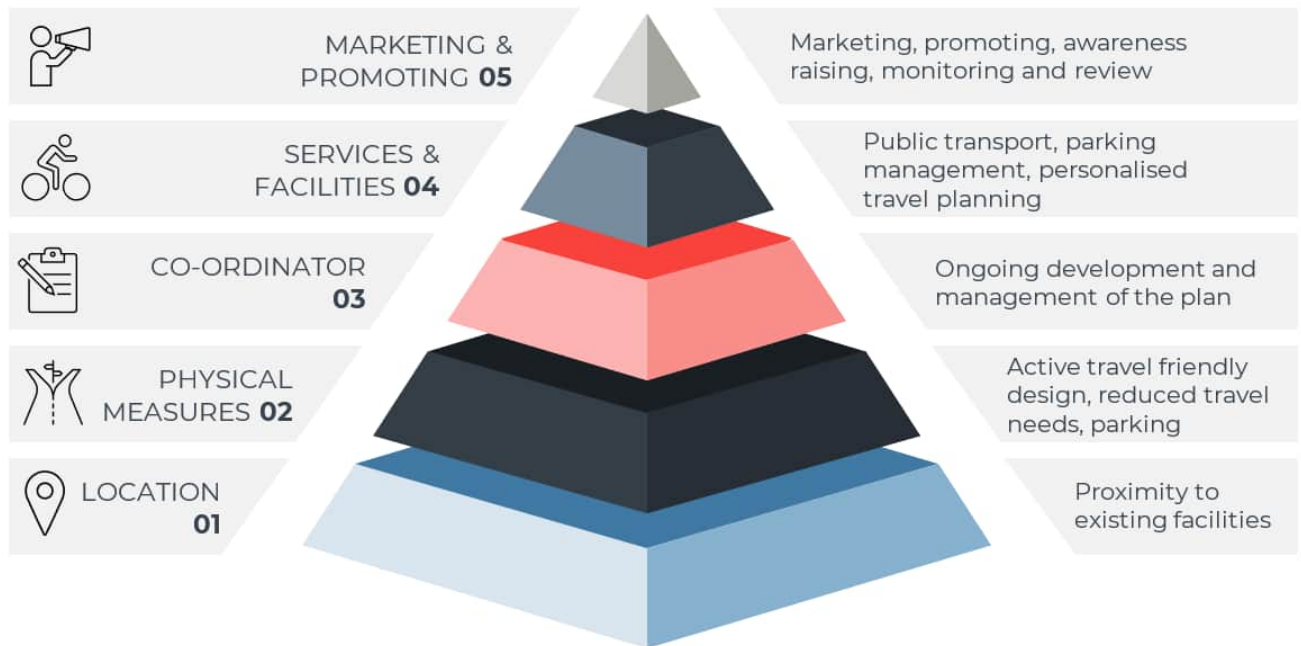
2.2.7. The DfT guidelines are intended to assist all stakeholders in determining when a Travel Plan is required, how it should be prepared and what it should contain within the context of an integrated planning and transport process. The guidelines also set out how Travel Plans should be evaluated, secured, implemented, monitored and managed in the longer term as part of this process. Travel Plans are important for major new developments in order to:

- *“Support increased choice of travel modes.*
- *Promote and achieve access by sustainable modes.*
- *Respond to the growing concern about the environment, congestion, pollution and poverty of access.*
- *Promote a partnership between the authority and the developer in creating and shaping ‘place’.*

2.2.8. The document recognises that it can be helpful to view a Travel Plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought. This Travel Plan Pyramid is shown in Figure 2-1.

2.2.9. The DfT’s Travel Plan Pyramid helps demonstrate how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, marketing and occupation of the site. In addition, parking restraint is often crucial to the success of the plan in reducing car use.

Figure 2-1 - Travel Plan Pyramid



2.3. REGIONAL POLICY

THE LONDON PLAN (2021)

- 2.3.1. The London Plan sets out to ensure London’s transport is easy, safe and convenient for everyone and encourages cycling, walking and the use of public transport.
- 2.3.2. The Mayor’s key target, as set out in Policy T1 is that 80% of all trips in London are to be made by foot, cycle or public transport by 2041.

“Development Plans should support, and development proposals should facilitate the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041”

- 2.3.3. The London Plan recognises that London’s challenges of guaranteeing its status as an efficient, well-functioning globally-competitive city are intertwined with the obstacles and opportunities that transport brings. It states that the integration of land use and transport is essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way.
- 2.3.4. In order to achieve this, the London Plan acknowledges that a strategic shift is needed to reduce Londoners’ dependency on the car, creating a healthy, pleasant and sustainable street environment in which people can walk, cycle and use public transport.

TRANSPORT FOR LONDON – TRAVEL PLAN GUIDANCE

- 2.3.5. In November 2013 TfL first published a new guidance document to combine and simplify the previous Travel Plan document ‘Travel Planning for New Development in London: Incorporating Deliveries and Servicing’.

- 2.3.6. One of the purposes of the guidance was to ensure that deliveries and servicing are taken into account from the earliest stage in the planning process. However, the document recognises that the level of detail provided in a Travel Plan about goods / servicing aspects will depend on the nature and scale of the development.

2.4. LOCAL POLICY

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

- 2.4.1. It should be noted the whole Plot 5 Sclater Street Buildings site is located in the London Borough Tower Hamlets.

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

- *Travel choice (including connectivity and affordability) and sustainable travel will be improved within the borough and to other parts of London, and beyond. Development will therefore be expected to:*
 - *prioritise the needs of pedestrians and cyclists as well as access to public transport, including river transport, before vehicular modes of transport*
 - *be integrated effectively alongside public transport, walking and cycling routes to maximise sustainable travel across the borough*
 - *be focused within areas with high levels of public transport accessibility and the town centre hierarchy, in respect of developments generating significant levels of trips, and*
 - *not adversely impact the capacity, quality, accessibility and safety of the transport network in the borough.*
- *Where appropriate, development must support and safeguard land for transport and freight infrastructure enhancements to meet the demands arising from future growth, including improvement to capacity, connectivity, quality and interchanges across the network.*

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

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

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

- *Development is required to comply with the parking standards for vehicles and bicycles set out in Appendix 3.*

- *Development is required to prioritise sustainable approaches to any parking through ensuring:*
 - *Priority is given to space for cycle parking*
 - *There are sufficient electric-charging points*
 - *Any parking spaces are distributed across all tenure types with priority given to family homes and accessible properties, and*
 - *Where suitable, publicly accessible shared cycle hire scheme docking station(s) are provided as part of the development (or through a financial contribution).*

3. SITE ACCESSIBILITY

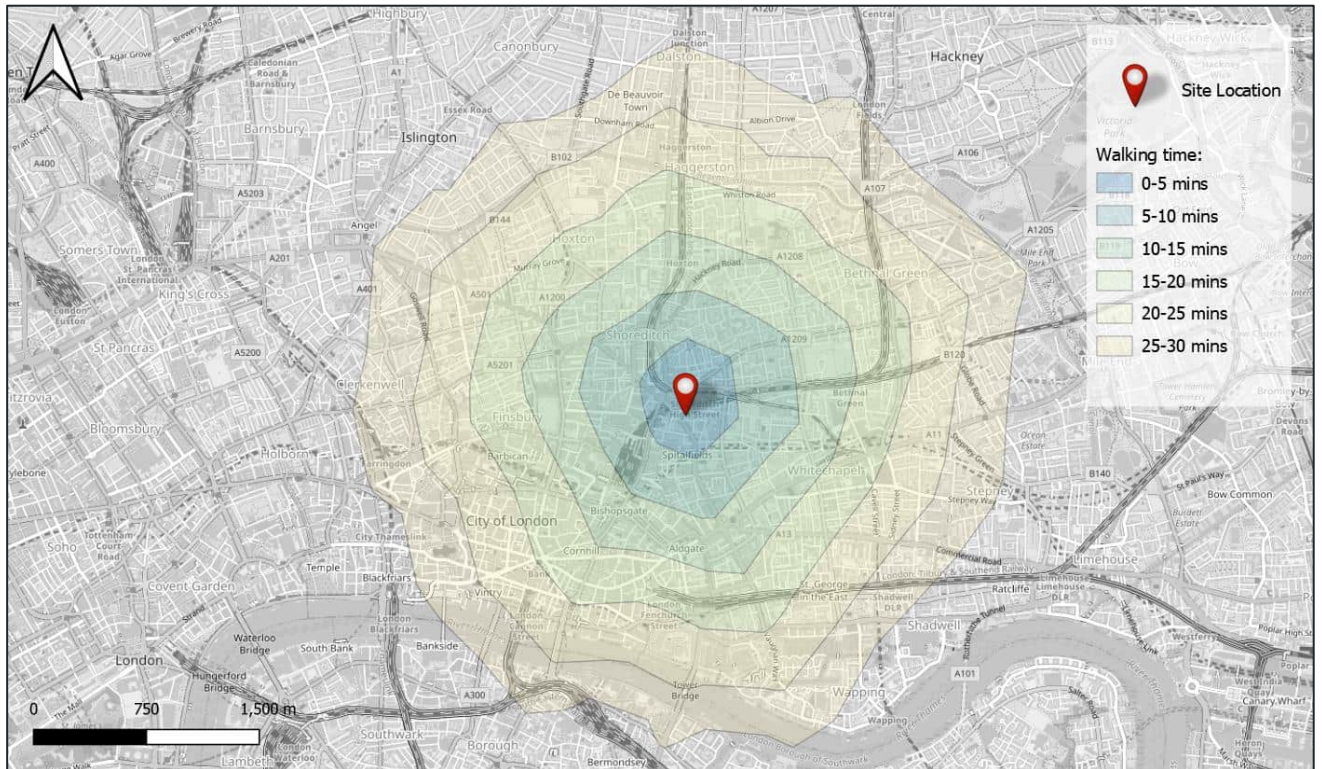
3.1. INTRODUCTION

- 3.1.1. This chapter introduces the proposed development in the context of how people will travel within the existing transport networks surrounding the Plot 5 Sclater Street Buildings site.

3.2. PEDESTRIAN ACCESSIBILITY

- 3.2.1. The Plot 5 Sclater Street Buildings site is bordered by Slater Street to the north, the proposed Plot 5 service yard vehicle access to the west, and the wider Bishopsgate Goodsyrd to the south.
- 3.2.2. Sclater Street has footways on both sides of the carriageway, adjoining Brick Lane to the east and Bethnal Green Road to the west.
- 3.2.3. Bethnal Green Road has footways on both sides of the carriageway, with pedestrian demand signalised crossing points at the junction with Shoreditch High Street. There is a pedestrian refuge on Bethnal Green Road, east of the junction with Ebor Street. There is also a pelican crossing on Bethnal Green Road, east of the junction with Sclater Street.
- 3.2.4. Braithwaite Street provides access to Shoreditch High Street station, therefore is a busy pedestrian route. Braithwaite Street has footways on both sides of the carriageway, with dropped kerbs and tactile paving on Braithwaite Street, at the junction with Bethnal Green Road.
- 3.2.5. Shoreditch High Street has footways on both sides of the carriageway and pedestrian demand signalised crossing points at both the junction with Bethnal Green Road to the north and Commercial Street to the south.
- 3.2.6. As part of the 2019 Transport Assessment, a Pedestrian Comfort Level (PCL) assessment was undertaken on key links within the local area using pedestrian survey data from June 2018. The assessment was undertaken in accordance with TfL's 'Pedestrian Comfort Guidance for London' document. The results of the PCL assessment showed a very good level of service across the footway links assessed.
- 3.2.7. An Active Travel Zone (ATZ) assessment has been undertaken as part of the Transport Assessment. The ATZ assessment provides a qualitative assessment of the walking network and assists in the understanding of the proposed development potential to contribute to promoting sustainable travel.
- 3.2.8. Figure 3-1 shows the existing walking isochrones, measured from the site centre, up to a 30-minute walking time.

Figure 3-1 - Walking Isochrones



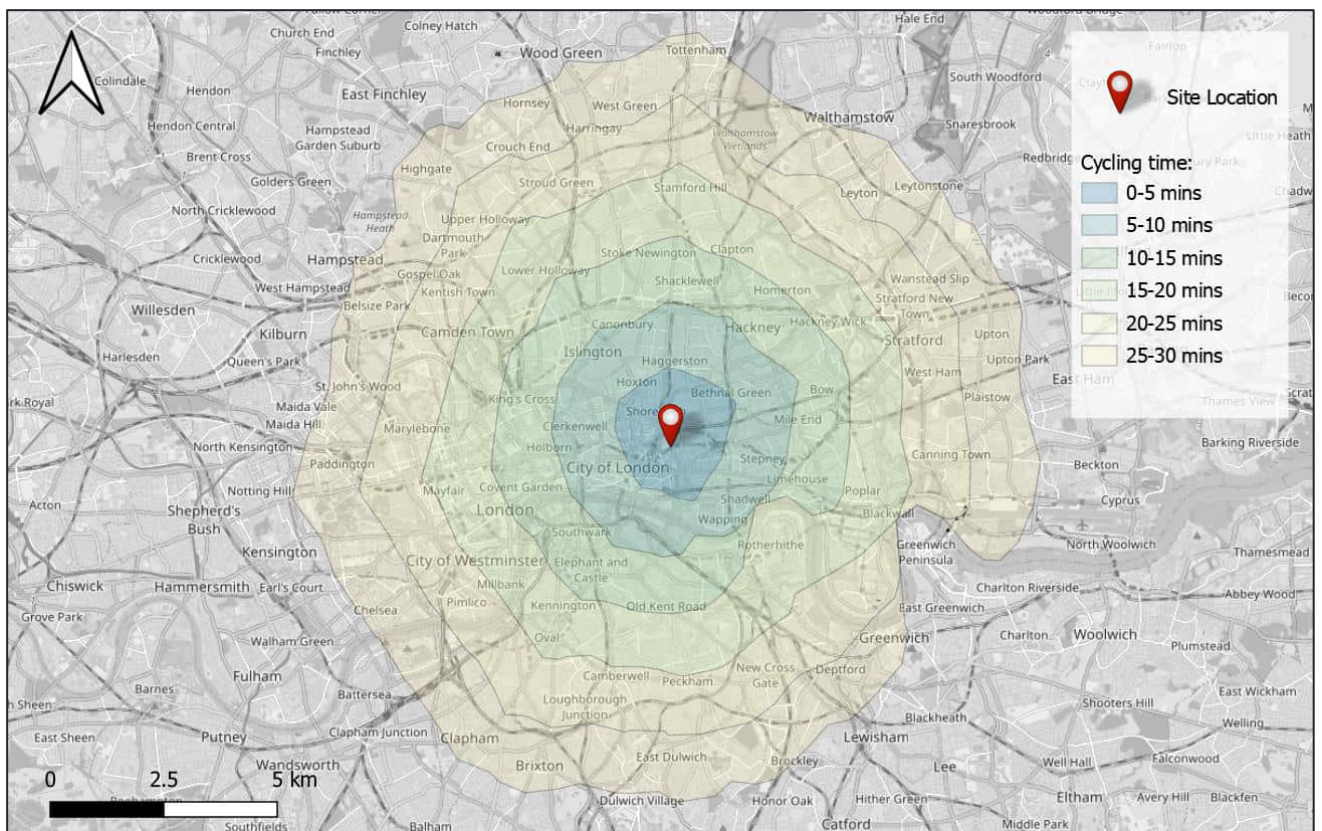
3.3. CYCLE ACCESSIBILITY

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

include improved facilities for cyclists in the form of a southbound cycle lane on Shoreditch High Street and turning movements reserved for cyclists.

- 3.3.8. Cycleway 13 is located approximately 450m north of the site along Rivington Street, Calvert Avenue, and Virginia Road.
- 3.3.9. Cycleway 1 is located approximately 450m west of the site, routing along Pitfield Street, Paul Stret, Moor Lane and Wood Street.
- 3.3.10. Figure 3-2 shows the cycling isochrones for the site in which shows that much of central London is accessible to the site within a 15-minute journey time.

Figure 3-2 - Cycling Isochrones



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

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

3.4. PUBLIC TRANSPORT ACCESSIBILITY

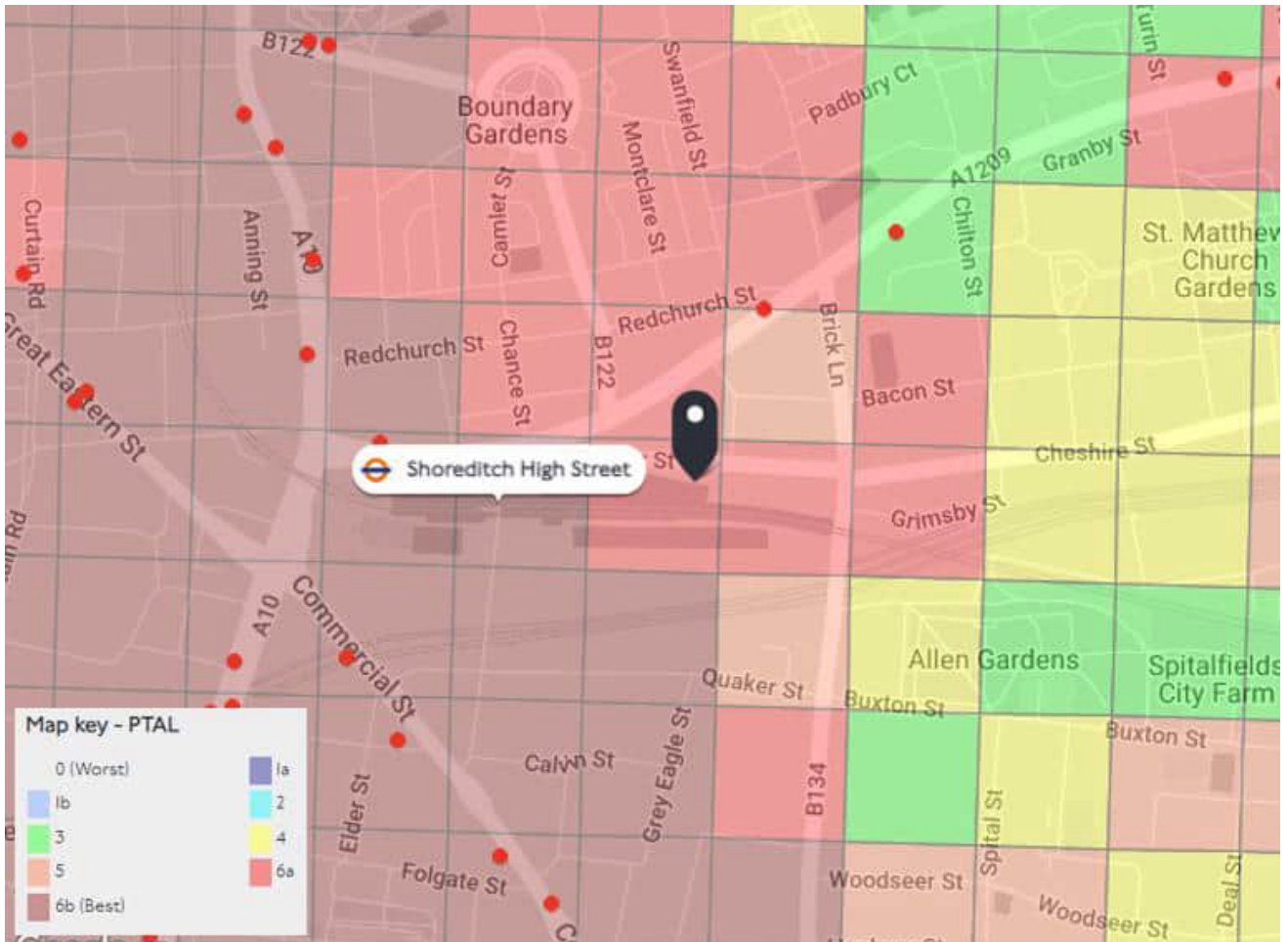
PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

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

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

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

Figure 3-3 – Public Transport Accessibility Level



3.4.3. Public transport connections for the site are shown in Figure 3-4.

Figure 3-4 - Local Public Transport Services



MAINLINE RAIL / LONDON UNDERGROUND / LONDON OVERGROUND

- 3.4.4. Shoreditch High Street station is located approximately 150m to the west of the Plot 5 Sclater Street Buildings site, providing London Overground services between Dalston Junction to the north and Surrey Quays to the south, where passengers can connect to destinations including New Cross, Crystal Palace, West Croydon, and Clapham Junction.
- 3.4.5. The nearest London Underground station is Liverpool Street which is located approximately 950m southwest of the site. Liverpool Street station is served by the Central Line, Circle Line, Elizabeth Line, Hammersmith & City Line and the Metropolitan Line.
- 3.4.6. Old Street Station is located approximately 1.2km northwest of the site, is served by the Bank branch of the Northern Line.
- 3.4.7. The nearest mainline rail station is Liverpool Street station, which is managed by Network Rail and provides Stansted Express, Greater Anglia and C2C services, providing services to destinations including Cambridge, Norwich and Colchester.

BUS

- 3.4.8. The nearest bus stops serving the site are located on Bethnal Green Road and Commercial Street. The bus stops on Bethnal Green Road provide access to bus routes 8, 388 and N8. The bus stops on the north and south side of Bethnal Green Road, stops J and K, provide seating and a bus shelter.
- 3.4.9. A bus stop is also located on the north side of Commercial Street, bus stop H, providing access to southbound services for bus route 242. Bus stop H has a shelter and seating for bus passengers. A bus stop for northbound services is located on the south side of Commercial Street, bus stop G, which also has a bus shelter and seating.
- 3.4.10. There are also bus stops on Shoreditch High Street, to the north and south of the junction with Bethnal Green Road, providing access to numerous additional services for bus routes 26, 35, 47, 78, 149, 242, N26, and N242.

3.5. LOCAL HIGHWAY NETWORK

- 3.5.1. Sclater Street is a two-way carriageway between the junction with Bethnal Green Road and Cygnet Street, and a one-way eastbound only carriageway east of the junction with Cygnet Street.
- 3.5.2. There is on-street parking along the south edge of Sclater Street which is within controlled parking zone A2 which is operational Monday to Friday 8.30am to 5.30pm.
- 3.5.3. Bethnal Green Road is a two-way carriageway with a single lane for general traffic in each direction, in addition to a bus lane for westbound services only which stops just to the west of the junction with Braithwaite Street.
- 3.5.4. Braithwaite Steet is a two-way carriageway, however is a no through route with a vehicle access control barrier underneath the rail arches stopping through movements between the junction with Bethnal Green Road to the north and the junction with Quaker Street to the south.
- 3.5.5. Shoreditch High Street forms part of the TfL Road Network (TLRN). Shoreditch High Street forms a signal controlled junction with Bethnal Green Road. North of this junction, vehicular traffic flow, with the exception of taxis and buses, is southbound only. To the south, Shoreditch High Street forms a signal-controlled junction with Commercial Street, which permits two-way traffic flow through the junction.

4. TRAVEL DEMANDS

4.1. INTRODUCTION

4.1.1. This chapter provides the forecast trip generation by total person trips for the Plot 5 Sclater Street Buildings site. The full trip generation for the proposed Plot 5 Sclater Street Buildings development is presented in the Transport Assessment.

1.2.3. The trip generation estimates are based on the following proposed uses and floor areas:

- Office – 429 sqm
- Residential – three 1-bed units
- Retail – 341 sqm

4.2. FORECAST TRAVEL PATTERNS

4.2.1. The trip rates used in the Transport Assessment (WSP, 2019), submitted as part of the OPPs, have been used to estimate trips for the Plot 5 Sclater Street buildings development proposals.

4.2.2. Table 4-1 shows the estimated total person trips for the proposed office and residential in the proposed Plot 5 Sclater Street Buildings.

Table 4-1 – Estimated Total Person Trips for Office and Residential

Total person Trips by Use	Weekday AM Peak hour			Weekday PM Peak hour		
	In	Out	Two-way	In	Out	Two-way
Office Trips (429 sqm)	12	0	12	0	8	8
Residential Trips (3 x 1-bed units)	0	2	2	2	0	2
Total	12	2	14	2	8	10

4.2.3. It should be noted the proposed retail use is considered as ancillary to the wider Bishopsgate Goodsyards site and unlikely to generate new trips to the site. In addition, the peak trips attracted by the proposed retail use would sit outside the network peak hours.

4.2.4. The estimated total person trips show a total of 14 two-way trips in the AM peak and 10 two-way trips in the PM peak.

5. OBJECTIVES AND TARGETS

5.1. OBJECTIVES

- 5.1.1. TfL's travel plan guidance states that the objectives are 'the key goals that the travel plan seeks to achieve'. The achievement of these objectives is measured by the targets that are set.
- 5.1.2. Given the sustainable nature of the site location, this Travel Plan has been prepared to further promote sustainable travel options particularly in relation to travel by active modes, predominantly walking and cycling.
- 5.1.3. The strategy for this Travel Plan therefore has the following general objectives:
- To establish sustainable travel principles for the development;
 - To minimise single occupancy vehicle and taxi-trips;
 - To increase the attractiveness and use of cycling for day-to-day journeys;
 - To encourage healthy and active travel;
 - To facilitate tailored travel information; and
 - To raise awareness of sustainable modes of transport available for employees and visitors travelling to and from the site.

5.2. TARGETS

- 5.2.1. TfL provide recommendations on the requirements of targets as follows:
- Target should be **SMART**; **S**pecific, **M**easurable, **A**ttainable, **R**ealistic, and **T**ime-bound, and should link to the objectives of the Travel Plan;
 - Targets should enable measurement of success in achieving objectives of the Travel Plan; and
 - Targets should be a minimum five-year time frame, with interim targets at year three of implementation (year three and five targets are required as a minimum).
- 5.2.2. On this basis, two types of targets have been identified. 'Action' type targets are defined as 'non-quantifiable actions that need to be achieved' (e.g. appointing a Sustainable Travel Manager prior to occupation), whilst 'Aim' type targets are 'quantifiable and relate to the degree of modal shift the plan is seeking to achieve or to other outcomes.
- 5.2.3. Given the 'car free' nature of the proposals, it is not considered necessary to formulate specific 'aim type' targets for single occupancy vehicle trips as the design of the site ensures that employees will travel to and from the site via sustainable modes of transport. Instead, it is proposed that the aim targets will focus primarily on the promotion of cycling to and from the site, particularly given the proposed number of cycle parking spaces and additional provisions.
- 5.2.4. The interim targets will be reviewed after the initial travel surveys have been undertaken at the site. TfL provide recommendations on the requirements of targets as shown in Table 5-1.

Table 5-1 – Interim Cycle Mode Share Targets

Mode	Year 3	Year 5
Cycling	3% increase from baseline survey	5% increase from baseline survey

6. TRAVEL PLAN MANAGEMENT

6.1. INTRODUCTION

- 6.1.1. This chapter sets out the key roles responsible for managing the implementation, operation and monitoring of the Travel Plan for the Plot 5 Sclater Street Buildings site.
- 6.1.2. The Travel Plan will be co-ordinated by a group of key personnel, with the intended management structure shown below in Figure 6-1.

Figure 6-1 - Travel Plan Management Structure



6.2. SUSTAINABLE TRAVEL MANAGER

- 6.2.1. A Sustainable Travel Manager (STM) will be appointed to take responsibility for development and management of the travel plan and ensuring its delivery. The Plot 5 Sclater Street Buildings site, could sit within the wider Plot 5 site, therefore would be managed by the Plot 5 STM.
- 6.2.2. However, if the Plot 5 Sclater Street Buildings site comes forward in advance, as planned, the STM role for the Plot 5 Sclater Street Buildings site will be fulfilled by an appointed consultant or member of the Facilities Management Team. It will be the responsibility of the developer to ensure that a STM Manager is appointed prior to the first occupation of the Plot 5 Sclater Street Buildings site. The roles and responsibilities of the STM include:
- Giving a ‘human face’ to the Travel Plan – explaining its purpose and the opportunities on offer;
 - Helping establish and promote the individual measures in the plan;
 - Ensuring the structures for the on-going management of the plan are set up and running effectively;
 - Overseeing the monitoring and reporting of the Travel Plan including liaising with TfL / LBTH / LBH where appropriate;
 - Overseeing and monitoring the regular surveys and questionnaires, which will inform the on-going development of the plan;

- Administration of the Travel Plan, which involves the maintenance of necessary systems, data collection, consultation and promotion. These duties are permanent for the duration of the plan; and
- Measuring success and monitoring change.

6.3. TRAVEL PLAN REPRESENTATIVES

- 6.3.1. To ensure there is Plot 5 Sclater Street Buildings site-wide adoption of the Travel Plan, the STM would be assisted in delivering the measures by Travel Plan Representatives. The STM would facilitate the appointment of representatives from each company occupying the building and work with them to help jointly promote the Travel Plan to employees of the office and retail uses.
- 6.3.2. It is envisaged that the on-site representative role would be fulfilled by a nominated employee. The on-site representative role would involve:
- To liaise with the STM on matters concerning travel;
 - To implement, market and manage sustainable transport initiatives associated with the Travel Plan;
 - Act as a point of contact for the STM, for the implementation of site-wide initiatives (where applicable);
 - To ensure effective monitoring when required;
 - Act as a point of contact for staff regarding travel and the wider Travel Plan; and
 - Assist the STM in gathering monitoring data.
- 6.3.3. Details of each of the relevant on-site representatives would be provided to the STM following appointment.

6.4. SECURING THE TRAVEL PLAN AND FUNDING

- 6.4.1. The provision of approved travel plans in accordance with current TfL guidance will take the form of both a 'Framework Travel Plans' (site-wide) and 'Phase Travel Plans' (plot specific) which will provide 'action' type targets and have been secured through the signed S106 Agreement for the site-wide Bishopsgate Goodsyrd development as part of the OPPs.
- 6.4.2. All measures implemented prior to the development being occupied will be funded by the developer (or appointed agent) including the appointment of the Sustainable Travel Manager, production of a marketing material, and wider sustainable travel measures.

7. MEASURES

7.1. INTRODUCTION

- 7.1.1. This chapter details the strategy of the Travel Plan and identifies the 'hard' (engineering) measures incorporated into the design of the development together with the key services and facilities, and the 'soft,' (marketing and management) measures which will be implemented as part of the development proposals to ensure that sustainable travel behaviour is maximised.

7.2. WORKPLACE MEASURES

HARD MEASURES – SITE DESIGN

Cycle Parking & Maintenance Facilities

- 7.2.1. High quality cycle parking will be provided including eight long-stay spaces for the office use, eight long-stay spaces for the residential units, and 14 short-stay cycle parking spaces for all visitors to the Plot 5 Sclater Street Buildings site.

Car Free Development

- 7.2.2. Given the high level of access to public transport services, there will be no on-site car parking for the office use.

SOFT MEASURES – PROMOTION & KEY SERVICES

- 7.2.3. The location of the site, the design of the development, and the proximity to public transport services and amenities within the local area will create all of the conditions required to enable travel by sustainable modes. However, it is also recognised that a communication strategy is key to the success of the Travel Plan, with details of the proposed communication strategy set out below.

Cycle User Group

- 7.2.4. The Travel Plan will promote local cycle groups. A Cycle User Group will also be encouraged to provide a forum for employees to meet informally and discuss cycling related issues, such as safe cycle routes within the surrounding area.
- 7.2.5. This will allow cyclists to discuss concerns and ideas with the estate management; help new and potential cyclists to switch from other modes; and share safety, equipment and route advice.

London Cycling Campaign

- 7.2.6. The London Cycling Campaign (LCC) will also be promoted, which is a cyclist's organisation with local groups throughout London. Local LCC groups promote cycling locally, improve conditions for cyclists in their borough, organise leisure rides and social events and provide support for cyclists. The benefits on offer to LCC members include discounts at bike shops, exclusive cycle theft insurance packages, free third-party insurance for damage or injury up to the value of £1M, access to local LCC borough groups and free legal advice.
- 7.2.7. LCC also offer 'Pop-Up Cycle Cafes' to encourage cycling; for example, providing advice for new cyclists and urban cycle training. The STM will liaise with LCC with regard to training sessions and other initiatives.

Cycle to Work Scheme

- 7.2.8. The national Cycle to Work Scheme enables employees who wish to cycle to work to purchase a cycle on a tax-free basis. The scheme will be promoted to all workplace occupiers for the benefit of their staff.

Cycle to Work Days

- 7.2.9. The STM will organise and promote days to encourage people to cycle to the development, including the national, annual Cycle To Work day in August.

Development Travel Portal & Email Marketing

- 7.2.10. A travel portal will be set up to inform employees of key active and sustainable travel information. All employees will be notified of the travel portal as part of their induction training. The travel portal will include information such as:

- Promotion of cycle parking and end-of-trip facilities;
- Details of the Cycle User Group and promotion of the London Cycling Campaign (LCC);
- Cycle repair videos and maintenance tips will be provided. Details on the development's maintenance facilities will also be shared.
- Promotion of Cycle to Work scheme and Cycle to Work Days;
- Promotion of TfL Cycle Hire stations;
- Information on TfL Cycle Skills Training; and
- Information on public transport services.

- 7.2.11. The STM will also communicate any key updates via email including any facility closures, new requirements and upcoming events.

8. MONITORING AND REVIEW

8.1. BACKGROUND

1.2.4. Paragraph 3.4 in Schedule 6 of the S106 Agreement states *'the Owner undertakes that:*

- a) *it shall appoint an Independent Field Company to undertake monitoring of the Approved Phase Travel Plans in accordance with the TRICS methodology;*
- b) *any data collected by the Independent Field Company when monitoring the Approved Phase Travel Plans shall be provided to TRICS Consortium Limited in a form that can be accepted by TRICS Consortium Limited and that is useful to understand how the Development is operated, such data to be based on survey data that can be verified by TRICS Consortium Limited;*
- c) *it shall submit an Annual Monitoring Report (verified by the Independent Field Company) to the Councils every 12 months from the First Approval of an Approved Phase Travel Plan until the date that is the fifth anniversary of the date of the Occupation of 75 per cent of the final Phase comprised in the Development, such report to demonstrate how the Approved Phase Travel Plans have operated during the previous 12 month period; and*
- d) *in the event that the Annual Monitoring Report shows that the Approved Phase Travel Plans' objectives/targets have not been met in any respect then the Owner shall within two calendar months indicate to the Councils the measures that it will take in order to secure that the Approved Phase Travel Plans' objectives/targets are met and it shall thereafter carry out the new measures so as to ensure that the Approved Phase Travel Plans' objectives/targets are met and adhered to'.*

8.1.1. In accordance with Schedule 6 of the S106 Agreement, Part 2 – 'Travel Plan Criteria', Section B covers the following:

Review and Monitoring of the Travel Plan

The Owner shall ensure that the Travel Plans contain arrangements for the review and monitoring of the Phase Travel Plans and are carried out on an ongoing basis. These arrangements will deal with the matters set out below establishing firm timescales for the taking of each step, specific targets to be adopted for the measuring of the effectiveness of each measure and a reporting mechanism to the Councils. It is acknowledged that it will be appropriate to amend the Travel Plans by agreement in the light of developing circumstances.

Review the Development's Transport Accessibility

The first stage will be to review the Development's accessibility by all modes. An accessibility report will be produced and this will form the basis for the next stages.

Consultation with employees

The second stage will involve meeting employees of the Development to promote the concept of a Travel Plan. The meetings will seek to identify a common set of objectives for encouraging public transport usage and reducing the reliance on the private car.

User / Employee Consultation and Travel Surveys

The third stage will be based around consultation. It will be extremely important to secure the support of employees and users if the Travel Plans are to succeed. This stage will include employee and user travel surveys to examine the use of existing modes of travel, attitudes towards sustainable modes of transport and the most effective measures to promote sustainable transport for commuting journeys and employers business. The Owner will consult with the Councils and providers of public transport at this stage.

Implementation

Stages one to three in paragraphs 7 - 9 (inclusive) of this Section B of Part 2 will provide the base information for the review of the Approved Phase Travel Plans.

- 8.1.2. A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan will be evaluated. This will establish whether the agreed targets are being met. Monitoring and review will be the responsibility of the STM.
- 8.1.3. This chapter sets out the strategy for monitoring and review of the Travel Plan.

MONITORING

Aim Target Monitoring and Reporting

- 8.1.4. To measure progress against the aim type target, the following monitoring regime is proposed:
 - Year 0 Survey:
 - A TRICS SAM (Standard Assessment Methodology) compliant monitoring survey will be undertaken during the first reasonably practicable neutral month following occupation and a monitoring report setting out the surveyed results will be submitted to LBTH.
 - Annual Surveys:
 - A TRICS SAM compliant annual monitoring survey will be undertaken during the same neutral month as the year 0 survey and a monitoring report setting out the surveyed results will be submitted to the approving authority.
- 8.1.5. The monitoring surveys will allow the approving authority to understand emerging travel behaviour at the development and to make an informed decision about what, if any, actions should be taken.

REVIEW

- 8.1.6. The TPC will report the survey results to LBTH within one month of each survey. Council officers together with TfL and the TPC will then review the results and, if appropriate, revise the targets accordingly. The results of the travel survey and revised targets will be included in the subsequent revision of this Travel Plan.

9. ACTION PLAN

9.1.1. The Action Plan for the Plot 5 Sclater Street Buildings site, shown in Table 9-1, sets out tasks, intended implementation dates and funding sources. It is intended to be a live document which would be updated by the STM to reflect the outcome of consultation with LB Tower Hamlets, once the first full multi-modal travel survey has been completed.

Table 9-1 - Action Plan

Action	Target Date	Funding	Responsibility
Appointment of Sustainable Travel Manager (STM)	Prior to occupation	Developer	Developer
Provision of Cycle Parking and facilities secured through planning	Prior to occupation	Developer	Developer
Provision of Cycle Maintenance Facilities	Prior to occupation	Developer	Developer
Implementation of On-line Travel Portal & Travel Pack	Prior to occupation	Developer / Facilities Management	Developer
TRAVEL PLAN MONITORING			
Undertake initial travel surveys	Within three months of operational occupation	Developer	Developer / STM
Agree modal split targets with LBTH / TfL	One month after receipt of results of initial travel survey	Developer	Developer / STM
Monitor and review travel plan LBTH / TfL	Annually after initial baseline travel survey Monitoring report to be submitted within 2 months of receipt of travel survey results.	Developer	Developer / STM



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PUBLIC



APPENDIX C – DELIVERY & SERVICING PLAN



Bishopsgate Goodsyard Regeneration Ltd

**BISHOPSGATE GOODSYARD
PLOT 5 SCLATER STREET
BUILDINGS**

Delivery and Servicing Plan



Bishopsgate Goodsynd Regeneration Ltd

**BISHOPSGATE GOODSYARD PLOT 5
SCLATER STREET BUILDINGS**

Delivery and Servicing Plan

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70099687

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DATE: MARCH 2024



Bishopsgate Goodsyrd Regeneration Ltd

**BISHOPSGATE GOODSYARD PLOT 5
SCLATER STREET BUILDINGS**

Delivery and Servicing Plan

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
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Signature				
Checked by	Allan Trulock	Allan Trulock		
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5.	TARGETS AND MONITORING	14

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1. INTRODUCTION

1.1. BACKGROUND

1.1.1. WSP has been appointed by Bishopsgate Goodsyard Regeneration Limited ('the Applicant') to provide transport planning services for the reserved matters application (RMA) for the Sclater Street Buildings site in Plot 5, which sits within the wider Bishopsgate Goodsyard site, in the London Borough of Tower Hamlets (LBTH).

1.1.2. This Delivery and Servicing Plan (DSP) has been prepared for the Plot 5 Sclater Street Buildings RMA. The Plot 5 Sclater Street Buildings site sits wholly within the London Borough Tower Hamlets.

1.2. BISHOPSGATE GOODSYARD DEVELOPMENT SITE

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

1.1.4. The wider Bishopsgate Goodsyard site location is shown in Figure 1-1 and the location of the Plot 5 Sclater Street Buildings site, the subject of this RMA.

Figure 1-1 – Wider Bishopsgate Goodsyard Site Location & Plot 5 Sclater Street Buildings



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

1.3. PLANNING BACKGROUND

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

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

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

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

1.3.3. Schedule 10 in the S106 Agreement, dated 25 March 2022, defines a 'Site-wide Delivery & Servicing Strategy (DSS)' as:

'a package of best practice measures to be adopted by the Owner for the management of the deliveries and servicing at all times to the Development the objectives of which shall be to ensure that the DSS Trip Cap shall not be exceeded, that the DSS Trip Reduction Target is achieved, securing coordination between Service Yards, the consolidation of deliveries and servicing where possible, enabling pedestrian and cycle portage where appropriate, the minimisation of conflicts between service vehicle and car and pedestrian movements and the minimisation of damage to amenity from such servicing and deliveries and identifying efficiency and sustainability measures which shall include inter alia the following:

(a) a requirement for delivery vehicles to unload from a specific suitably located area with secure off street loading and drop off facilities;

(b) details of the person(s) responsible for directing and receiving deliveries to the Development and booking systems;

(c) measures to avoid a number of delivery vehicles arriving at the same time;

(d) measures to encourage servicing and delivery vehicle movements to occur outside of peak usage of the relevant Service Yard;

(e) likely frequency and duration of servicing movements and measures to be taken to avoid any conflict;

(f) in respect of the Commercial Units, the likely nature of goods to be delivered;

(g) in respect of the Commercial Units, the likely size of the delivery vehicles entering the Site;

(h) measures taken to ensure pedestrian management and public safety during servicing including a statement setting out how highway safety will be maintained during servicing movements;

- (i) measures taken to address servicing movements on and around the Site with a view inter alia to combining and / or reducing servicing and minimising the demand for the same;*
- (j) provision of swept path drawings to ascertain manoeuvring when entering and exiting the Site in accordance with the drawings submitted to and Approved by the Approval Panel;*
- (k) details of arrangements for refuse storage and servicing;*
- (l) in respect of the Commercial Units, the use of operators committed to best practice;*
- (m) identifying means of ensuring the provision of information to the Approval Panel and provision of a mechanism for review and update as required from time to time;*
- (n) steps to achieve the DSS Trip Reduction Target and consequential reductions to the DSS Trip Cap against which monitoring is carried out; and*
- (o) a methodology for tracking, monitoring and recording the number of motorised vehicles making delivery and/or servicing trips to the Development on a daily basis, the nature of Monitoring Data and a template DSS Monitoring Report’.*

1.3.4. With regard to submission and approval, Schedule 10 of the S106 Agreement states:

“2.1 The Owner shall:

- a) submit a draft Site-Wide DSS to the Approval Panel for Approval prior to First Occupation of the Development and use of any Service Yard;*
- b) not First Occupy nor permit First Occupation of the Development or use any Service Yard until the Site-Wide DSS has been Approved (the "Approved DSS"); and*
- c) implement and procure compliance with the Approved DSS for the duration of the beneficial use of the Development (subject to such amendments or updates as may be agreed pursuant to this schedule) and shall not exceed the DSS Trip Cap.”*

“2.2 The Owner shall:

- a) submit an updated draft Site-Wide DSS (an "Updated DSS") to the Approval Panel for Approval prior to First Occupation and use of each subsequent Service Yard, such Updated DSS to have due regard to any DSS Monitoring Reports submitted to or amendments proposed by the Approval Panel pursuant to paragraph 3 below;*
- b) not First Occupy or use nor permit First Occupation and use of the relevant Service Yard until the Updated DSS has been Approved (the "Approved Updated DSS"); and*
- c) implement and procure compliance with the Approved Updated DSS for the duration of the beneficial use of the Development (subject to such amendments or updates as may be agreed pursuant to this schedule) and shall not exceed the DSS Trip Cap.”*

1.3.5. Schedule 10 in the Section 106 Agreement refers to a ‘DSS Trip Cap’, which is 156 two-way delivery and servicing vehicle trips a day for the Plot 5 Sclater Street service yard. The ‘DSS Trip Reduction

Target' is a reduction of 20% of the 'DSS Trip Cap', at a point not later than ten years after the development is first occupied.

- 1.3.6. Although the Plot 5 Sclater Street Buildings RMA is separate from the wider Plot 5 RMA, it could be an option to include the Sclater Street Buildings delivery and servicing trips into the wider Plot 5 target.
- 1.3.7. Schedule 10 in the Section 106 Agreement prescribes the monitoring required, which would begin once the buildings are occupied, and sets out the contributions required.

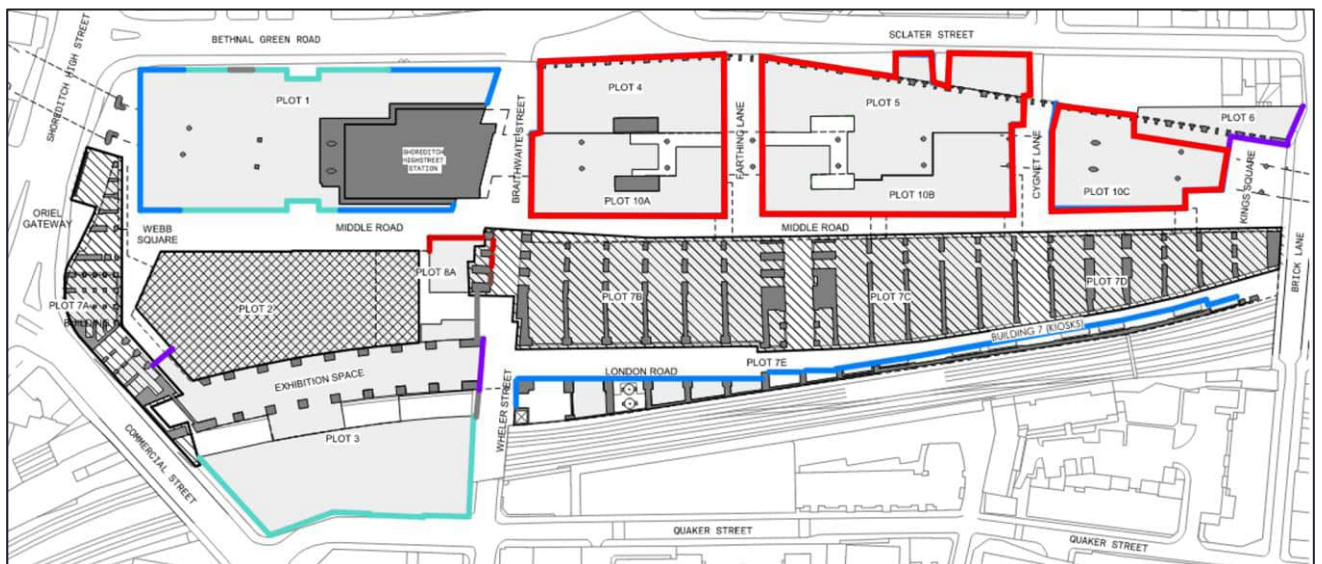
1.4. WIDER BISHOPSGATE GOODSYARD SITE PROPOSALS

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

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

1.4.2. Figure 1-2 shows the proposed sitewide Bishopsgate Goodsyard development at ground floor level. This Delivery and Servicing Plan focuses on the proposed development for the Sclater Street Buildings in Plot 5 only, the part of the Plot 5 site between Sclater Street to the north and the boundary wall to the south.

Figure 1-2 - Plan of Proposed Sitewide Development



1.5. PLOT 5 SCLATER STREET BUILDINGS PROPOSED DEVELOPMENT

1.5.1. The proposed development at the Plot 5 Sclater Street Buildings site is described below.

“Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) in respect of part of Plot 5 relating to the Sclater Street buildings, pursuant to LB Tower Hamlets outline planning permission ref PA/14/02011 (GLA ref. GLA/1200cd/12) dated 25/03/2022, for works comprising the demolition of part of the existing wall and extensions to the Mission Hall; refurbishment of the Mission Hall for retail / café use (Class A 1 / A3); demolition of the existing extensions to the Victorian building and refurbishment and use of the existing building for retail use (Class A1) with a new shopfront and 3 residential units (Class C3) on the upper floors; restoration and extension to the Weavers Cottages for use within Class B1, refurbishment of existing arches and provision of new gates and pedestrian access routes, new landscaping and all other works shown on the submitted drawings.” (“the Proposed Development”).

1.6. DSP PURPOSE & OBJECTIVES

- 1.6.1. DSPs developed through the planning process seek to support sustainable development. Transport for London’s (TfL) guidance states that “a DSP is usually secured by means of a Section 106 obligation or similar planning condition once planning permission is granted to a developer by the local authority”. They should be live documents that are updated over time to reflect change and cover both deliveries and servicing to businesses at the site and personal deliveries to staff and guests.
- 1.6.2. This DSP has been prepared to set the principles associated with servicing of the proposed development at the Plot 5 Sclater Street Buildings site and outline a package of management measures that will be implemented in order to ensure that the activity associated with deliveries and servicing does not adversely impact upon the operation of the local highway network or vulnerable road users.
- 1.6.3. The DSP aims to ensure that servicing at the development can be undertaken sustainably and efficiently, with the view of achieving wider benefits including contributing towards a reduction in congestion, associated environmental benefits, and improved road safety conditions.

1.7. DSP STRUCTURE

- 1.7.1. The purpose of this DSP is to inform LBTH of the intent of the Applicant to manage service vehicle trips to and from the development, with the aim to minimise the impact of these vehicle trips on the surrounding public highway.
- 1.7.2. The remainder of the DSP is structured as follows:
 - Chapter 2: Policy Context;
 - Chapter 3: Servicing Strategy & Proposals;
 - Chapter 4: Objectives and Measures; and
 - Chapter 5: Targets and Monitoring.

2. POLICY CONTEXT

2.1. INTRODUCTION

2.1.1. The national, regional and local transport policies relevant to this development are well documented and this section does not seek to replicate them. Instead, the key themes in the relevant policies are summarised briefly in turn.

2.2. NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK

2.2.1. The National Planning Policy Framework (NPPF) promotes the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable delivery of goods and supplies.

2.3. REGIONAL POLICY

THE MAYORS TRANSPORT STRATEGY

2.3.1. The Mayor's Transport Strategy (MTS) sets out plans to transform London's streets, improve public transport and create opportunities for new homes and jobs. In terms of freight and logistics, the MTS states:

“The Mayor aims to reduce emissions from freight through encouraging a switch to lower emission vehicles, adopting smarter practices and reducing freight movements through better use of consolidated trips.”

2.3.2. London's continued success relies on safe, reliable, sustainable and efficient goods delivery and servicing. It is vital that freight and servicing trips are accommodated properly on London's streets, with adequate loading space and minimal congestion (Proposal 15).

2.3.3. The Mayor, through TfL, working with the boroughs and the Freight Forum, will work with landlords and all parts of the supply chain, including the freight industry, Business Improvement Districts (BIDs) and individual businesses, to improve the efficiency of last mile deliveries and servicing (Proposal 16).

2.3.4. The MTS also focuses on the safety of pedestrians and cyclists and vulnerable users, though the Vision Zero Action Plan (Policy 3).

“New developments will be expected to be designed to encourage efficient, safe and low-emission delivery and servicing trips. Planning permissions should secure delivery and servicing plans that support off-peak (including night-time) deliveries.” (Proposal 82).

LONDON PLAN

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

2.3.6. The London Plan recognises that an efficient freight network is necessary to support the function of the city. The London Plan seeks to facilitate sustainable freight movement by rail, waterways and road

in London through consolidation, modal shift and promoting deliveries at different times of day and night in order to reduce the impact on road congestion and air quality, and conflict with other users.

2.3.7. The London Plan Policy T7 (Deliveries, Servicing & Construction) states that:

*“Development proposals should facilitate safe, clean, and efficient deliveries and servicing. **Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible.**”*

“Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.”

“At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.”

TRANSPORT FOR LONDON – DELIVERIES IN LONDON

2.3.8. TfL work with operators, boroughs and partners across the freight industry to ensure that goods and services get delivered in London on time, and in a safe, clean and efficient way.

2.3.9. The ‘Deliveries in London’ online portal provides advice on making and receiving deliveries, including parking and loading, delivering efficiently and driving near vulnerable road users. The guidance portal seeks to:

- Ensure that London’s transport networks allow for the efficient and reliable handling and distribution of freight and the provision of servicing in order to support London’s economy;
- Minimise the adverse environmental impact of freight transport and servicing in London; and
- Minimise the impact of congestion on the carriage of goods and provision of servicing.

TRANSPORT FOR LONDON – RETHINKING DELIVERIES REPORT

2.3.10. The Rethinking Deliveries Report seeks to understand different delivery strategies currently employed across the world and subsequently implement effective solutions on a wider scale in both the private and public sectors.

2.3.11. The goal of the report is to consolidate deliveries; reducing the number of vehicles carrying freight into a city by improving utilisation of available vehicle capacity. Consolidation solutions can be split into either behavioural or physical solutions, as follows:

- **Behavioural solutions:**
 - ✓ Procurement led solutions;
 - ✓ Upstream supply chain; and
 - ✓ Click and collect at store.
- **Physical Solutions:**
 - ✓ Urban consolidation centres;
 - ✓ Micro-consolidation centres;
 - ✓ Locker boxes / locker banks; and

✓ *Pick-up drop-off (PUDO) facility shop.*

2.3.12. The Rethinking Deliveries Report identifies that working in tandem “with neighbouring organisations in joint procurement and consolidation has the potential over the longer term to reduce costs, streamline ordering processes, enhance collaborative working and minimise environmental impacts”.

2.4. LOCAL POLICY

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

- 2.4.1. It should be noted the Plot 5 Sclater Street Buildings site is located wholly in the London Borough Tower Hamlets.
- 2.4.2. This Local Plan sets out how growth will be managed in Tower Hamlets and ensure that they share the benefits with all our residents over the next 15 years.
- 2.4.3. Development that generates a significant number of vehicle trips for goods or materials during its construction and/or operational phases is required to demonstrate how:
- Impact to the transport network and amenity will be avoided, remedied or mitigated through transport assessments, construction management and logistic plans, and delivery and servicing plans;
 - Delivery of goods and servicing will be provided within the site to encourage shared arrangements and timing of deliveries, unless demonstrated it can take place on-street without affecting highway safety or traffic flow;
 - Movement by water and/or rail; and the use of low emission vehicles, electric vehicles, bicycles and freight consolidation facilities have been prioritised; and
 - Deliveries to sites will be reduced through suitable accommodation and management.

3. SERVICING STRATEGY & PROPOSALS

3.1. INTRODUCTION

- 3.1.1. This chapter outlines the delivery and servicing proposals for the proposed Plot 5 Sclater Street Buildings development. The DSP aims to ensure that servicing of the development can be undertaken efficiently and safely, whilst minimising any other effects on the local highway network, and impact to residents and commercial occupiers within the vicinity of the site.

3.2. DELIVERY AND SERVICING PROPOSALS

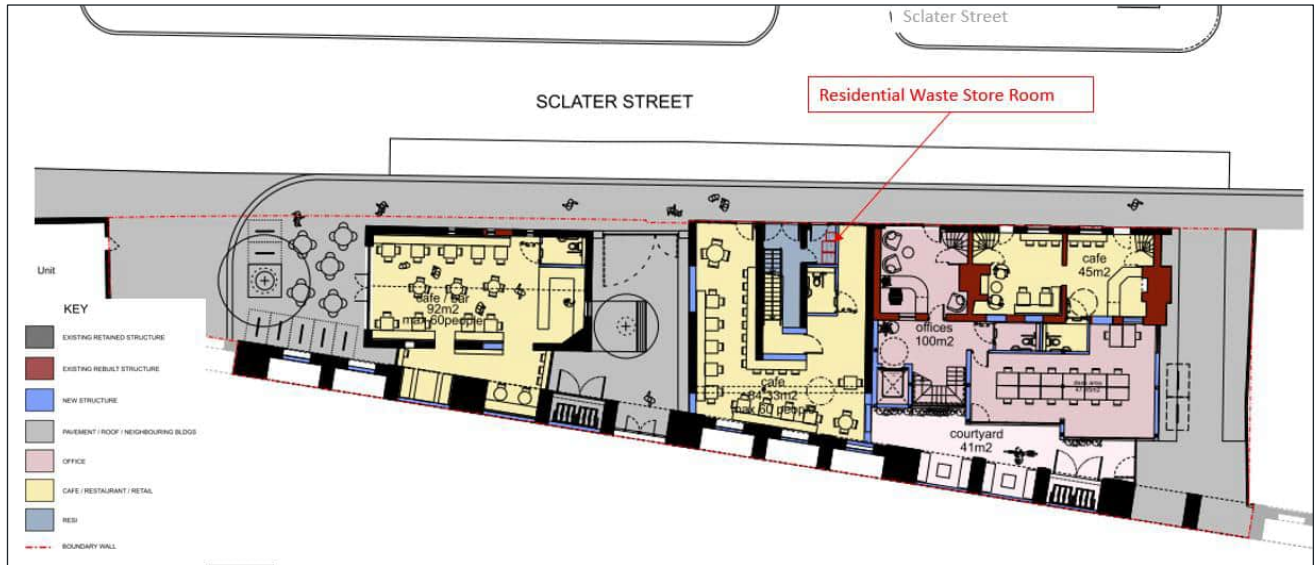
DELIVERIES

- 3.2.1. Delivery and servicing activity would be undertaken on Sclater Street, using the existing double yellow lines on the north side of the carriageway.
- 3.2.2. It should be noted Sclater Street is closed to general traffic on Sundays, with no vehicles permitted between 8am and 4pm. In addition, on-street parking along the south edge of Sclater Street is prohibited on Sunday between 5am and 3pm.
- 3.2.3. The closure of Sclater Street on Sunday's is unlikely to cause an issue for the proposed office use which is likely to only be operational Monday to Friday.
- 3.2.4. The closure of Sclater Street to vehicles on a Sunday is likely to cause disruption to the residents of the proposed three 1-bed units, however due to the scale and type of units, it is assumed this will not be a significant issue.
- 3.2.5. The proposed retail units will be able to time receipt of deliveries and servicing, therefore will need to avoid vehicle deliveries on a Sunday when Sclater Street is closed to traffic.

WASTE STORAGE

- 3.2.6. The office and retail waste will be stored in each tenanted area as part of the fit out of the commercial uses. The size of the waste storage areas will depend on the type of business that is operated and the frequency that the waste will be collected by the appointed waste management contractor. The individual commercial tenants will be responsible for managing their own wastes, for cleaning their waste storage areas and for appointing a suitably licenced commercial waste management contractor.
- 3.2.7. The proposed residential units will have a communal waste store room at ground floor level within the Victorian Building. The proposed waste store room would be large enough to accommodate all refuse, recycling and food waste generated by residents. Figure 3-1 show the proposed location of the residential waste store room at ground floor level in the Victorian Building.

Figure 3-1 – Residential Waste Store Room at Ground Floor in Victorian Buildings



WASTE COLLECTION

- 3.2.8. Waste for all the proposed uses will be collected via Sclater Street, using the existing double yellow lines on the north side of the carriageway.

3.3. TRIP CAP AND TRIP REDUCTION TARGET

- 3.3.1. As part of the OPPs, Schedule 10 in the Section 106 Agreement includes a Site-Wide Delivery and Servicing Strategy. The 'Site-Wide Delivery and Servicing Strategy' (DSS) is defined as a package of best practice measures to be adopted by the Owner for the management of the deliveries and servicing. The objectives of the Site-Wide Delivery and Servicing Strategy shall ensure that the DSS Trip Cap shall not be exceeded, and that the DSS Trip Reduction Target is achieved, securing coordination between Service Yards, the consolidation of deliveries and servicing where possible, and enabling pedestrian and cycle portage where appropriate.
- 3.3.2. The DSS Trip Cap for Plot 5 is set at 156 two-way trips a day in the Section 106 Agreement. There is a 'DSS Trip Reduction Target' for reducing the number of DSS Trips by 20% below the daily DSS Trip Cap (101 daily two-way trips) by no later than the tenth anniversary of the date on which the Development is First Occupied.
- 3.3.3. If required, it is assumed deliveries to the Plot 5 Sclater Street Building could be incorporated into the monitoring for the wider Plot 5 site.

4. OBJECTIVES AND MEASURES

4.1. INTRODUCTION

- 4.1.1. This chapter outlines the measures and initiatives included within the DSP. The Building Management Team for the Plot 5 Sclater Street Buildings will have responsibility for the implementation of the DSP.
- 4.1.2. The DSP will aim to ensure that servicing of the Plot 5 Sclater Street Buildings can be undertaken efficiently, without creating any negative impacts upon residents and businesses in the vicinity of the site, together with impacting the local highway network.

4.2. DSP OBJECTIVES

- 4.2.1. Delivery and Servicing Plans developed through the planning process seek to support sustainable development, reducing the impact of servicing vehicles on the local highway network and ensuring safety. DSPs are drafted within the context of the guidance provided within the policy documents which have been presented and key relevant policies summarised in chapter 2.
- 4.2.2. This DSP has been prepared for the Plot 5 Sclater Street Buildings development and it is considered that the final document would be secured prior to occupation of the Plot 5 Sclater Street Buildings site, as set out in the planning conditions and Section 106 Agreement. This DSP will seek to achieve the following objectives:
- Demonstrate that goods and services can be delivered, and waste removed, in a safe, efficient and environmentally friendly way;
 - Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
 - Ensure that the overall volume of trips is as low as possible to reduce the impact of freight activity on the local highway, local residents, and commercial occupiers and the environment;
 - Minimise the space required for storage and distribution of goods;
 - Coordinate with service yards on the wider Bishopsgate Goodsyards site; and
 - Reduce air pollutant emissions from deliveries and servicing.

4.3. MANAGEMENT MEASURES

- 4.3.1. The Building Management Team, coordinating with the wider-site Facilities Management Team, will endeavour to minimise the effect of delivery and servicing activity by implementing measures.
- Source supplies locally when possible;
 - Consider sourcing supplies from operators registered with a best practice scheme such as TfL's Freight Operator Recognition Scheme (FORS);
 - Investigate the potential of sourcing goods and services from companies using alternatively fuelled vehicles, for example electric and LPG vehicles and bicycle couriers;
 - Maintain a record of deliveries including, times of receipt, source, type of goods, and recipient;
 - Schedule deliveries so as to avoid any peaks in delivery and servicing activity;

- Communication of delivery procedures; and
- Advise suppliers of the delivery strategy for the site, to ensure that they are aware where they can stop to deliver and collect from the site.

FACILITIES & SERVICES

4.3.2. The following facilities and services would be available:

- Building Management Team available to meet drivers on arrival, check delivery details, assist with receipt of goods and advise drivers on the delivery process;
- Area available for deliveries to be received via cargo bicycles; and
- Coordination with service yards on the Bishopsgate Goodsyards site, with the option to use other service yards where appropriate.

4.3.3. Site specific advice will be made available where possible to service providers, suppliers and delivery companies.

4.3.4. The on-site strategy will ensure that deliveries are managed where possible.

DELIVERY SCHEDULING

4.3.5. Where applicable, servicing movements and deliveries would be via a pre-booked system to ensure an orderly arrival of deliveries.

4.3.6. The implementation of a delivery booking system will improve the reliability of deliveries to the site, reducing the risk of missed deliveries and the need to re-deliver, and will allow deliveries to be scheduled outside of peak hours of activity.

4.3.7. The servicing strategy will limit on-site delivery timings to reduce potential noise impacts on local neighbours and residents. The Delivery & Servicing Plan will restrict late night deliveries, and prohibit delivery timings on weekends, where possible.

4.3.8. The servicing restrictions are set out in Schedule 10 of the Section 106 Agreement.

COMMUNICATION OF DELIVERY PROCEDURES

4.3.9. Site specific advice will be made available to service providers and delivery companies via staff in the Building Management Team. The delivery and servicing facilities (location / access routes to the site) will be communicated amongst each party involved.

4.3.10. The Building Management Team will implement procedures to manage delivery and servicing activity. They will work to ensure effective and efficient delivery and servicing and will be responsible for providing appropriate training related to the processes and procedures.

ACCOMMODATING SPECIAL DELIVERIES

4.3.11. Any bulky deliveries to the site will need to be pre-arranged. The delivery time and duration will be agreed in advance with the Building Management Team to minimise impact. Out of peak time deliveries may be required for such deliveries where possible.

COLLECTION LOCKERS

- 4.3.12. The Building Management Team may choose to use collection lockers for office tenants, which is an option to be explored further. The lockers seek to reduce clutter and improve security while minimising the need for repeat visits due to missed deliveries.
- 4.3.13. Lockers type systems would be available 24/7 for access and office staff would receive a notification informing them of the arrival and release code.

5. TARGETS AND MONITORING

5.1. TARGETS

- 5.1.1. In accordance with TfL's best practice guidance, all targets identified will be SMART, in that they are Specific, Measurable, Achievable, Realistic and Time-bound. Two types of targets are generally identified. 'Action' type targets are defined as 'non-quantifiable actions that need to be achieved' (e.g. securing a final DSP before occupation), whilst 'Aim' type targets are quantifiable, for example relating to the level of reduction in delivery and servicing vehicles that the plan is seeking to achieve or other outcomes.
- 5.1.2. The targets will be defined in the final DSP once procurement and suppliers are known for the proposed development, however it is considered that they could include the following:
- Reducing the daily number of delivery and servicing trips to the site;
 - Increasing the use of low emission vehicles;
 - Increasing the number of locally sources supplies; and
 - Coordinating and using service yards on the Bishopsgate Goodsyard site where feasible.

5.2. MONITORING AND REVIEW

- 5.2.1. The Delivery and Servicing Plan will be a live document and implementation of the DSP will be monitored and any adjustments to its policy and targets will be made if required.
- 5.2.2. In accordance with TfL's DSP guidance appropriate monitoring will be undertaken to assess how well the DSP is being implemented and whether the DSP is meeting its objectives, which will also be required to satisfy the requirements in Schedule 10 of the Section 106 Agreement.
- 5.2.3. A programme of monitoring and review will be implemented to generate information by which the success of the DSP can be evaluated against the objectives.
- 5.2.4. The monitoring programme is set out in Schedule 10 of the Section 106 Agreement.
- 5.2.5. Monitoring and review of deliveries to the site will be the responsibility of Building Management Team and will also include a delivery survey to be undertaken once the development is occupied and operational; this sets out the baseline monitoring for the development proposals in line with TfL's DSP Guidance and Schedule 10 in the Section 106 Agreement.
- 5.2.6. Delivery surveys will be undertaken in accordance with Delivery Survey Methodology and will record information on the following:
- Number of daily servicing trips;
 - Number of vehicle arrivals per hour;
 - Vehicle Type;
 - Delivery type, and
 - Number of rejected vehicles.



- 5.2.7. A review of the delivery booking system would also be undertaken. The Building Management Team will ensure that subsequent delivery surveys are undertaken in line with the monitoring programme set out in Schedule 10 of the Section 106 Agreement.
- 5.2.8. Monitoring reports would be prepared to summarise the result of each survey for submission to TfL / LBTH. This will provide the opportunity for current delivery operations and procedures on the site to be reviewed, if necessary, to achieve the DSP objectives and targets.



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APPENDIX D – CAR & CYCLE PARKING MANAGEMENT PLAN



Bishopsgate Goodsyrd Regeneration Ltd

**BISHOPSGATE GOODSYARD
PLOT 5 SCLATER STREET
BUILDINGS**

Car and Cycle Parking Management Plan



Bishopsgate Goodsyrd Regeneration Ltd

**BISHOPSGATE GOODSYARD PLOT 5
SCLATER STREET BUILDINGS**

Car and Cycle Parking Management Plan

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70099687

OUR REF. NO. 001

DATE: MARCH 2024



Bishopsgate Goodsyrd Regeneration Ltd

**BISHOPSGATE GOODSYARD PLOT 5
SCLATER STREET BUILDINGS**

Car and Cycle Parking Management Plan

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft	Final		
Date	March 2024	March 2024		
Prepared by	Allan Trulock	Allan Trulock		
Signature				
Checked by	Allan Trulock	Allan Trulock		
Signature				
Authorised by	Andy Tywford	Andy Tywford		
Signature				
Project number	70099687	70099687		
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1. INTRODUCTION

1.1. BACKGROUND

- 1.1.1. WSP has been appointed by Bishopsgate Goodsyards Regeneration Limited ('the Applicant') to provide transport planning services for the reserved matters application (RMA) for the Sclater Street Buildings site in Plot 5, which sits within the wider Bishopsgate Goodsyards site, in the London Borough of Tower Hamlets (LBTH).
- 1.1.2. This Car and Cycle Parking Management Plan (CCPMP) has been prepared for the Plot 5 Sclater Street Buildings RMA. The Plot 5 Sclater Street Buildings site sits wholly within the London Borough Tower Hamlets.
- 1.1.3. The CCPMP has been prepared to address parts of the planning conditions which formed the planning consent for the hybrid planning application, herein referred to the Outline Planning Permissions (OPPs). It should be noted the details contained within the following conditions are not all relevant to the proposed Plot 5 Sclater Street Buildings RMA, as the conditions make specific reference to the Plots which will contain residential units, and are prior to occupation. In addition, the Plot 5 Sclater Street Buildings site sits wholly within the LB Tower Hamlets, therefore only the LB Tower Hamlets conditions are relevant.

LBTH Condition 17: Cycle Parking

- a) Each Reserved Matters application shall include sufficient detail to demonstrate that a policy compliant level of cycle parking is provided, including detailed drawings, access and shower / changing facilities for non-residential uses.
- b) Prior to the occupation of each phase of the development hereby approved, a Cycle Parking Management Plan shall be submitted to and approved by the Local Planning Authority. The CPMP should include details of the allocation of cycle spaces between the market and affordable housing units and other land uses; details on how these cycle spaces and access to cycle stores will be managed and enforced; details of the design and materials of cycle stands/storage; details of shower, changing area and locker facilities provision and, details of CCTV and lighting for the cycle storage area. The approved allocations and details are to be completed prior to the occupation of the residential units and/or other uses within that part of the development and shall be permanently retained thereafter.
- c) A minimum of 5% of long stay cycle spaces and their accesses are to be designed to be large enough to accommodate adapted cycles, cargo and other types of larger cycles.
- d) The relevant phase of the development shall not be occupied until the relevant amount of cycle parking spaces for that phase have been installed and ready for use in accordance with the approved details and the approved CPMP has been implemented in full. Such spaces shall be retained thereafter for this use only by occupiers and visitors to this part of the development only and solely in accordance with the approved CPMP.

LBTH Condition 68: Accessible car parking

- a) Each Reserved Matters application comprising residential uses shall include detailed designs for the layout of and access to disabled persons car parking spaces, to ensure that a

minimum of 15 spaces are provided on site for the residential uses. The spaces shall be laid out and made available for use prior to the occupation of the relevant residential building and thereafter be retained.

- b) Each Reserved Matters application shall be accompanied by a parking design and management plan, which shall set out measures to increase accessible car parking provision (for all uses) either on site (including use of service bays) or off site through conversion of on-street bays. The measures shall be implemented as approved.

1.1.4. Schedule 7 and 8 of the Section 106 Agreement also makes reference to Cycling and Car Parking respectively. Schedule 7 ‘Cycling’ refers to cycling contributions and the provision of TfL cycle hire docking stations. Schedule 8 ‘Car Parking’ refers to the requirement for a Parking Management Plan for Plots including residential units.

1.1.5. The wider Bishopsgate Goodsyard site location is shown in Figure 1-1 and the location of the Plot 5 Sclater Street Buildings site, the subject of this RMA.

Figure 1-1 – Bishopsgate Goodsyard Site Location & Plot 5 Sclater Street Buildings



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

1.2. PLANNING BACKGROUND

1.1.1. The OPPs for the wider Bishopsgate Goodsyard site development proposals were consented in 2022, with the planning application references shown below (not the Listed Building Consent references):

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

1.1.2. The key transport related reports submitted for the OPPs included:

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

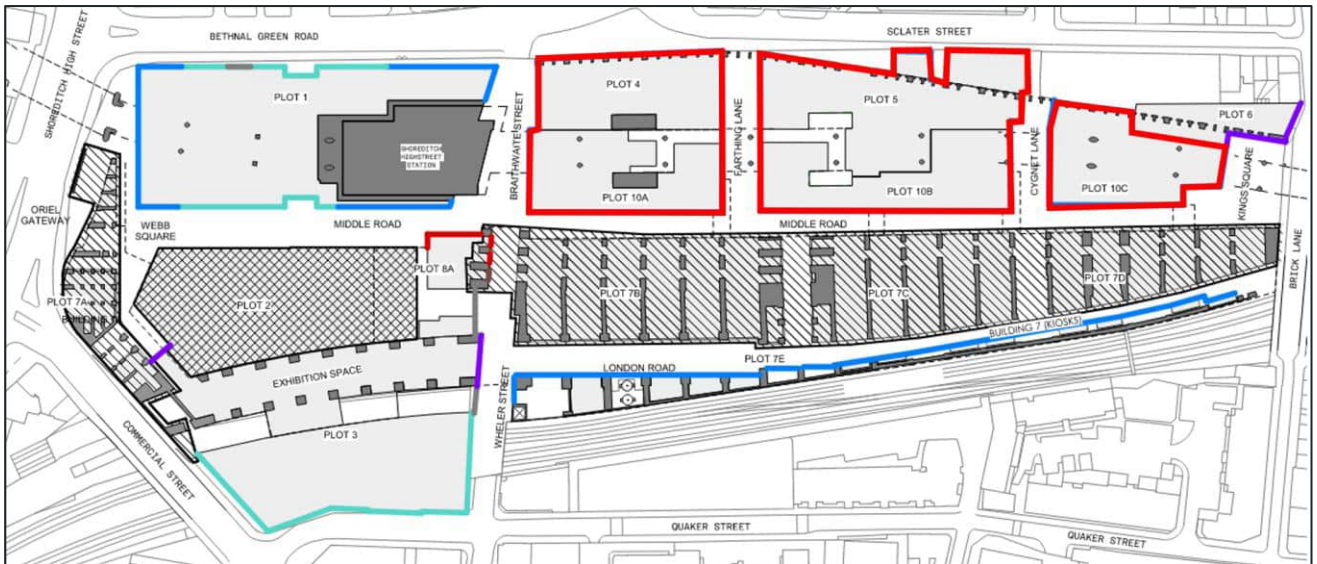
1.3. WIDER BISHOPSGATE GOODSYARD SITE PROPOSALS SUMMARY

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

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

1.3.2. Figure 1-2 shows the proposed sitewide Bishopsgate Goodsyrd development at ground floor level. This CCPMP focuses on the proposed office, residential, and retail use in the Plot 5 Sclater Street Buildings site only, the part of the Plot 5 site between Sclater Street to the north and the boundary wall to the south.

Figure 1-2 - Plan of Proposed Sitewide Development



1.4. REPORT PURPOSE

1.4.1. This CCPMP sets out the long-term strategy for allocating, managing and monitoring on-site parking.

1.4.2. Following this introductory section, the report is structured as follows:

- Section 2: Parking provision; and
- Section 3: Management strategy.

2. PARKING PROVISION

2.1. CYCLE PARKING

- 2.1.1. The Transport Assessment submitted as part of the OPPs stated cycle parking would be provided in accordance with the London Plan (then in draft) with adequate long-stay and short-stay cycle parking provided on-site.
- 2.1.2. The long-stay and short-stay cycle parking provision for the Plot 5 Sclater Street Buildings RMA is based on the following development proposals:
- Office – 429 sqm
 - Residential – three 1-bed units
 - Retail – 341 sqm

LONG-STAY CYCLE PARKING

- 2.1.3. Table 2-1 shows the number of long-stay cycle parking spaces required in accordance with the London Plan (2021) minimum cycle parking standards. It should be noted, as set out in the Transport Assessment submitted as part of the OPPs, to estimate cycle parking for the retail uses, a split of 35% food; 35% non-food; and 30% A2-A5 has been applied.

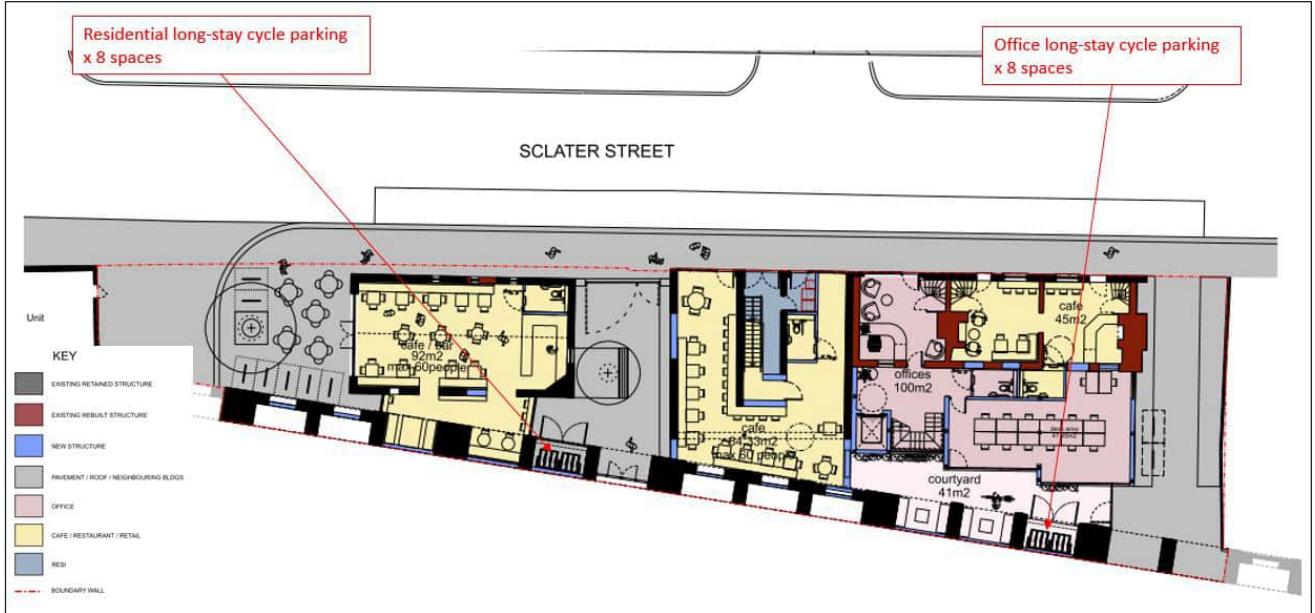
Table 2-1 - Long-stay Cycle Parking Required in accordance with London Plan

Use	Long-stay spaces
Office (429 sqm GEA)	6 spaces
Residential (3 x 1-bed units)	5 spaces
Retail (35% Food; 35% Non-Food; 30% A2-A5 for 341 sqm GEA)	2 spaces

- 1.1.3. The proposed long-stay cycle parking for the office use will be provided at ground floor level, to the rear of the Weavers Cottage building. The proposals include an external courtyard to the rear of the Weavers Cottage building which would be bordered by the brick arches to the south and accessed via the proposed Cygnet Lane. The long-stay cycle parking for the office use would be provided within one of the existing brick arches and would be covered and secured. The long-stay cycle parking would be semi-vertical racks and a total of eight spaces would be dedicated to the proposed office use.
- 1.1.4. The proposed long-stay cycle parking for the residential use will be provided at ground floor level, within a gated courtyard between the Mission Chapel building and the Victorian Building. The gated courtyard to the west of the Victorian Building would provide an access to the proposed Plot 5 residential buildings, accessed via Sclater Street. The long-stay cycle parking for the residential units would be provided within one of the existing brick arches and would be covered and secured. The long-stay cycle parking type would be semi-vertical racks and a total of eight spaces would be dedicated to the proposed three residential units.

1.1.5. Figure 2-1 shows the proposed long-stay cycle parking layout, with all long-stay cycle parking provided at ground floor level.

Figure 2-1 - Proposed Long-stay Cycle Parking Layout



2.1.4. With regard to the long-stay cycle spaces required for the proposed retail use, which would be approximately two spaces, it is proposed to provide these spaces within the main Cycle Hub(s) on the wider Bishopsgate Goodsyard site.

SHORT-STAY CYCLE PARKING

2.1.5. Table 2-2 shows the number of short-stay cycle parking spaces required in accordance with the London Plan (2021) minimum cycle parking standards. It should be noted, as set out in the Transport Assessment submitted as part of the OPPs, to estimate cycle parking for the retail uses, a split of 35% food; 35% non-food; and 30% A2-A5 has been applied.

Table 2-2 - Short-stay Cycle Parking Required in accordance with London Plan

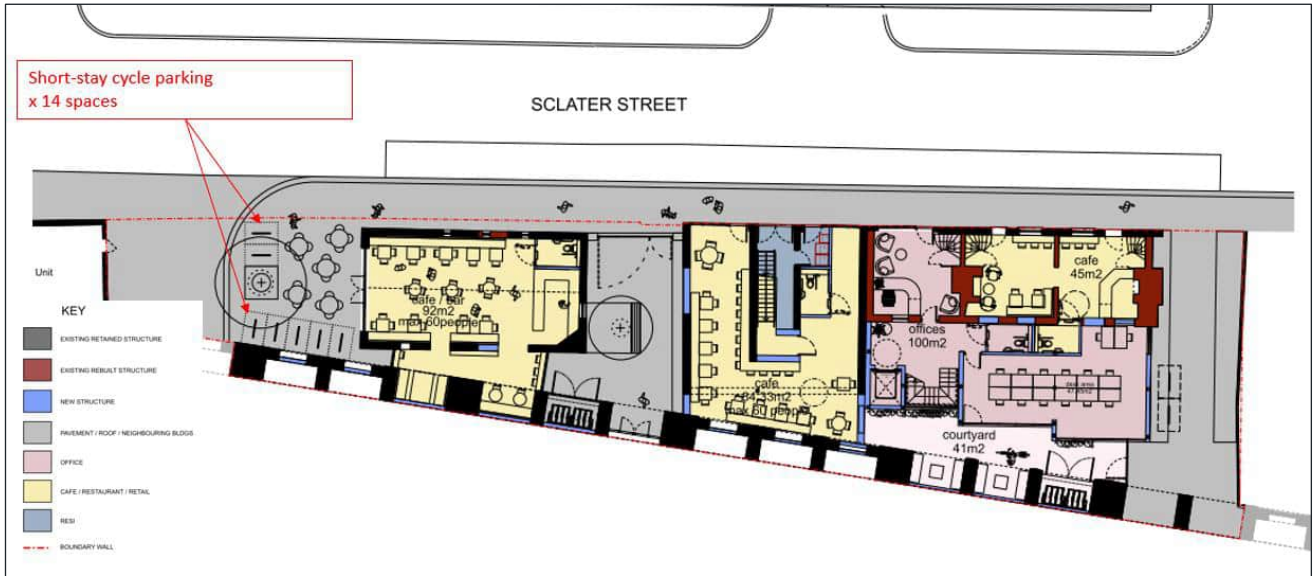
Use	Short-stay spaces	Short-stay spaces (70% provision)
Office (429 sqm GEA)	1 space	1 space
Residential (3 x 1-bed units)	-	-
Retail (35% Food; 35% Non-Food; 30% A2-A5 for 341 sqm GEA)	14 spaces	10 spaces

1.1.6. Further to pre-application discussions with TfL, LBH and LBTH for the OPPs, it was agreed to provide 70% of the minimum policy requirement to ensure the new pedestrian streets on-site would not be cluttered with visitor cycle parking. It was agreed that the use of the short-stay cycle parking

would be monitored and if there is demand for additional short-stay cycle spaces these would be provided.

- 1.1.7. Figure 2-2 shows the proposed ground floor layout which includes 14 short-stay cycle spaces, accommodated on-site in seven Sheffield stands, adjacent to Sclater Street.

Figure 2-2 – Proposed Short-stay Cycle Parking Layout



TFL CYCLE HIRE

- 2.1.6. With regard to TfL Cycle Hire, Schedule 7 in the Section 106 Agreement outlines the contributions owed and timing of these obligations. The First Cycle Docking Station Contribution is for the sum of £220,000 and is owed prior to the commencement of Plot 2. The Second Cycle Docking Station Contribution is for the sum of £220,000 and is owed prior to the commencement of Plot 3. The location of the TfL Cycle Hire docking station is still to be confirmed.

2.2. CAR PARKING

- 2.2.1. The proposed uses in the Plot 5 Sclater Street Buildings will be car-free with no car parking proposed within the site, or any associated parking within the wider Bishopsgate Goodsyards site.
- 2.2.2. With regard to parking policy, policy T6.2 in the London Plan refers to office parking which recommends sites in inner London should be car-free with the exception of disabled persons parking, referring to Policy T6.5. The policy on non-residential disabled persons parking requires access to at least one on-street or off-street accessible parking bay, if no office car parking is provided.
- 2.2.3. Policy T6.1 in the London Plan refers to residential parking, recommending developments in central London should be car-free with the exception of accessible parking.
- 2.2.4. Within the LB Tower Hamlets planning conditions for the OPPs, no. 68a and 68b refer to car parking for the RMAs. Planning condition 68a states, 'Each RMA comprising residential uses shall include detailed designs for the layout of and access to disabled persons car parking spaces, to ensure that a minimum of 15 spaces are provided on site for the residential uses. The spaces shall be laid out

and made available for use prior to the occupation of the relevant residential building and thereafter be retained'. Planning condition 68a refers to the proposed residential units within the remaining parts of the Bishopsgate Goodsyards site which may comprise up to 500 residential units, and would be subject to other RMAs. The proposals for the Plot 5 Sclater Street Buildings include three 1-bed units, which will not be Wheelchair Accessible Units, therefore no accessible parking is proposed on-site.

- 2.2.5. Planning condition 68b states 'Each Reserved Matters application shall be accompanied by a parking design and management plan, which shall set out measures to increase accessible car parking provision (for all uses) either on site (including use of service bays) or off site through conversion of on-street bays. The measures shall be implemented as approved'. A Car and Cycle Parking Management Plan has been prepared.
- 2.2.6. Schedule 8 in the Section 106 Agreement for the OPP provides the obligations regarding car parking, including notifying future occupiers of parking restrictions via freeholds, leaseholds, or licenses.
- 2.2.7. The proposals for the Plot 5 Sclater Street Buildings do not include any on-site accessible parking for the office, residential, or retail uses. An alternative is to provide a single accessible parking bay on-street, on Sclater Street, which would be subject to further discussions and agreement with LBTH. Parking beat surveys were undertaken on Thursday 28/02/19; Saturday 02/03/19; and Sunday 03/03/19 which showed some capacity on Sclater Street, approximately five standard bays.
- 2.2.8. It is proposed to repeat the parking beat surveys on Sclater Street closer to the time of the construction of the wider Bishopsgate Goodsyards site, to identify if any spare parking capacity. If the provision of some on-street blue badge parking bays is feasible, it would be proposed the developer pays a bond for converting standard bays to accessible bays. It is acknowledged these bays would be available for public use and subject to time restrictions, unless changes to the traffic regulation orders are made.

3. MANAGEMENT STRATEGY

3.1. CAR PARKING MANAGEMENT

- 3.1.1. As set out in Schedule 8 of the Section 106 Agreement, the developer will notify future occupiers of parking restrictions via freeholds, leaseholds, or licenses.
- 3.1.2. Employees and residents will only be able to park in existing on-street Blue Badge parking bays subject to eligibility and availability.
- 3.1.3. The site is located within LBTH Controlled Parking Zone A2. Sclater Street is subject to parking restrictions Monday to Friday between 0830 – 1730 and Sunday 0830 – 1400.
- 3.1.4. As set out before, the Applicant would like to repeat the parking beat surveys on Sclater Street closer to the time of the construction of the wider Bishopsgate Goodsyard site, to identify if any spare parking capacity. If the provision of some on-street blue badge parking bays is feasible, it would be proposed the developer pays a bond for converting standard bays to accessible bays. It is acknowledged these bays would be available for public use and subject to time restrictions, unless changes to the traffic regulation orders are made.

3.2. ON-SITE CYCLE PARKING MANAGEMENT

- 3.2.1. Cycle parking provision will adhere to the standards set out in the London Plan.
- 3.2.2. The long-stay cycle parking for the office use and residential units will be managed by the Building Management Team in terms of cleaning and maintenance.
- 3.2.3. The long-stay cycle parking for the office use will be accessed via Sclater Street and the proposed Cygnet Lane. Access to the long-stay office cycle parking would be controlled, with staff wishing to access the long-stay cycle parking using a suitable access control arrangement. Access to the long-stay office cycle parking would be maintained and controlled by the Building Management Team.
- 3.2.4. The long-stay cycle parking for the retail units will be accessed via Sclater Street and the proposed pedestrian access to the Plot 5 site south of the brick arches. Access to the long-stay residential cycle parking would be controlled, with residents wishing to access the long-stay cycle parking using a suitable access control arrangement. Access to the long-stay residential cycle parking would be maintained and controlled by the Building Management Team.
- 3.2.5. The short-stay cycle parking would be external in the form of Sheffield stands. The external short-stay cycle parking would be managed and maintained by the Facilities Management Team.
- 3.2.6. The Travel Plan coordinator will undertake a count of cycle parking usage at the time of the Travel Plan surveys to understand existing use and establish whether there is a need for an increase in provision. If the survey results indicate there is an insufficient number of cycle parking spaces on-site, then this will be reflected in the action plan of the Travel Plan monitoring reports. Similarly, if cycle parking is underutilised a similar action plan of positive behaviour change will be employed in order to increase uptake.



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APPENDIX E – OUTLINE CONSTRUCTION LOGISTICS PLAN



Bishopsgate Goodsynd Regeneration Ltd

**BISHOPSGATE GOODSYARD
PLOT 5 SCLATER STREET
BUILDINGS**

Outline Construction Logistics Plan



Bishopsgate Goodsynd Regeneration Ltd

**BISHOPSGATE GOODSYARD PLOT 5
SCLATER STREET BUILDINGS**

Outline Construction Logistics Plan

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Bishopsgate Goodsyard Regeneration Ltd

BISHOPSGATE GOODSYARD PLOT 5 SCLATER STREET BUILDINGS

Outline Construction Logistics Plan

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1 INTRODUCTION

1.1 APPOINTMENT

- 1.1.1. WSP has been appointed by Bishopsgate Goodsyards Regeneration Limited ('the Applicant') to provide transport planning services for the reserved matters application (RMA) for the Sclater Street Buildings site in Plot 5, which sits within the wider Bishopsgate Goodsyards site, in the London Borough of Tower Hamlets (LBTH).
- 1.1.2. This Outline Construction Logistics Plan has been prepared for the Plot 5 Sclater Street Buildings RMA. The Plot 5 Sclater Street Buildings RMA site sits wholly within the LB Tower Hamlets.

1.2 BACKGROUND

- 1.2.1. A Construction Logistics Plan (CLP) is referenced in the LBTH planning conditions, as part of the consented hybrid planning application.

- 1.2.2. LB Tower Hamlets planning condition 28 states:

'No development shall commence in each phase until a demolition and construction traffic management plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- a. routing of demolition vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works in the highway;*
- b. access arrangements to the site;*
- c. the estimated number and type of vehicles per day/week;*
- d. details of any vehicle holding area;*
- e. details of the vehicle call up procedure;*
- f. estimates for the number and type of parking suspensions that will be required;*
- g. details of any diversion or other disruption to the public highway during preparation, demolition, excavation and construction work associated with the development;*
- h. work programme and/or timescale for each sub-phase of preparation and demolition work associated with the relevant phase of development;*
- i. details of measures to protect pedestrians and other highway users from construction activities on the highway;*
- j. a strategy for coordinating the connection of services on site with any programme work to utilities upon adjacent land; and,*
- k. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, position of nearby trees in the highway or adjacent gardens, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements.*

The development shall be carried out in accordance with the approved plan'.

- 1.2.3. This is an outline CLP for the Plot 5 Sclater Street Buildings RMA only, a Detailed CLP will be prepared to cover planned demolition and construction works on the Plot 5 Sclater Street Buildings site prior to works beginning.
- 1.2.4. Reference to ‘Construction’ is made in Schedule 11 of the Section 106 Agreement, however this concerns the code of practices to be applied, which are not relevant the outline Construction Logistics Plan.
- 1.2.5. The wider Bishopsgate Goodsyards site is located in the London Borough of Tower Hamlets and London Borough of Hackney. The wider Bishopsgate Goodsyards site is bounded by Bethnal Green Road and Sclater Street to the north; Brick Lane to the east, the rail line and Quaker Street to the south; and Shoreditch High Street to the west. Braithwaite Street runs in a north-south alignment through the centre of the site. Shoreditch High Street station is located in the northwest corner of the site, south of Bethnal Green Road and west of Braithwaite Street.
- 1.2.6. The wider Bishopsgate Goodsyards site location is shown in Figure 1-1 and the location of the Plot 5 Sclater Street Buildings site, the subject of this RMA.

Figure 1-1 – Wider Bishopsgate Goodsyards Site Location & Plot 5 Sclater Street Buildings



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

1.3 PLANNING BACKGROUND

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

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

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

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

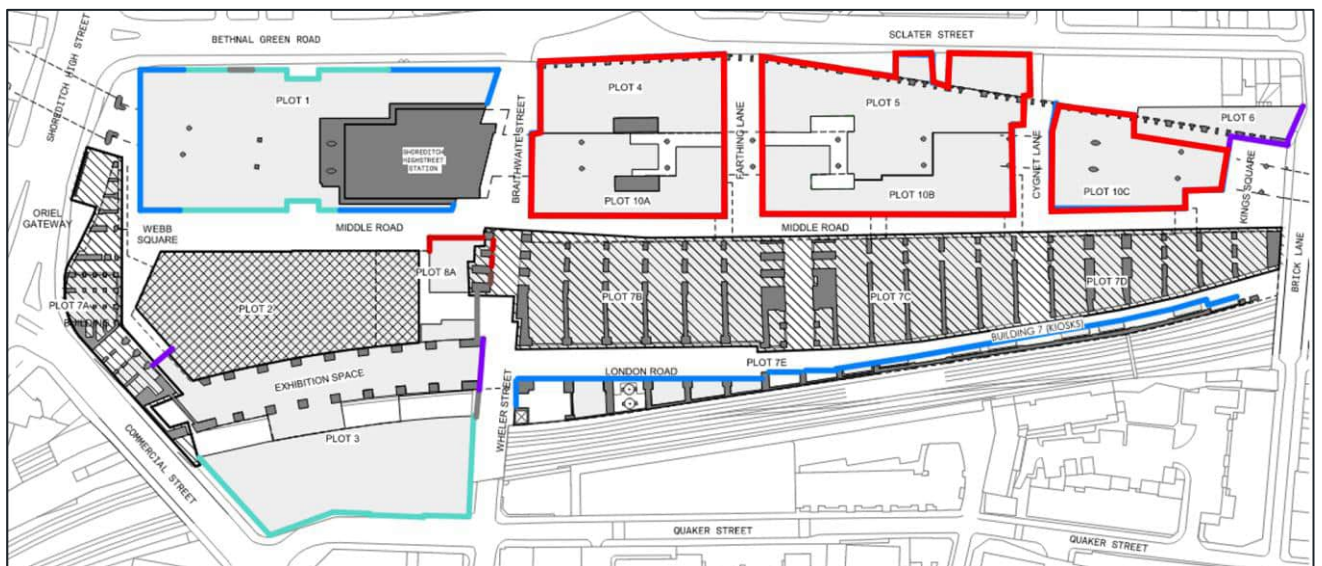
1.4 WIDER BISHOPSGATE GOODSYARD SITE PROPOSALS

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

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

1.4.2. Figure 1-2 shows the proposed sitewide development at ground floor level. This outline CLP focuses on the proposed development for the Sclater Street Buildings in Plot 5 only, the part of the Plot 5 site between Sclater Street to the north and the boundary wall to the south.

Figure 1-2 - Plan of Proposed Sitewide Development



1.5 REPORT PURPOSE AND STRUCTURE

1.5.1. The outline CLP has been prepared in order to set out the principles of construction logistics for the proposed development site. This document will inform what will be included in the outline CLP. The



scope and approach of the construction logistics will be discussed and agreed with TfL, LBH and LBTH.

1.5.2. The structure of the outline CLP will be set out as follows:

- Chapter 2: Context, Considerations and Challenges;
- Chapter 3: Construction Programme and Methodology;
- Chapter 4: Vehicle Routing and Access;
- Chapter 5: Strategies to Reduce Impacts;
- Chapter 6: Estimated Vehicle Movements; and
- Chapter 7: Implementing, Monitoring and Updating.

2 CONTEXT, CONSIDERATIONS & CHALLENGES

2.1 OVERVIEW

2.1.1. This chapter of the outline CLP describes the current situation on-site and in the surrounding area, as well as the applicable policies for managing construction freight activity.

TFL CONSTRUCTION LOGISTICS PLAN GUIDANCE

2.1.2. The aim of the TfL guidance is to focus on reducing the impact of construction in terms of:

- *Environmental impact: Lower vehicle emissions and noise levels;*
- *Road risk: Improving the safety of road users;*
- *Congestion: Reduced vehicle trips, particularly in peak periods; and*
- *Cost: Efficient working practices and reduced deliveries.*

2.1.3. CLPs provide a framework for understanding and managing construction vehicle activity into and out of a site and should detail:

- *The amount of construction traffic generated;*
- *The routes the construction vehicles will use and consideration of local impacts;*
- *The impact on relevant community considerations; and*
- *Any traffic management that will be in place.*

2.1.4. There are two types of CLPs that may be required; an outline CLP accompanies a planning application which gives the planning authority an overview of the expected logistics activity during the construction programme; and a detailed CLP which is submitted to a planning authority to discharge planning conditions that have been imposed on the planning permission. It provides the planning authority with the detail of the logistics activity expected during the construction programme.

2.1.5. The guidance suggests a range of measures and strategies that should be considered to reduce the impact of construction on the local environment.

THE MAYORS TRANSPORT STRATEGY

2.1.6. Freight and servicing are frequently mentioned throughout The Mayors Transport Strategy which contains a strategy considering all methods of freight delivery including road, rail, pipeline, water, bicycles and air.

2.1.7. The document also highlights the importance of the London Freight Plan, Delivery and Servicing Plans, CLPs, and Fleet Operator Recognition Scheme (FORS), to encourage improved efficiency and provide a framework for incentivisation and regulation.

2.1.8. In particular, Proposal 16 states that:

“The Mayor, through TfL, and working with the boroughs and members of the Freight Forum, will improve the efficiency of freight and servicing trips on London’s strategic transport network by:

- A) Identifying opportunities for moving freight on to the rail network where this will not impact on passenger services and where the benefits will be seen within London;*
- B) Increasing the proportion of freight moved on London’s waterways; and*
- C) Reviewing the potential benefits of a regional freight consolidation and distribution network and completing the network of construction consolidation centres in London.”*

THE LONDON PLAN (2021)

2.1.9. The London Plan makes reference to deliveries, servicing and construction within Policy T7. The document notes Construction Logistics Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient.

2.1.10. Additionally, the document highlights the importance of reducing road dangers associated with the construction of new developments, one notable point is the Mayor’s introduction of the Direct Vision Standard, which rates Heavy Goods Vehicles on a star rating from 0 (lowest) to 5 (highest), based on how much the driver can see directly through the cab windows.

THE LONDON LOW EMISSIONS ZONE

2.1.11. The Low Emissions Zone (LEZ) is a scheme that aims to improve air quality in the city by setting and enforcing new emissions standards for HGV’s, large vans and minibuses, and deterring the use of the most polluting vehicles by freight operators.

2.1.12. The LEZ operates 24 hours a day, 7 days a week, every day of the year including weekends and public holidays, with a daily charge for vehicles which do not meet the required standards.

2.1.13. The LEZ is enforced through fixed and mobile cameras which read vehicle registration number plates within the LEZ and check them against a database of vehicles which meet the LEZ emissions standards, or are either exempt or registered for a 100% discount, or have paid the LEZ daily charge.

THE LONDON ULTRA LOW EMISSIONS ZONE

2.1.14. To help improve air quality, an Ultra Low Emission Zone (ULEZ) is in place across all London boroughs, operating 24 hours a day, 7 days a week. Vehicles including cars and vans need to meet exhaust emission standards (ULEZ standards) or be liable for a daily charge to drive within the ULEZ area.

THE LONDON FREIGHT PLAN

2.1.15. The vision for sustainable freight distribution in London over the next five to ten years is for:

“...the safe, reliable and efficient movement of freight and servicing trips to, from, within, and, where appropriate, through London to support London’s economy, in balance with the needs of other transport users, the environment and Londoners’ quality of life”.

2.1.16. The plan identifies Freight Operator Recognition Scheme, Delivery and Servicing Plans, Construction Logistics Plans, and the Freight Information Panel (FIP) as key items for delivering freight more sustainably in London.

TRAFFIC MANAGEMENT ACT (2004)

2.1.17. Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL’s role to manage certain areas of the Greater London route network.

FREIGHT OPERATOR RECOGNITION SCHEME (FORS)

2.1.18. The Freight Operator Recognition Scheme (FORS) is a voluntary scheme that encourages sustainable best practice for fleet operators. FORS promotes safe working practices, legal compliance and a corporate social responsibility to improve the performance of fleet operators. The project has been developed with trade union involvement and collaboration with freight operators and the facility of sharing information.

2.1.19. Operators join the scheme as members, with tiers of membership reflecting freight operator achievements. Members are offered incentives to increase the sustainability of their operations and to develop their skills, including best practice development for:

- Training to improve safety and reduce CO2 and emissions;
- Maintenance, to improve safety and reduce fuel consumption, CO2 and emissions;
- Management of road risk to improve safety, particularly for pedestrians and cyclists;
- Fuel efficiency, to save costs and reduce CO2 and emissions; and
- The use of low-carbon engine technologies such as hybrid and electric vehicles, hydrogen fuel cells and biofuels to reduce CO2 and emissions.

LB TOWER HAMLETS: CODE OF CONSTRUCTION PRACTICE

- 2.1.20. Tower Hamlets council has prepared a Code of Construction Practice (CoCP) detailing the minimum standards to which construction sites are to be planned, maintained and operated.
- 2.1.21. Under the Town and Country Planning Act 1990, any potential pre-commencement conditions attached to the planning approval will require applicants to be bound by the guidance within the CoCP.
- 2.1.22. Sites will be assessed and characterised as one of Strategic, Major, Minor or Basement. Table 1 in the CoCP sets out the thresholds for the quantum of development to determine the classification of the site. The Plot 5 Sclater Street Buildings site will be less than ten residential units and less than 1,000 sqm for new floor spaces, therefore is defined as a 'Minor' development.
- 2.1.23. The CoCP states a Site Environmental Management Plan (SEMP) and a Construction Management Plan (CMP) are not required for Minor development, however as the site is part of the wider Bishopsgate Goodsyard site, further discussion with LB Tower Hamlets are likely required.
- 2.1.24. A CLP is usually only required for Major and Strategic sites, however may be required for the Plot 5 Sclater Street Buildings site in the context of the wider Bishopsgate Goodsyard development. If such a condition is attached to the planning consent, the applicant would provide a CLP with the content set out in accordance with the CLOCS CLP Template.
- 2.1.25. Appendix D of the CoCP provides information on temporary structures, temporary road closures and highways licence guidance. Any temporary structure must provide a minimum height clearance of 2100mm (note guidance also refers to 2300mm in chapter 7) unless a temporary traffic road order is agreed to close part or all the footway. If any structure impedes onto the footway, 1.3 metres of access for pedestrians is expected to be provided. A minimum of 1 metre is required by law and must be justified and agreed before implementation. Developers are advised to review Government guidance on 'inclusive mobility'(2005) and the British Standard (BS) 8300- 1:2018 ' Design of an accessible and inclusive built environment'.
- 2.1.26. In accordance with The Roads Vehicles (Construction and Use) Regulations 1986, all movements of any abnormal load vehicle should be notified to the Police Authority, Highway Authority, and bridge owner on the proposed route.
- 2.1.27. Chapter 7 of the CoCP details further considerations and requirements for the CLP.

2.2 CONTEXT MAPS

2.2.1. The following maps show the area around the development site. Figure 2-1 shows a regional plan with the location of the site in the context of Greater London and the road network. Figure 2-2 and Figure 2-3 show the location of the site in relation to the surrounding local area.

Figure 2-1 - Regional Context at 1:15000 Scale



Figure 2-2 - Local Plan at 1:8000 Scale

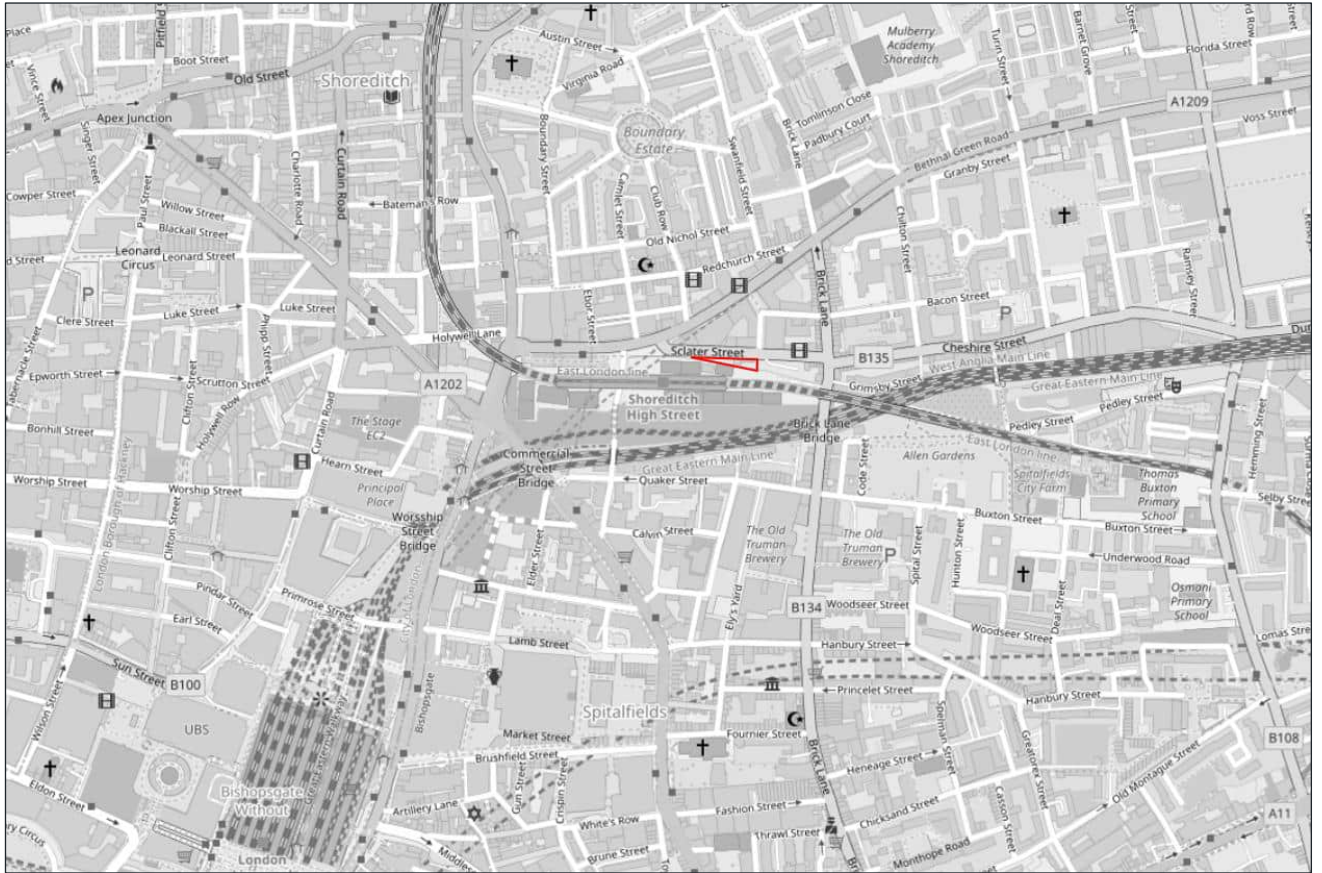
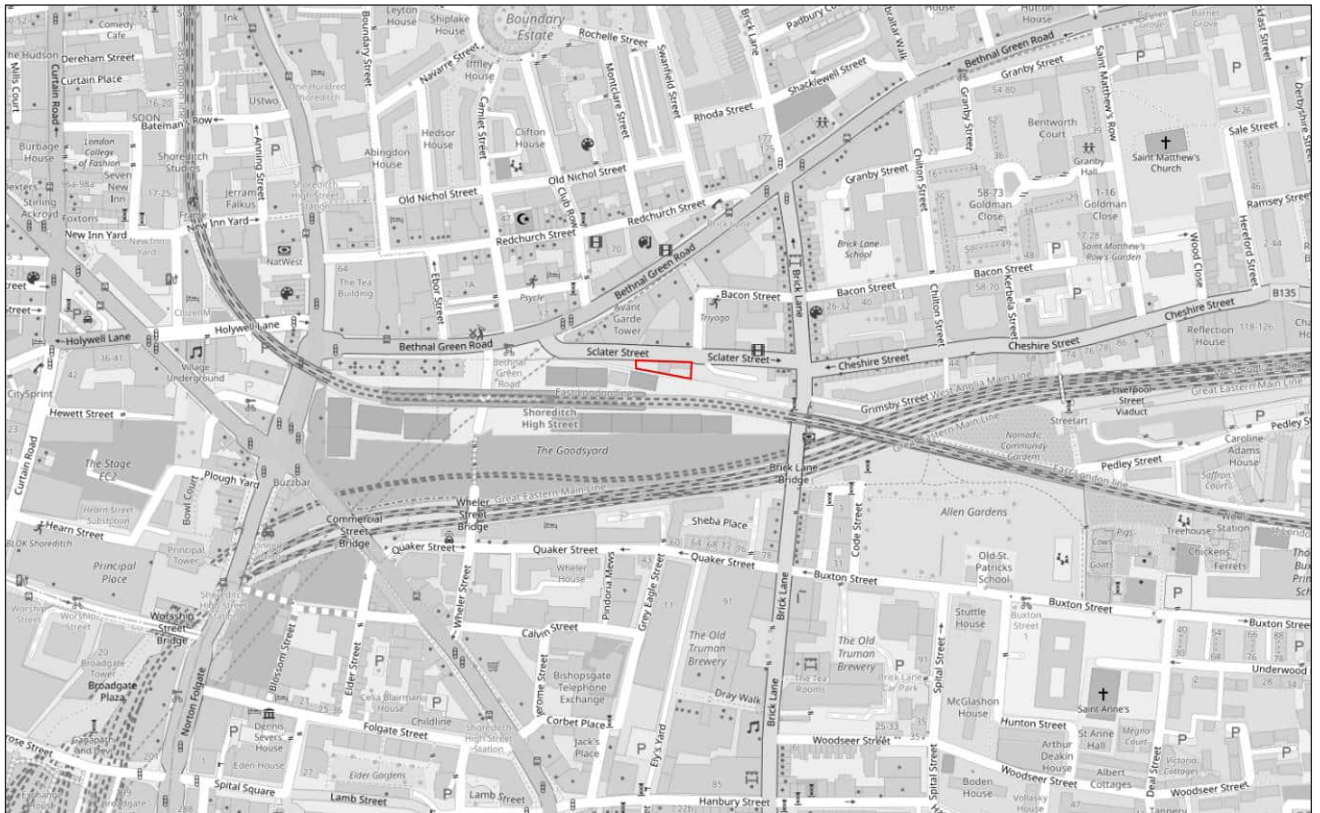


Figure 2-3 - Site Plan at 1:5000 Scale



2.3 LOCAL ACCESS ARRANGEMENTS

HIGHWAY

- 2.3.1. The Plot 5 Sclater Street Buildings site is bordered by Slater Street to the north, the proposed Plot 5 service yard vehicle access to the west, and the wider Bishopsgate Goodyard site to the south.
- 2.3.2. Sclater Street is a two-way carriageway between the junction with Bethnal Green Road and Cygnet Street, and a one-way eastbound only carriageway east of the junction with Cygnet Street.
- 2.3.3. There is on-street parking along the south edge of Sclater Street which is within controlled parking zone A2 which is operational Monday to Friday 8.30am to 5.30pm.
- 2.3.4. Bethnal Green Road is a two-way carriageway with a single lane for general traffic in each direction, in addition to a bus lane for westbound services only which stops just to the west of the junction with Braithwaite Street.
- 2.3.5. Braithwaite Steet is a two-way carriageway, however is a no through route with a vehicle access control barrier underneath the rail arches stopping through movements between the junction with Bethnal Green to the north and the junction with Quaker Street to the south.
- 2.3.6. Shoreditch High Street forms a signal controlled junction with Bethnal Green Road. North of this junction, vehicular traffic flow, with the exception of taxis and buses, is southbound only. To the south, Shoreditch High Street forms a signal-controlled junction with Commercial Street, which permits two-way traffic flow through the junction.

- 2.3.7. It should be noted Sclater Street is closed to general traffic on Sundays, with no vehicles permitted between 8am and 4pm. In addition, on-street parking along the south edge of Sclater Street is prohibited on Sunday between 5am and 3pm.
- 2.3.8. LBTH is the highway authority for Braithwaite Street and the part of Bethnal Green Road east of the junction with Ebor Street. LBH is the highway authority for Bethnal Green Road west of the junction with Ebor Street. TfL is the highway authority for Shoreditch High Street which is part of the TfL Red Route Network.

2.4 PEDESTRIAN ACCESS

- 2.4.1. Sclater Street has footways on both sides of the carriageway, adjoining Brick Lane to the east and Bethnal Green Road to the west.
- 2.4.2. Bethnal Green Road has footways on both sides of the carriageway, with pedestrian demand signalised crossing points at the junction with Shoreditch High Street. There is a pedestrian refuge on Bethnal Green Road, east of the junction with Ebor Street. There is also a pelican crossing on Bethnal Green Road, east of the junction with Sclater Street.
- 2.4.3. Braithwaite Street provides access to Shoreditch High Street station, therefore is a busy pedestrian route. Braithwaite Street has footways on both sides of the carriageway, with dropped kerbs and tactile paving on Braithwaite Street, at the junction with Bethnal Green Road.
- 2.4.4. Shoreditch High Street has footways on both sides of the carriageway and pedestrian demand signalised crossing points at both the junction with Bethnal Green Road to the north and Commercial Street to the south.

2.5 CYCLE ACCESS

- 2.5.1. Sclater Street is a TfL recommended quiet cycle route, which is eastbound only, east of the junction with Cygnet Street, and two-way west of the Cygnet Street junction.
- 2.5.2. Braithwaite Street is a signed cycle route which passes through the wider Bishopsgate Goodsyards site, extending north via Chance Street, and connecting with Commercial Street to the south.
- 2.5.1. Cyclists are permitted to cycle in westbound bus lane on Bethnal Green Road during the network peak hours when the bus lane is in operation, Monday to Saturday 7-10am and 4-7pm.
- 2.5.2. Quaker Street is a signed cycle route, westbound only, between Braithwaite Street to the west and Grey Eagle Street to the east. Calvin Street is a signed cycle route running parallel to Quaker Street and provides an eastbound route for cyclists.
- 2.5.3. A two-way quiet cycle route recommended by cyclists is provided on Folgate Street approximately 250 metres to the south of the site. In addition, a two-way signed route for cyclists is located on Hanbury Street and Lamb Street, approximately 300 metres to the south of the site.
- 2.5.4. Cycleway 13 is located approximately 450m north of the site along Rivington Street, Calvert Avenue, and Virginia Road.
- 2.5.5. Cycleway 1 is located approximately 450m west of the site, routing along Pitfield Street, Paul Street, Moor Lane and Wood Street.

2.6 PUBLIC TRANSPORT

2.6.1. The site has a PTAL score of 6a, indicating very good public transport accessibility. The location of public transport facilities within the vicinity of the site are shown in Figure 2-4.

Figure 2-4 - Local Public Transport Services



MAINLINE RAIL / LONDON UNDERGROUND / LONDON OVERGROUND

- 2.6.2. Shoreditch High Street station is located approximately 150m to the west of the Plot 5 Sclater Street Buildings site, providing London Overground services between Dalston Junction to the north and Surrey Quays to the south, where passengers can connect to destinations including New Cross, Crystal Palace, West Croydon, and Clapham Junction.
- 2.6.3. The nearest London Underground station is Liverpool Street which is located approximately 950m southwest of the site. Liverpool Street station is served by the Central Line, Circle Line, Elizabeth Line, Hammersmith & City Line and the Metropolitan Line.
- 2.6.4. Old Street Station is located approximately 1.2km northwest of the site, is served by the Bank branch of the Northern Line.
- 2.6.5. The nearest mainline rail station is Liverpool Street station, which is managed by Network Rail and provides Stansted Express, Greater Anglia and C2C services, providing services to destinations including Cambridge, Norwich and Colchester.

BUSES

- 2.6.6. The nearest bus stops serving the site are located on Bethnal Green Road and Commercial Street. The bus stops on Bethnal Green Road provide access to bus routes 8, 388 and N8. The bus stops on the north and south side of Bethnal Green Road, stops J and K, provide seating and a bus shelter.
- 2.6.7. A bus stop is also located on the north side of Commercial Street, bus stop H, providing access to southbound services for bus route 242. Bus stop H has a shelter and seating for bus passengers. A bus stop for northbound services is located on the south side of Commercial Street, bus stop G, which also has a bus shelter and seating.
- 2.6.8. There are also bus stops on Shoreditch High Street, to the north and south of the junction with Bethnal Green Road, providing access to numerous additional services for bus routes 26, 35, 47, 78, 149, 242, N26, and N242.

2.7 CONSIDERATIONS & CHALLENGES

- 2.7.1. The Plot 5 Sclater Street Buildings site sits wholly within LB Tower Hamlets. Planned measures to mitigate any potential conflicts or challenges are presented in chapter 5 of this outline CLP. Table 2-1 details the anticipated construction challenges and proposed responses.

Table 2-1 - Construction Challenges

Challenges	Response
On-street parking on Sclater Street	On-street permit holder parking bays will need to be suspended to provide vehicle access to the site for demolition and construction activities. The number of parking bays to be suspended will need to be confirmed.
Scaffolding at the front of the site.	The buildings are likely to require scaffolding on all sides where feasible for the demolition and construction works. The scaffolding at the front of the site would sit on the footway / carriageway on Sclater Street.
Footway along south edge of Sclater Street	The footway along the front of the site may need to be closed to allow demolition and construction activity, or alternatively a pedestrian gantry underneath the scaffolding provided to maintain a pedestrian route.
Markets on Sclater Street	Sclater Street is used for markets on Sunday, and is an access to Brick Lane market on a Saturday.
Sclater Street one-way eastbound and construction vehicle routes.	Sclater Street is two-way between Bethnal Green Road and Cygnet Street, and one-way eastbound, east of Cygnet Street.

Challenges	Response
	Construction vehicles would arrive at the site via the junction between Bethnal Green Road and Sclater Street, and would likely need to use the same junction when exiting, turning on Sclater Street.
Bus stops on Bethnal Green Road.	Construction vehicles would pass Bus Stop K and Bus Stop J on Bethnal Green Road.
Shoreditch High Street TfL Red Route.	Construction vehicles would access the site via the TfL Red Route.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 CONSTRUCTION PROGRAMME

3.1.1. At this stage the construction programme for the Plot 5 Sclater Street Buildings, shown in Table 3-1, is indicative.

Table 3-1 – Construction Programme for the Plot 5 Sclater Street Buildings Site

Phase	Start	End
Site set up and demolition	July 2024	December 2024
Sub-structure	December 2024	January 2025
Super-structure	February 2025	June 2025
Fit-out, testing and commissioning	May 2025	February 2026

3.2 CONSTRUCTION METHODOLOGY

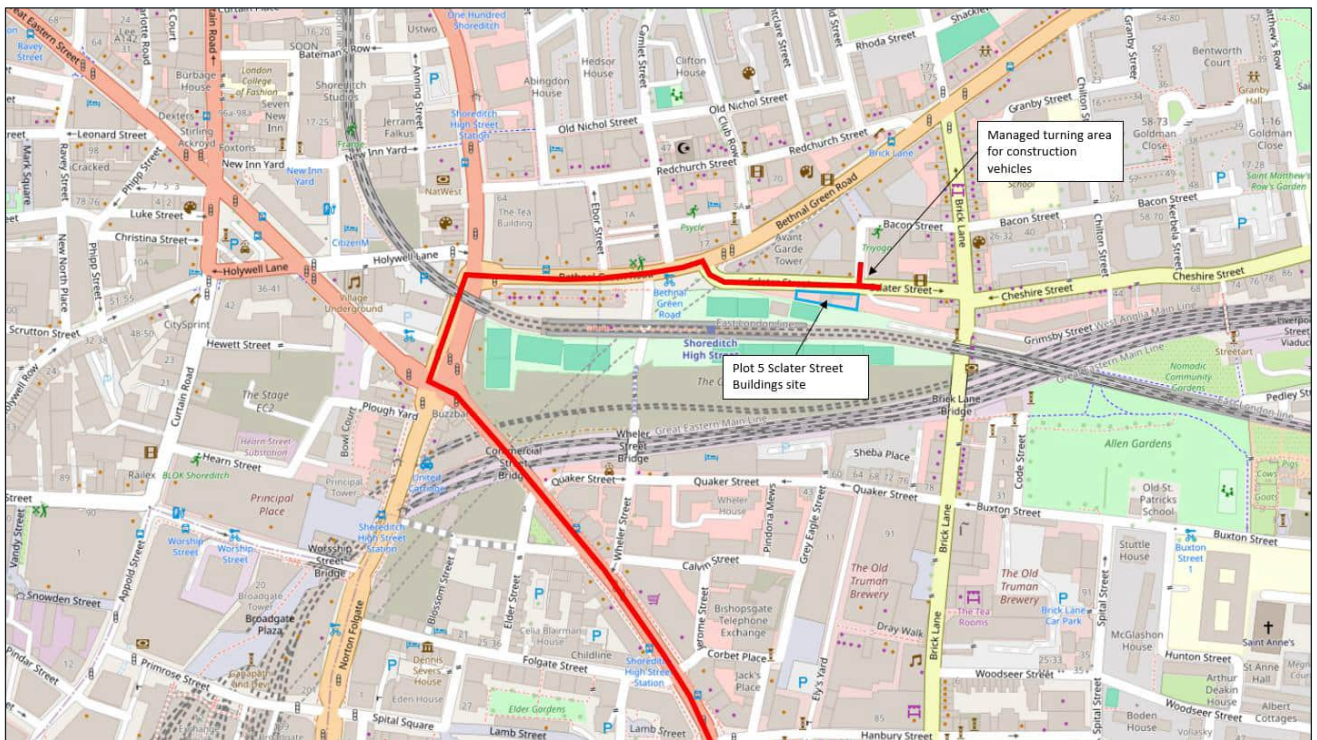
- 3.2.1. The construction methodology for the Plot 5 Sclater Street Buildings development will be prepared following further design development and the appointment of a main contractor, however a broad construction methodology is described below.
- 3.2.2. The methodology for the demolition work is to wrap the buildings in a demolition scaffold and begin removing the rear extension. In parallel the roofs will be investigated to ensure removal can be completed safely.
- 3.2.3. When the roofs have been investigated removal will begin and demolition of the building by hand will be undertaken working from the top to the bottom, retaining the northern façade of the buildings. Demolition of the western extension to the Victorian building will also be undertaken.
- 3.2.4. Following demolition works, the basements will be made good, and new foundations will be installed where required.
- 3.2.5. Superstructure works will include brickwork / blockworks and remedial work on the retained façade. Following these work, the fit-out works will be undertaken.

4 VEHICLE ROUTING AND SITE ACCESS

4.1 VEHICLE ROUTES

- 4.1.1. The construction vehicle routes used for the movement of material to and from the Plot 5 Sclater Street Buildings site will be agreed with TfL, LBH and LBTH prior to works being undertaken on-site.
- 4.1.2. Figure 4-1 shows an indicative construction vehicle access route for the Plot 5 Sclater Street Buildings site, with vehicles entering and exiting the site via the same route: Commercial Street, Shoreditch High Street, Bethnal Green Road, and Sclater Street.

Figure 4-1 – Vehicle Access



- 4.1.3. As shown in Figure 4-1, it is proposed for construction vehicles to turnaround at the junction between Sclater Street and Cygnet Street, managed by traffic marshals, in order to avoid driving on Cygnet Street, Bacon Street, and Brick Lane, which are relatively narrow streets.
- 4.1.4. Construction vehicles would access the site for loading and unloading using a pit lane on the south side of the Sclater Street carriageway, along the frontage of the site.
- 4.1.5. It is assumed vehicles would first turn at the junction between Sclater Street and Cygnet Street, a manoeuvre which would be managed by traffic marshals, and then enter the pit lane so the vehicle is heading westbound on Sclater Street. The vehicle would then exit the pit lane in a forward gear, driving westbound on Sclater Street, then left onto Bethnal Green Road.

4.2 VEHICLE ACCESS

- 4.2.1. With regard to vehicle access, a pit lane is proposed in the carriageway on the south side of Sclater Street, which would extend along the frontage of the site. The length of the proposed pit lane would be confirmed by the appointed contractors and would require suspending the on-street parking bays. Figure 4-2 shows the indicative location of the on-street pit lane.

Figure 4-2 – Proposed Construction Pit Lane for Vehicle Access



- 4.2.2. The construction vehicles would enter the pit lane after turning at the junction between Sclater Street and Cygnet Street, to face west on Sclater Street, to then enter and exit the pit lane in a forward gear.
- 4.2.3. The pit lane would be managed by traffic marshals, in addition to construction vehicle manoeuvres in and around the pit lane.

5 STRATEGY TO REDUCE IMPACT

5.1 OVERVIEW

5.1.1. The following planned measures have been identified to assist the contractor achieve the objectives of the outline CLP and to better manage the challenges identified. Table 5-1 outlines the planned mitigation measures.

Table 5-1 - Overview of Planned Measures

Planned Measures	Committed	Proposed	Considered
Measures Influencing Construction Vehicles & Deliveries			
Safety & Environmental Standards & Programmes	✓		
Adherence to Designated Routes		✓	
Delivery Scheduling		✓	
Re-timing for Out-of-Peak Deliveries		✓	
Re-timing for Out-of-Hours Deliveries		✓	
Use of Holding Areas & Vehicle Call-off Areas			✓
Use of Logistics / Consolidation Centres			✓
Split Delivery Vehicle Sizes			✓
Measures to Encourage Sustainable Freight			
Freight by River		N/A	
Freight by Rail			✓
Use of Electric Vehicles			✓
Material Procurement Measures			
DfMA & Off-site Manufacturing			✓
Re-use of Material on Site			✓
Smart Procurement		✓	
Other Measures			
Collaboration Amongst Other Sites in the Area			✓
Implementation of a Staff Travel Plan			✓

5.2 PLANNED MEASURES

MEASURES INFLUENCING CONSTRUCTION VEHICLES & DELIVERIES

Safety & Environmental Standards & Programmes

- 5.2.1. A Code for Construction Practice (CoCP) Part A to support a planning application provides detailed guidance to enable the contractor / applicant to develop an appropriate system of work that would be employed for construction activities and documented in detail within the Construction Environmental Management Plan (CEMP), Site Waste Management Plan (SWMP) and other Method Statements (MS) to be prepared prior to construction.
- 5.2.2. A CEMP will be prepared which will include roles and responsibilities, detail on control measures and activities to be undertaken to minimise environmental impact, and monitoring and record-keeping requirements. A commitment will be made to periodically review the CEMP and undertake regular environmental audits of its implementation during the construction phases for the scheme. The CEMP will cover the following main areas:
- Site information – including the location and boundaries of the works, management structure and key contacts, and procedures for environmental training.
 - Construction information – including a description of works to be undertaken, the location of protective fencing, proposed working hours, main haulage routes and site access points, road closure requirements, proposed dates and sequence of the works, equipment and plant to be used, and the method of delivery and removal of materials and plant.
 - Environmental management - including an environmental audit programme, risk register, schedule of potential significant effects, procedure for neighbourhood liaison, measures to exclude the public and reduce visual impact, arrangements for the removal of contaminated materials and the storage of raw materials on site, waste management and waste water management, emergency procedures, topic specific management plans, and measures to minimise noise, dust and vibration levels.
 - Monitoring – requirements and procedures for recording and reporting results; and taking remedial action; detailed monitoring proposals; and procedures for coordinating monitoring results.
 - Legal requirements – including an up-to-date schedule of appropriate legislation and good practice, a list of objectives and targets imposed by planning conditions, and a register of permissions and consents required.
- 5.2.3. The CEMP will be regularly monitored during construction and revised to reflect any changes to programme and activities on-site.
- 5.2.4. It will be a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS). FORS Bronze, with progression to Silver within 90 days, will need to be confirmed by all sub-contracted transport/haulage providers that the Contractor intends to use. An up-to-date list of trained companies and drivers is available at www.fors-online.org.uk. The applicant is committed to ensuring all contractor and sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk.

5.2.5. A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used; www.fors-online.org.uk.

5.2.6. The site will be registered with the 'Considerate Constructors Scheme'. This is a national initiative through which construction sites and companies registered with the scheme are monitored against a code of considerate practice, designed to encourage best practice beyond statutory requirements.

Adherence to Designated Routes

5.2.7. Construction vehicle routes to and from site are provided in chapter 4, and subject to further discussion with TfL, LBH and LBTH. Junctions and parts of the routes of potential concern would be identified in terms of potential conflict with road users, with particular attention paid to pedestrians and cyclists around access to work sites.

5.2.8. A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Delivery Scheduling

5.2.9. Deliveries to the site will be controlled to avoid congestion on-site and on the surrounding roads. The Contractor's Logistics Manager (who will be responsible for managing deliveries to site and their distribution to the point of use) will produce a rolling weekly programme of deliveries and a draft of this programme will be presented and discussed at weekly progress meetings to smooth out obvious bottlenecks and clashes.

5.2.10. Where possible, deliveries will be taken on site early to allow the vehicles to be off loaded during the peak period and to leave site once the peak period has ended. This will allow greater efficiency in predicting delivery times and reduces haulage costs. Similarly, the latest delivery to the site will be scheduled to ensure that it can be offloaded by 6pm and that the vehicle leaves the site as the evening peak is subsiding. The site will be closed up in accordance with the working hours allowed by the planning consent.

5.2.11. A management system will be implemented to control the volume of deliveries to site. This system will define the number of 'resources' a site has and therefore can service in 30-minute intervals. The system would then limit the number of delivery bookings per half-hour to this defined capacity.

5.2.12. Sub-contractors and hauliers would need to be booked in advance in order to allow the request to be reviewed and subsequently approved or declined. The system can be accessed by completing a new user application form and submitting it, countersigned by the supplier relationship manager or package manager to the delivery manager.

Re-timing for Out-of-Peak Deliveries

5.2.13. Construction vehicle movements shall normally be restricted to:

- Monday to Friday 0800 – 1800 hours;
- Saturday 0800 – 1300 hours; and
- No Sunday, Bank Holidays or Public Holiday working unless by prior approval for specific works.

- 5.2.14. Should construction work outside of these hours be required, the Principal Contractor will make an application to LBTH for prior consent for works through Section 61 of the Control of Pollution Act 1974, i.e. for Tower crane installation.

Re-timing for Out-of-Hours Deliveries

- 5.2.15. Re-timing deliveries to occur out of hours will be considered further by the developer and appointed contractor, whom will commit to deliveries at these times where possible.

Use of Holding Areas, Vehicle Call-off Areas and Materials Storage

- 5.2.16. Specific method statements will be developed throughout the various stages of the contract to control the delivery, storage and handling of materials. A high priority will be placed on the safe storage and movement of materials around the building footprint.
- 5.2.17. Where practicable materials will be stored off-site but where this is not possible material storage areas will be prepared and located in a suitable location within the site boundary.
- 5.2.18. Materials will be off loaded and where possible distributed to the place where they are needed for incorporation into the permanent works, this will be undertaken on a just in time basis.
- 5.2.19. All materials will be stored in an appropriate environment with containers of liquid stored in a bunded area to prevent accidental spills. All materials will be stored in a safe and appropriate condition, i.e. plaster board will be covered to prevent moisture damage and bricks safely stacked and no higher than two pallets high.
- 5.2.20. The principal contractor will make adequate provision to avoid accumulation of bulk materials on the site to prevent inconvenience or disruption and to eliminate the risk of fire, and dust. Both Bishopsgate Goodsyrd Regeneration Ltd and sub-contractors will also ensure the site is left in a clean and tidy manner both during and outside working hours.
- 5.2.21. At no time will materials be stored or left unattended outside of the construction site boundary.

Use of Logistics / Consolidation Centres

- 5.2.22. It is considered that the amount of materials to be delivered, and therefore the number of vehicle trips, will mean that it is not envisaged that the use of a logistics or consolidation centre will be required.

MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT

Freight by Water

- 5.2.23. The option of transporting materials by water is unlikely to be a viable due to the distance from the Thames, and other water courses.

Freight by Rail

- 5.2.24. The use of rail to transport materials will be considered for deliveries to the site.

Use of Electric Vehicles

- 5.2.25. The use of electric freight vehicles will be encouraged for deliveries to the site. The appointed contractor will work with sub-contractors, suppliers, and haulage / transport suppliers to encourage the use of electric vehicles for freight delivery.

MATERIAL PROCUREMENT MEASURES

Re-use of Material On-site

- 5.2.26. The re-use of material on site will be encouraged however this will be decided by the contractor.
- 5.2.27. Waste arising from site clearance, primary infrastructure and earthworks is expected to comprise vegetation, topsoil, rubble, tarmac from former hard standings, gravel and clay material. Material excavated during ground works will be crushed and tested, any suitable materials will be used as back-fill and piling material.
- 5.2.28. Any clean excavated material that cannot be reused on-site will be removed by licensed waste carriers and sent for reuse at another development site or sent for disposal at appropriately licensed facilities (these are expected to be inert waste landfill sites).
- 5.2.29. Any contaminated material that will require removal from the site will be collected by suitable waste carriers and sent for disposal at appropriately licensed hazardous waste facilities.

OTHER MEASURES

Pedestrian Gantry / Scaffolding

- 5.2.30. Scaffolding will need to be erected on all sides of the buildings during demolition and construction works. The scaffolding fronting Sclater Street would need to sit within the footway and potentially the carriageway. The proposals will be subject to further discussions with LBTH, however a pedestrian gantry could be installed to maintain a pedestrian route along the south edge of Sclater Street. In addition, a construction pit lane will be required in the carriageway along the frontage of the site. To provide the scaffolding, pedestrian gantry and construction pit lane, the existing on-street parking on the south side of Sclater Street will need to be suspended.

Dust / Noise Pollution

- 5.2.31. In the event of a complaint from a neighbour or a member of the public in relation to any site activity, it will be recorded in a designated logbook, stating the nature of the complaint, the cause and, where appropriate, the remedial action taken. Should complaints about odour, noise, dust or vibration be received, they will be addressed directly by the appointed specialist contractor to enable the results at the time of the complaints to be reviewed, and where appropriate immediate actions employed to rectify the problem.
- 5.2.32. At all times, Bishopsgate Goodsyrd Regeneration Ltd will comply with all relevant Environmental Health Legislation and will take a pro-active approach to pollution by way of noise, dust or airborne particles to minimise risk and disturbance to the site operatives and the general public.
- 5.2.33. Noise and vibration will be minimised by using modern plant and equipment fitted with suitable silencers, by muffling of all breakers and through the use of crushers in-lieu of impact breakers wherever possible.
- 5.2.34. Where machines are provided with suppression covers these will remain closed whilst the machine is in operation. Where it is impossible to reposition a potentially noisy piece of machinery hoardings and enclosures will be constructed to contain and minimise the potential nuisance.
- 5.2.35. Concrete breaking where possible will be undertaken using a crushing machine rather than cutting or grinding equipment which will reduce the dust and noise levels, or removed from site and crushed elsewhere.
- 5.2.36. Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. The project team will make provision to minimise this problem.

- 5.2.37. Roads will be swept using a road sweeper during site working hours, as and when required.
- 5.2.38. During the summer months, the risk of dust will be more of an issue. During dry spells, the site will be damped down to reduce the risk of dust.
- 5.2.39. Vehicles leaving the site with the arisings of the construction activity and those carrying loose loads will not leave site without the load being covered and the wheels cleaned.
- 5.2.40. Cutting and grinding will be performed by operatives, using machinery preparatory attachments to reduce dust.
- 5.2.41. There will be no burning of waste on site. All waste material will be placed in a skip and removed from site to a transfer station for recycling off site.
- 5.2.42. All skips leaving site will be covered.

Waste Strategy

- 5.2.43. A Site Waste Management Plan (SWMP) will be prepared which will include details of the forecast and actual tonnage of each waste stream that will be generated on site and their recycling/disposal route. It will be a condition of contract for the contractors to discuss and agree waste recovery rates to be targeted with the Applicant. A monitoring report will then be generated on a monthly basis which will include details of the progress made in diverting waste materials from landfill, against these pre-agreed targets.
- 5.2.44. Where it is necessary to transport waste to and from the site, transportation will comply with the Duty of Care requirements, including: ensuring waste is transported by registered carriers, disposal to appropriately licensed sites, and maintenance of appropriate waste transfer documentation.

Implementation of a Staff Travel Plan

- 5.2.45. The estimated labour resource levels for the Plot 5 Sclater Street Buildings site would be approximately 20 staff at the peak, likely during the demolition works.
- 5.2.46. There will be no on-site parking provided for staff. The site is within a controlled parking zone, therefore parking on roads around the site is prohibited, unless pay and display bays are used. The site provides excellent public transport links, therefore all construction workers will be expected to use the public transport services to access the site.
- 5.2.47. A Travel Plan for construction workers would be provided to cover all construction activity.

Public Relations

- 5.2.48. On-site management will be appointed to mitigate and resolve any issues and difficulties in the local community.
- 5.2.49. A key aspect of the successful management of the project will be the maintenance of good relations with site neighbours and the general public, as well as future occupiers of the site. The project team is already engaged in consultation with a broad range of stakeholders and this will continue through the various phases of the construction project.
- 5.2.50. Local residents will be invited to liaison meetings prior to commencement of works on-site. In order to keep the general public informed about the development, appropriate signage and information boards will be displayed on site hoardings. This will include contact details for the site and general construction information. A clear point of contact will be provided to deal with any queries and provide immediate response to any issues raised. It is also proposed that periodic meetings will be



held on site to explain the works anticipated for the forthcoming month and how these will impact upon neighbours to the site.

- 5.2.51. The outline CLP sets out strategies for preventing potential issues related to construction traffic and the movement of goods and supplies to and from the site, however, any difficulties encountered during construction will be reported / recorded in a full log and resolved as soon as possible.

6 ESTIMATED VEHICLE MOVEMENTS

6.1 ESTIMATED VEHICLE TRIPS

- 6.1.1. All deliveries will be controlled by the site management and must be pre-booked. Any unauthorised deliveries would be turned away.
- 6.1.2. The strategy is to provide a construction pit lane on Sclater Street along the front of the site, therefore the number of construction vehicle arrivals will be limited by the capacity of the pit lane.
- 6.1.3. In addition, the nature of the works and the constrained site mean a high volume of construction vehicle activity is unlikely.
- 6.1.4. The numbers of vehicle movements for demolition and construction periods has been provided by the Applicant and a maximum of 5 arrivals per day during the peak is estimated.

6.2 VEHICLE TYPES

- 6.2.1. With regard to the type of vehicles and equipment to be used at different stages of the construction programme, Table 6-2 shows the likely plant to be used during demolition and construction activities.

Table 6-1 – Plant and Equipment used during Demolition and Construction Activities

Plant	Stage					
	Site Clearance	Enabling Works	Foundations and Sub-structure	Super-structure	Cladding	Internal Fit-out
Tracked excavator	✓	✓	✓			
Cutters, drills and small tools	✓	✓	✓	✓	✓	
Fork lift truck		✓	✓	✓	✓	✓
Benders and cutters			✓	✓		
Lorries and vans	✓	✓	✓	✓	✓	✓
Mobile lorry mounted concrete pump			✓	✓		
Ready mixed concrete lorry			✓	✓		
Scaffolding and mobile hydraulic podiums	✓		✓	✓	✓	✓
Tipper lorry	✓	✓	✓	✓		
Flat bed articulated lorry	✓	✓	✓	✓	✓	✓

Plant	Stage					
	Site Clearance	Enabling Works	Foundations and Sub-structure	Super-structure	Cladding	Internal Fit-out
Large rigid lorry	✓	✓	✓	✓	✓	✓
Mobile attendance crane	✓	✓	✓			
Dust suppression equipment	✓	✓	✓			
Haulage and muck away vehicles	✓	✓	✓			
Jet wash	✓	✓	✓	✓	✓	✓
Lifting equipment	✓	✓	✓	✓	✓	✓
Mobile elevating work podiums (MEWPS) – boom and scissor				✓	✓	✓
Pallet trucks					✓	✓
Placing booms			✓	✓		
Skips (placing and waste removal – boat skips)	✓	✓	✓	✓	✓	✓
Survey equipment – levels – lasers – total stations etc	✓	✓	✓	✓	✓	✓
Temporary support materials – props, tables	✓	✓	✓	✓		
Tower lights	✓	✓	✓	✓	✓	✓
Waste compactor	✓	✓	✓	✓	✓	✓
Water pumps			✓			
Welding equipment			✓	✓		

7 IMPLEMENTING, MONITORING & UPDATING

7.1 OVERVIEW

- 7.1.1. A programme of monitoring and review will be confirmed upon appointment of a contractor. However, the monitoring is intended to generate data against which the success of the CLP can be measured, and new management measures introduced where necessary.
- 7.1.2. The appointed contractor will be responsible for monitoring and reviewing activity on the site including vehicle arrivals and departures. All monitored movements will be documented and made available to the local authority on request.
- 7.1.3. On-site management will be in charge of implementing the Detailed CLP on behalf on the Contractor. Their job description will include collecting data on:
- The number of vehicle movements to the site, collected by the delivery booking-in system, including:
 - total number of vehicles, by vehicle type / size / age;
 - duration the vehicle was on site;
 - the origin of the vehicle; and
 - the accuracy of the vehicles arrival in relation to the booking system.
 - Breaches and complaints, including:
 - deviation from prescribed vehicle routes;
 - unacceptable queuing;
 - unacceptable parking;
 - status of the suppliers FORS accreditation; and
 - compliance of the vehicle to ULEZ and LEZ standards.
 - Safety, including:
 - logistics related collisions / near-misses;
 - any associated injuries or fatalities;
 - the methods of travel staff are travelling to site; and
 - whether vehicles or their operation are meeting safety requirements.
- 7.1.4. The data collected will be reported back to the Applicant with full transparency to the relevant authorities.

7.2 SECURING THE CLP

- 7.2.1. This document which will be implemented from the point at which demolition and / or construction activities commence at the site, subject to planning consent.
- 7.2.2. The detailed CLP will be prepared by the Applicant and this is expected to be secured by way of an appropriate worded planning condition or Section 106 Agreement.



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