Thameside West

Transport Assessment Addendum

April 2020

PREAMBLE

Silvertown Homes Limited (SHL) and Greater London Authority Land and Property (GLAP) have submitted a hybrid planning application to the London Borough of Newham (LBN) for the redevelopment of the Thameside West site, accessed off Dock Road in Newham (the Site).

SHL is a property development company and joint land owners of the Site. SHL has over 65 years combined experience at delivering high quality regeneration projects across London. GLAP is a subsidiary corporation of the Greater London Authority (GLA) and took over assets and liabilities from the London Development Agency (LDA) in 2012. GLAP is primarily focused on delivering genuinely affordable homes and jobs for London.

The proposal is to construct a new high-quality residential-led mixed-use development comprising new homes, new industrial floorspace, a new local centre, a new primary school and nursery school, new community facilities, a new public park (with associated outdoor play facilities), enhanced SINC and over 800m of new riverside walk along the River Thames with ecological / biodiversity enhancements. This development has been designed to focus its community hub around the delivery of a new Dockland Light Rail (DLR) station that is proposed to be constructed on the Site by Transport for London's (TfL) in 2023.

The proposals have been designed by Foster & Partners, John McAslan & Partners, Patel Taylor and the wider project team (listed, right) taking into account comments provided by local residents during summer and public exhibition events and comments provided during pre-application discussions with a variety of statutory and non-statutory interests, including LBN and its Design Review Panel (DRP), the Greater London Authority (GLA), Transport for London (TfL), Environment Agency (EA), Port of London Authority (PLA) and London City Airport (LCA).

This document is one of a suite of planning application documents submitted to LBN, including an Environmental Statement. The planning application is available to review at LBN's office or using LBN's online services:

Search for planning application reference number 18/03557/OUT at: https://pa.newham.gov.uk/online-applications/search.do?action=simple

The planning application can also be viewed on the GLA's website at: https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/public-hearings

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Thameside West

Transport Assessment Addendum

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1 Introduction

1.1 Preamble

1.1.1 Buro Happold has been commissioned by Silvertown Homes Limited and GLA Land and Property ('the Applicant') to produce a Transport Assessment Addendum (TAA) in support of a hybrid planning application for the proposed development at Thameside West, Dock Road, London E16 (planning reference: 18/03557/OUT).

1.1.2 The TAA is submitted to the London Borough of Newham (LBN), which are the local planning and highway authority. Transport for London (TfL) is the authority responsible for the Transport for London Road Network (TLRN) roads surrounding the site and public transport services - the Docklands Light Railway (DLR), London Underground, TfL buses, cycle hire etc. The planning application for the proposed development has been 'referred' to the Greater London Authority (GLA).

1.2 Background Context

1.2.1 The original planning application was validated by LBN in January 2019 and referenced 18/03557/OUT and was supported by a Transport Assessment (2019 TA).

1.2.2 Amendments to the planning application were submitted to LBN on 17 May 2019 and include:

- Amendments to the external appearance of the Phase 1 development;
- Altering the phasing of the development to bring forward the industrial phase of the development into Phase 3;
- Altering the description of development in relation to the industrial use classes proposed;
- Updating the traffic modelling;
- Updating the noise and air quality assessments to include the scenario of the retention of the Thames Wharf Safeguarded Wharf and other neighbouring wharves;
- Updating the Chapters of the Environmental Statement (ES) to take account of the comments received by statutory consultees; and
- Other minor amendments.

1.2.3 The second set of amendments to the application were submitted to LBN on 28 June 2019 and included:

- Reducing the massing of buildings E and F and increasing the massing of the lower elements of buildings Q, R, S, T and U;
- Undertake amendments to the elevation treatment of buildings A and B (but no massing changes);
- Marginally increasing the height of building V;
- Alterations to the ancillary uses proposed at podium level in buildings A and B; and
- Alterations to the podium level and ground level landscaping within Phase 1.

1.2.4 A TAA (2019 TAA) was submitted alongside these amendments and addressed the changes to the proposed development to date, additional analysis undertaken since the 2019 TA, and provided responses to comments received from statutory consultees.

1.2.5 LBN resolved to refuse the planning permission on 12 November 2019, subject to referral to the Mayor of London. On 2 December 2019 the Mayor 'directed' that the planning application is determined by the Greater London Authority (GLA) as the new determining planning authority for the planning application. The GLA's planning and design teams have undertaken further discussions with the Applicant, with LBN observing, resulting in further amendments to the proposals; TfL has also been involved in these discussions. These amendments have resulted in massing changes to the schemes which has adjusted the amount of residential units and non-residential floorspace being delivered in each phase of the development.

1.2.6 This application proposed further amendments to the planning application, comprising:

- Significant reduction in the massing of Building A;
- Decreasing the overall height of Building B;
- Internal and external amendments to the Buildings A and B;
- Amendments to the landscape proposals and reduction in amount of car and cycle parking proposed for Buildings A & B;
- Decreasing the overall height of Building C;
- Reducing the massing of Building D (focusing on the wings adjacent to the Allnex site) to form a stepping down in massing and the massing redistributed to Buildings N, M and J;
- Adjusting the heights of Buildings E & F and the position of the lower podium to improve proximity between the buildings and to improve the outlook of residential units;
- Increased separation distances in Buildings H, K, L and P (Thameside Crescent) to ensure separation distances between habitable rooms for single aspect units achieve a minimum of 18m;
- Buildings S and T have increased in height;
- Increased separation distances between Buildings Q and U to improve views and access from the Station Square to the riverside walkway; and
- Reduction in height of lower parts of Buildings Q & U to increase separation distances.

1.3 Development Description

"Hybrid planning application comprising:

1. *Detailed planning application for Phase 1 with works to include: The proposed demolition of existing buildings and structures, the erection of buildings, including tall buildings, comprising: 401 residential Units (Use Class C3), 3,608 sqm (GEA) of flexible employment floorspace (Use Classes B1c and B8); 230 sqm (GEA) of flexible retail floorspace (Use Classes A1-A4); a new/altered access road from Dock Road/North Woolwich Road; new streets, open spaces, landscaping and public realm; car, motorcycle and bicycle parking spaces and servicing spaces; and other works incidental to the proposed development.*

2. *Outline planning application (all matters reserved) for the phased delivery of the balance of the site for the proposed demolition of existing buildings and structures; the erection of buildings, including tall buildings, comprising: a new local centre; a primary school (Use Class D1); residential and older person units (Use Class C3); flexible employment floorspace (Use Classes B1c, B2 and B8); flexible retail floorspace (Use Classes A1-A4); community and leisure floorspace (Use Classes D1 and D2); the construction of a new flood defence wall and delivery of ecological habitat adjacent to the River Thames and associated infrastructure; streets, open spaces, landscaping and public realm (including new park and SINC improvements); car, motorcycle and bicycle parking spaces and servicing spaces; utilities including energy centre and electricity substations; and other works incidental to the proposed development."*

1.4 Transport Assessment Addendum Scope

1.4.1 The chapters of this TAA are structured as follows:

- **Policy Context** – the relevant national, regional and local policy will be reviewed and updates since the last TAA was written will be recorded;
- **Existing Conditions –** any updates to the existing transport conditions since the last TAA was written will be documented;
- **Development Proposals** – the revised development proposals for the masterplan and Phase 1 development have been described, including changes to car and cycle parking and access arrangements.
- **Trip Generation and Transport Impacts** – the trip generation and transport impacts arising from the changes to development proposals are described;
- **Mitigation** – any changes to the mitigation strategy arising from transport impacts of the proposed development are described;
- **Summary and Conclusions.**

2 Planning Policy

2.1 Introduction

2.1.1 This section describes the changes to relevant transport policy since the 2019 TAA was submitted.

2.2 National Policy

2.2.1 The revised National Planning Policy Framework (NPPF) was published by Ministry of Housing, Communities & Local Government (MHCLG) in February 2019, with a minor amendment issued in June 2019. The sections of the NPPF relevant to transport are described below.

2.2.2 Section 9 of the NPPF (para. 102 to 111) sets out the approach for promoting sustainable transport. It requires that all development generating significant amounts of movement should be supported by a transport assessment so that the impacts of the proposal on the transport network and environment can be adequately addressed (para. 111). It also suggests that transport should be considered at the earliest stages of development proposals (para. 102) so that:

- 'Opportunities to connect to existing or proposed transport infrastructure and to promote sustainable patterns of movement are realised; and
- Patterns of movement, streets, parking and other transport related components are integral elements of the design process and contribute to the creation of quality places.'

2.2.3 When considering development proposals, the NPPF recommends that applications ensure that:

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

2.2.4 Paragraph 109 states that development 'should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe.'

2.2.5 Paragraph 110 states that applications for development should:

- 'give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- 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;

- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.3 Regional Policy

2.3.1 Since the 2019 TAA was submitted, the Intend to Publish London Plan was issued in December 2019 alongside a letter to the Secretary of State. The document provides minor clarifications to the London transport policies but does not fundamentally change the Draft London Plan policies described in the 2019 TA.

2.4 Local Policy

2.4.1 The local transport policy has not changed since the June 2019 TAA was submitted, other than the formal adoption of policies set out in Newham's Local Plan 2018.

2.5 Conclusion

2.5.1 The changes to national, regional and local policy since the previous 2019 TAA was submitted do not have a material effect on the assessment presented in the document.

3 Baseline Conditions

3.1 Introduction

3.1.1 This section describes the changes to the existing and future baseline transport conditions surrounding the proposed development from that described in the 2019 TAA.

3.2 Existing Baseline

Walking and Cycling

3.2.1 There are no changes to the existing walking and cycling accessibility from that described in the 2019 TA and 2019 TAA.

Bus

3.2.2 The bus stop nearest to the site is Charrington Steps. A summary of the bus routes available at this location is shown in Table 3.1.

Table 3.1 Bus Routes and Service Frequencies from Charrington Steps Bus Stop

Route No.	Direction	Weekday (buses per hour)		Weekend (buses per hour)	
		AM Peak	PM Peak	Saturday	Sunday
474	Hermit Road	5	5	5	5
	Manor Park Station	5	5	5	5
Total Buses per Hour (Two-way)		10	10	10	10

London Underground

3.2.3 There are no changes in terms of access by London Underground further to what is described in the 2019 TAA.

Dockland Light Railway

3.2.4 The eastern boundary of the site is located approximately 470m south-west of Royal Victoria station and the southern boundary of the site is approximately 350m north-west of West Silvertown station. The frequency of DLR services from Royal Victoria and West Silvertown are shown in Table 3.2 and Table 3.3 respectively.

Table 3.2 Frequency of Trains Serving Royal Victoria DLR Station

Line	Direction	Weekday (trains per hour)		Weekend (trains per hour)	
		AM Peak	PM Peak	Saturday	Sunday
DLR	Beckton (EB)	7	8	12	12
	Tower Gateway (WB)	7	7	12	12

Table 3.3 Frequency of Trains Serving West Silvertown DLR Station

Line	Direction	Weekday (trains per hour)		Weekend (trains per hour)	
		AM Peak	PM Peak	Saturday	Sunday
DLR	Woolwich Arsenal (EB)	15	14	12	12
	Stratford International/ Bank (WB)	15	15	12	12

River Services

3.2.5 Thames Clipper services began at Royal Wharf in October 2019. The Royal Wharf Pier is approximately a 15-minute walk to the south-east of Thameside West, providing services on the RB1 and RB5 routes, which include peak hour services to central London.

Highways

3.2.6 There are no changes to the existing highway accessibility further to what is described in the 2019 TA and 2019 TAA.

3.3 Future Baseline

Silvertown Tunnel

3.3.1 The future baseline reflects the scenario where the planned Silvertown Tunnel scheme is constructed, with subsequent changes to how traffic circulates in the vicinity of the area and potential improvements to walking and cycling infrastructure. It also describes planned changes to public transport infrastructure.

3.3.2 The scope of the Silvertown Tunnel works has not changed from the 2019 TA or 2019 TAA position. The construction contract for the tunnel was awarded in late 2019.

Future Walking and Cycling

3.3.3 The future walking and cycling network infrastructure does not change from what is described in the 2019 TA or 2019 TAA.

Future Public Transport

3.3.4 The future bus, London Underground and DLR infrastructure does not change from the 2019 TA or 2019 TAA, which have referred to the proposed opening of the new DLR station, the potential for more frequent DLR services and improvement to bus infrastructure and services as a result of the Silvertown Tunnel.

3.3.5 Custom House station is currently being upgraded to support Elizabeth line services. The operation of the line will remain as described in the 2019 TA and 2019 TAA, but the Elizabeth line will be opening later than previously anticipated.

4 Development Proposals

4.1 Outline Masterplan Proposals

4.1.1 The revised proposed breakdown of land use by phase is shown in Table 4.1. The change from the position described in the 2019 TAA is shown in brackets. It is noted that the maximum full build-out floor areas and residential unit quanta remain the same as described in the 2019 TAA.

Table 4.1 Proposed Land Use by Plot – Outline Masterplan

Phase	Blocks	Residential Units (C3)	Retail Use (GEA, A1-A4)	Industrial Uses (GEA, B1b, B1c, B2, B8)	Industrial Uses (GEA, B1b, B1c, B2 (Restricted), B8)	Community Use (GEA, D1/D2)
Phase 1	A, B	401 (-59)	230 (+68)	0	3,608 (+191)	0
Phase 2	D, E	473 (-116)	0	0	833 (-191)	0
Phase 3	C, F	471 (-10)	0	15,000 (0)	0	0
Phase 4	G	320 (0)	1247 (+45)	0	0	0
Phase 5	J, H	361 (+25)	414 (-21)	0	0	0
Phase 6	M, K	412 (+15)	0	0	0	0
Phase 7	N, L	524 (+31)	457 (-163)	0	0	0
Phase 8	R	542 (+16)	1,084 (-15)	0	0	0
Phase 9	U, Q, P	498 (+18)	1,272 (+92)	0	0	1,790 (-10)
Phase 10	S	575 (+33)	2,165 (-5)	0	0	0
Phase 11	T	423 (+47)	499 (-1)	0	0	5,265 (+10)
Total		**5,000 (0)**	**7,368 (0)**	**15,000 (0)**	**4,441 (0)**	**7,055 (0)**

4.1.2 The architect's layout for the masterplan has been submitted as part of the application.

Cycle Parking

4.1.3 As described in the 2019 TAA, cycle parking throughout the site will be provided in accordance with the standards set out in the Intend to Publish Draft London Plan. The minimum proposed cycle parking by plot, reflecting the revised accommodation schedule is shown in Table 4.1. The proposed cycle parking by plot is shown in Table 4.2.

Table 4.2 Proposed Cycle Parking by Plot

Plot	Residential		Non-Residential		Total
	Short Stay	Long Stay	Short Stay	Long Stay	
A	5	338	2	8	**353**
B	6	371	14	9	**400**
C	4	253	0	0	**257**
D	6	404	2	4	**416**
E	7	468	0	0	**475**
F	9	571	0	0	**580**
G	8	560	63	8	**639**
H	6	382	21	3	**412**
J	6	358	0	0	**364**
K	8	543	23	3	**577**
L	4	272	0	0	**276**
M	6	399	0	0	**405**
N	6	406	0	0	**412**
P	3	160	0	0	**163**
Q	6	420	45	7	**478**
R	14	939	55	7	**1,015**
S	15	1,049	109	13	**1,186**
T	11	747	25	3	**786**
U	5	374	38	5	**422**
Industrial Site	0	0	15	60	**75**
Nursery	0	0	0	37	**37**
Primary School	0	0	8	99	**107**
Total	**135**	**9,012**	**420**	**266**	**9,833**

4.1.4 All long-stay spaces will be provided securely within each plot and short-stay spaces and will be located in the public realm in visible, well-lit places close to building entrances that have high levels of natural surveillance.

Car Parking

4.1.5 The previous scheme proposed 529 accessible spaces on-site; this is the maximum parking parameter for the proposed development.

4.1.1 Following discussions with TfL and the GLA, it has been agreed that the accessible parking provision for residential use would be lower than the 10% previously proposed. In addition, one accessible bay is provided for each non-residential element as set out in the Intend to Publish Draft London Plan standards.

4.1.2 There is also some flexibility built into the street parking proposals that will allow disabled drop-off close to the development frontages within the site.

4.1.3 The proposed parking provision across the masterplan is shown in Table 4.3.

Table 4.3 Site-Wide Accessible Car Parking Provision by Plot

Plots	Podium Parking	On-street / at Grade	Total
Residential			
Buildings A&B (wheelchair accessible)	13	19	32
Buildings CDEF (wheelchair accessible)	76	-	76
Buildings G & J (wheelchair accessible)	44	-	44
Buildings PLKH (wheelchair accessible)	49	-	49
Buildings M&N (wheelchair accessible)	28	14	42
Buildings QSRT &U (wheelchair accessible)	157	-	157
Sub-total	**367**	**33**	**400**
Non-residential			
Commercial (wheelchair accessible)	-	13	13
Industrial - Building V (wheelchair accessible)	-	11	11
School (wheelchair accessible)	-	5	5
Car club (wheelchair accessible)	-	6	6
General Purpose Accessible Parking	-	4	4
Service bays / drop-off spaces (wheelchair accessible)	-	12	12
Drop-off only spaces (wheelchair accessible)	-	2	2
Sub-total	**0**	**53**	**53**
TOTAL within the TSW Scheme	**367**	**86**	**453**

4.1.4 Table 4.3 shows that a total of 453 spaces are proposed as part of the development; 400 accessible spaces are proposed for residential use and a further 29 spaces will be allocated to non-residential uses on-site, including commercial, industrial and education uses. The remaining spaces will be allocated to general use including servicing and drop-off spaces, and car club bays. Further discussion on car club bays are provided in the below.

4.1.5 In addition to the parking provision associated with the development shown in Table 4.3, the Silvertown Tunnel DCO has secured permission to install 23 spaces within the site boundary. There are also 57 parking spaces associated with the existing Waterfront studios within the site boundary; these will be replaced within the site boundary under the obligations of their lease.

Car Clubs

4.1.6 The Applicant is committed to providing car club spaces on site. On the Applicant's behalf, Buro Happold has contacted local car club operators with a view to introducing their vehicles to the development. As a result of these discussions, it is proposed to provide one space from the outset as part of the Phase 1 parking provision. Use of the space will be monitored as part of the Travel Plan and additional spaces will be provided for future phases as part of future Reserved Matters Applications (RMAs).

4.1.7 In general, the spaces will be provided in accessible locations on-street and measures to encourage the use of the car club spaces include 3-years' membership and use credits for households.

Walking and Cycling

4.1.8 Temporary and permanent pedestrian crossing points on Dock Road and North Woolwich Road have been proposed following pre-application discussions with the GLA and TfL. Permanent crossings are proposed adjacent to Thames Wharf DLR station, next to the Silvertown Way pedestrian underpass and opposite Plot C to the south of the development. A temporary crossing is proposed adjacent to Plot A to assist pedestrians walking towards West Silvertown station. These pedestrian crossings are shown in Figure 4.1.

4.1.9 In addition, as requested by TfL, indicative arrangements for north and southbound bus stops have been shown on Dock Road as proposed by the Silvertown DCO, but not shown on any drawing within the application. The proposals show at a high-level how the bus stops could integrate with the cycle and pedestrian facilities in the public realm. It is assumed that the detailed design of the pedestrian and cycle facilities and bus stop arrangements will be undertaken following a consent and involve agreement with all stakeholders, including TfL, LBN, the Royal Docks team and Silvertown Homes.

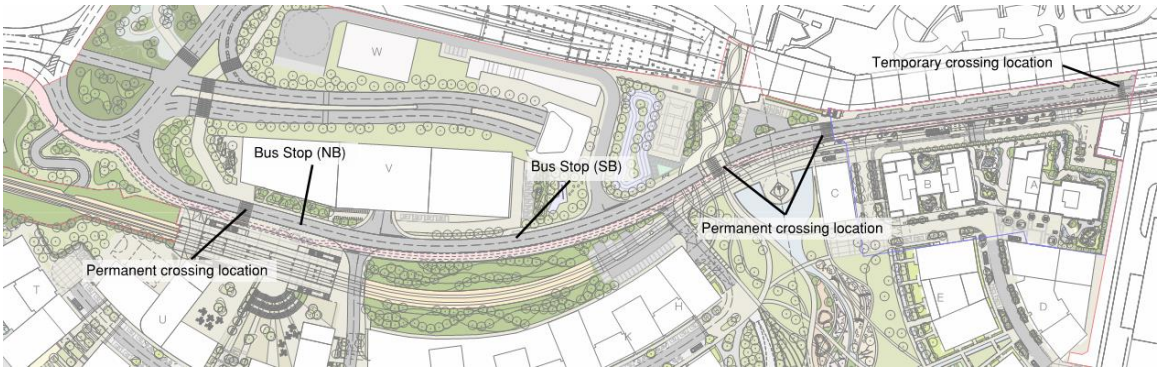


Figure 4.1 Proposed Pedestrian Crossings, Bus Stops and Public Realm on Dock Road Corridor

4.1.10 The proposed landscape plan for the masterplan showing these additional elements can be found in Appendix A.

Vehicular Access

4.1.11 The vehicle access principals remains as described in 2019 TAA. However, following comments from Tfl pre-application, some minor detail changes have been made to the design of vehicle access arrangements, including servicing. These changes are shown in greater detail in the document *"Sitewide Servicing Demand Assessment For Revised Residential Massing"*, which is submitted with the application as a standalone document.

4.2 Phase 1

4.2.1 Phase 1 is a detailed application comprising Plot A and Plot B and is located in the south-east corner of the site. The revised proposals for Phase 1 include 401 residential units (C3), 3,608sqm GEA of general industrial (B1b, B1c, B2 (restricted), B8) use and 230sqm GEA of retail (A1-A4) use.

4.2.2 The breakdown of residential units in Plot A and B is shown in Table 4.4

Table 4.4 Residential Units – Phase 1

Unit Type	Plot A	Plot B	Total
Studio	0	1	1
1 bed	104	80	184
2 bed	71	86	157
3 bed	20	37	57
4 bed	0	2	2
Total	**195**	**206**	**401**

4.2.3 The architect's layout for the Phase 1 development has been submitted as part of the application.

Walking and Cycling

4.2.4 As described earlier, two permanent and one temporary pedestrian crossings are proposed close to the Phase 1 development. Before the Thames Wharf DLR station is open, these crossing locations will facilitate the walking routes between the Phase 1 development and nearest DLR stations, including Royal Victoria and West Silvertown. The location of the pedestrian crossings and walking routes are shown in Figure 4.2.

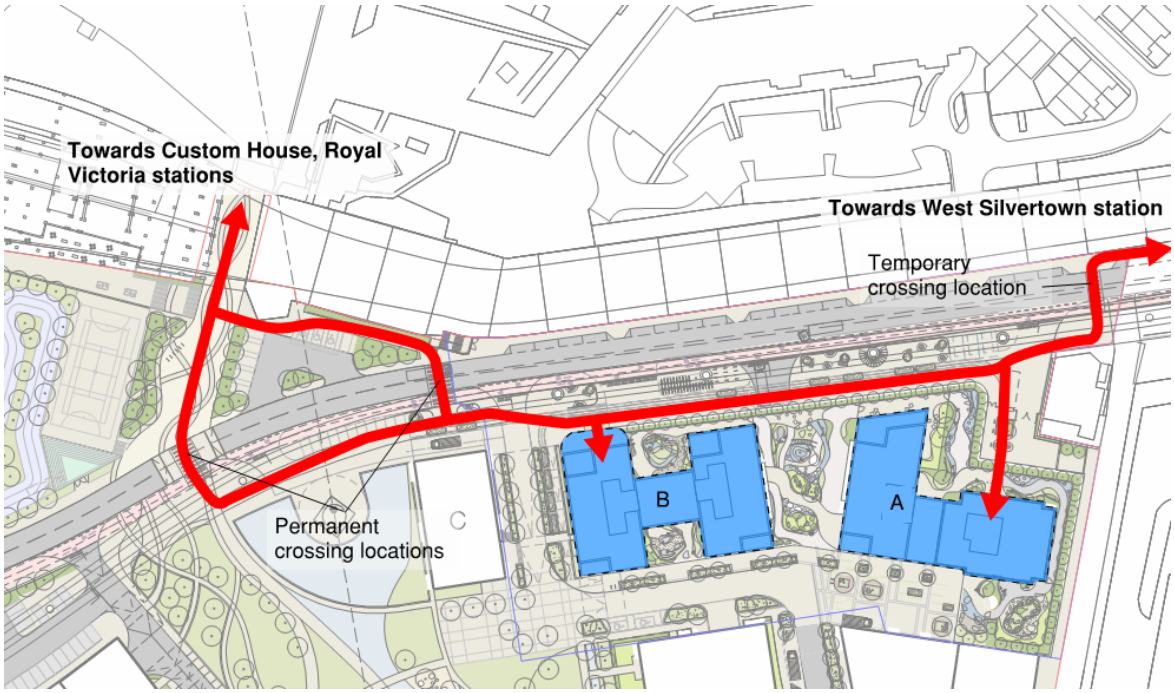


Figure 4.2 Proposed Walking Routes for Phase 1

4.2.5 TfL have requested that a qualitative assessment of walking routes from Phase 1 to the local stations prior to the opening of Thames Wharf is undertaken, and this is provided in a Design Note in Appendix B.

Cycle Parking

4.2.6 Table 4.5 shows the proposed cycle parking for the Phase 1 development, which is in line with the Intend to Publish Draft London Plan Standards.

Table 4.5 Phase 1 – Proposed Cycle Parking

Plot	Residential		Non-Residential		Total
	Short Stay	Long Stay	Short Stay	Long Stay	
A	5	338	2	8	353
B	6	371	14	9	400
Total	**11**	**709**	**16**	**17**	**753**

Highway Access and Car Parking

4.2.7 The vehicle access principals for Phase 1 remains as described in 2019 TAA. However, following comments from Tfl pre-application, some minor detail changes have been made to the design of vehicle access arrangements, including servicing. These changes are shown in greater detail in the document "Sitewide Servicing Demand Assessment For Revised Residential Massing", which is submitted with the application as a standalone document.

4.2.8 It is proposed that Phase 1 will become operational from 2022, whilst the Silvertown Tunnel is still under construction and with Dock Road not open for access (except for Tunnel construction vehicles).

4.2.9 Therefore for the first two years of operation, Phase 1 highway access will be from the south via North Woolwich Road. Following completion of the Silvertown Tunnel works, highway access to the north via Dock Road and Tidal Basin Roundabout will become available around 2025.

4.2.10 It is proposed that Phase 1 is car-free, with the exception of accessible spaces. It is proposed that 13 accessible spaces will be provided for internally, and 19 additional accessible spaces provided temporarily on-street. These 19 spaces will be re-located into the basement area of Phase 2 when Phase 2 is built out. Three accessible spaces will be provided for the non-residential uses. Table 4.6 shows the total proposed accessible car parking provision for Phase 1.

Table 4.6 Phase 1 Accessible Car Parking Provision by Plot

Plot	Residential	Non-Residential	Total
A	16	1	17
B	16	2	18
Total	**32**	**3**	**35**

4.2.11 A car club space is also proposed for the Phase 1 development in an accessible location adjacent to North Woolwich Road. The use of the space will be monitored as part of the Travel Plan. Use of the space will be encouraged through measures including 3-years' membership and use credits for households.

4.2.12 In line with Draft London Plan standards, 20% of car parking spaces will be provided with active charging points from the outset, and passive charging infrastructure will be provided to all remaining spaces.

5 Trip Generation and Impact Assessment

5.1 Introduction

5.1.1 This section describes the changes to transport impact as a result of the revised development proposals. The trip generation methodology, used to generate the transport impacts remains as set out in the 2019 TA and 2019 TAA; the revisions to the future baseline described in Section 3.3 do not have an impact on the proposed mode splits.

5.2 Full Build-Out Impacts

5.2.1 The 2019 TA and 2019 TAA assessed the full build-out development. There is no change to the full-build out land use, development quanta or final completion year, therefore the trip generation and impact assessment shown in the 2019 TA and the additional assessment information described in the 2019 TAA remains valid.

5.2.2 Traffic flows from the additional cumulative developments (along with natural traffic growth) have included within the future baseline traffic data upon which the assessment has been based. Therefore, the cumulative impacts from these developments have already been considered inherently as part of the assessment set out in the 2019 TAA. The future baseline flows from TfL's strategic model includes all cumulative schemes that TfL have considered to have significant transport implications.

5.2.3 Section 4.1 describes that the Silvertown Tunnel DCO has secured permission for 23 spaces within the application boundary. It is noted that these spaces have already been considered as part of TfL's Vissim modelling that has been undertaken as they are part of the DCO application. Section 4.1 also describes that the 57 existing car parking spaces associated with the adjacent Waterside Studios would be reprovided as part of their lease obligations; these existing spaces have already been considered as part of the baseline traffic flows. It is therefore concluded that these spaces do not change the conclusions of the highway modelling undertaken to date.

5.3 Phase 1 Impacts

5.3.1 The peak hour trip generation by mode for the previous Phase 1 development, as shown in the 2019 TA, is shown in Table 5.1.

Table 5.1 Previous Phase 1 Development – Total Trip Generation By Mode

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Two-way	In	Out	Two-way
Car Driver	4	13	17	8	6	14
Car Passenger	1	2	3	1	1	3
Taxi	3	4	7	2	3	5
Motorcycle	4	2	6	1	4	5
Bus	25	16	40	11	24	35
Tube/DLR/Rail	80	135	215	87	90	177
Walk	13	10	22	7	13	19
Cycle	7	10	16	6	7	14
Total	**137**	**191**	**328**	**124**	**148**	**273**

5.3.2 The updated trip generation by mode for the revised Phase 1 development is shown in Table 5.2.

Table 5.2 Revised Phase 1 Development – Total Trip Generation By Mode

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Two-way	In	Out	Two-way
Car Driver	4	12	15	7	5	13
Car Passenger	1	2	3	1	1	3
Taxi	3	3	6	2	3	5
Motorcycle	4	2	6	1	4	5
Bus	25	14	39	10	24	34
Tube/DLR/Rail	79	118	197	77	87	164
Walk	13	9	22	6	13	19
Cycle	7	8	15	5	7	13
Total	**137**	**167**	**304**	**110**	**145**	**254**

5.3.3 The change in trip generation by mode is for the proposed Phase 1 development is shown in Table 5.3.

Table 5.3 Phase 1 Development – Change in Trip Generation By Mode

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Two-way	In	Out	Two-way
Car Driver	0	-1	-2	-1	-1	-1
Car Passenger	0	0	0	0	0	0
Taxi	0	-1	-1	0	0	0
Motorcycle	0	0	0	0	0	0
Bus	0	-2	-1	-1	0	-1
Tube/DLR/Rail	-1	-17	-18	-10	-3	-13
Walk	0	-1	0	-1	0	0
Cycle	0	-2	-1	-1	0	-1
Total	**0**	**-24**	**-24**	**-14**	**-3**	**-19**

5.3.4 Table 5.3 shows that the trip generation for the revised Phase 1 development is lower than the position described in the 2019 TAA due to the reduction in proposed residential units for Phase 1 compared to the previous position. The 2019 TAA concluded that the impact of the Phase 1 development on the transport network would not be significant and this conclusion remains valid.

5.4 DLR Assessment

5.4.1 When the development is fully built out, the planned Thames Wharf DLR station is expected to be able to cater for additional trips generated by the development. However, before Thames Wharf station is open, the additional DLR trips generated by the development would primarily use West Silvertown and Royal Victoria stations. A capacity assessment for this interim period has been undertaken on these two stations using a scope and methodology agreed with TfL and DLR.

5.4.2 The assessment concluded that West Silvertown and Royal Victoria DLR stations would be able to accommodate the forecast demand. The assessment is included in full in Appendix C.

5.5 Construction

5.5.1 The revised construction phasing and access strategy is described in detail in the Construction Logistics Plan (CLP) Addendum submitted with this application. The revised construction phasing is summarised in Table 5.4.

Table 5.4 Revised Construction Phasing

Phase	Start	End
Phase 1	November 2020	June 2022
Phase 2	February 2021	May 2023
Phase 3	December 2021	April 2024
Phase 4	September 2022	September 2024
Phase 5	July 2023	July 2025
Phase 6	June 2024	April 2026
Phase 7	April 2025	July 2027
Phase 8	February 2026	May 2028
Phase 9	January 2027	April 2029
Phase 10	January 2028	May 2030
Phase 11	April 2029	February 2031

5.5.2 The construction vehicle arrivals for each quarter, reflecting the revised phasing strategy, is summarised in Table 5.5. The re-distribution of residential units and change in start date for Phase 1 does not result in a significant change in construction movements.

5.5.3 This estimate assumes all construction transport requirements would be carried out by road, that is, it takes no account of potential use of river transport that would reduce road vehicle movements, and therefore is a worst case in terms of impact on the highway network. The Applicant has undertaken to provide a feasibility study into the use of the river for construction prior to commencement and expects this to be secured by condition.

Table 5.5 Provisional Forecast of Construction Vehicle Arrivals (Previous Values in Parentheses)

Period		Typical Vehicle Arrivals	
		Per month	Per hour
2020	Q1	-	-
	Q2	-	-
	Q3	0 (910)	0 (0-4)
	Q4	1,060 (1,040)	0-5 (4-5)
2021	Q1	1,230-2,280 (1,040-2,240)	6-10 (5-10)
	Q2	1,970-2,820 (1,840-2,160)	9-13 (8-10)
	Q3	2,040-2,240 (970-2,160)	9-10 (4-10)
	Q4	1,100-2,620 (970-1,900)	5-12 (4-9)
2022	Q1	2,630-2,760 (1,670-1,790)	12-13 (8)
	Q2	1,170-1,290 (1,170-1,670)	5-6 (5-8)
	Q3	640-1,480 (650-1,550)	3-7 (3-7)
	Q4	1,160-1,200 (1,290-1,300)	5 (6)
2023	Q1	1,160 (1,250)	5 (6)
	Q2	500-610 (500-550)	2-3 (2-3)
	Q3	760-1,150 (760-1,150)	3-5 (3-5)
	Q4	870 (850)	4 (4)
2024	Q1	360-860 (350-850)	2-4 (2-4)
	Q2	360-1,290 (390-1,310)	2-6 (2-6)
	Q3	1,290-1,340 (1,270-1,430)	6 (6)
	Q4	1,280 (1,270)	6 (6)
2025	Q1	350-630 (340-610)	2-3 (2-3)
	Q2	1,670 (1,650)	8 (8)
	Q3	1,620-1,670 (1,640-1,650)	7-8 (7-8)
	Q4	200-1,620 (190-1,640)	1-7 (1-7)

Period		Typical Vehicle Arrivals	
		Per month	Per hour
2026	Q1	510-1,660 (500-1,650)	2-7 (2-8)
	Q2	1,720-1,780 (1760)	8 (8)
	Q3	630-1,720 (670-1,760)	3-8 (3-8)
	Q4	600-910 (590-900)	3-4 (3-4)
2027	Q1	2,340-2,440 (2,330-2,430)	11 (11)
	Q2	2,440 (2,420)	11 (11)
	Q3	580-1,360 (560-1,350)	3-6 (3-6)
	Q4	1,060 (990)	4 (5)
2028	Q1	2,330-2,510 (2,250-2,440)	10-11 (11)
	Q2	2,440-2,510 (2,440)	11 (11)
	Q3	1,170-1,830 (1,170-1,770)	5-8 (5-8)
	Q4	900-1,830 (1,680-1,770)	8 (4-8)
2029	Q1	700-900 (700-890)	3-4 (3-4)
	Q2	910-1,570 (840-1,440)	4-7 (4-7)
	Q3	1,030 (950)	4 (5)
	Q4	170-580 (210-1,320)	1-3 (1-6)
2030	Q1	580 (630-1,350)	2-3 (3-6)
	Q2	410-580 (550-580)	2 (3)
	Q3	50-410 (550)	0-2 (3)
	Q4	50 (550)	<1 (2-3)
2031	Q1	50 (40-400)	<1 (0-2)
	Q2	0 (40-50)	0 (<1)
	Q3	0 (40-50)	0 (<1)
	Q4	0 (40-50)	0 (<1)

5.5.4 Given the number of strategic highway routes in the vicinity of the site, the level of construction traffic generated per hour is not likely to cause a significant impact in capacity terms, although access onto and off the highway will require careful management to ensure that this does not affect the operation of the highway or safety of all road users.

5.5.5 The CLP Addendum, submitted with this planning application as a standalone document, contains further details on the construction impacts and mitigation measures with respect to the revised construction programme and coordination with the Silvertown Tunnel DCO works. The Tunnel DCO and proposed development works will be subject to on-going coordination and would form part of a detailed CLP.

5.5.6 Temporary access to the proposed development plots during the Silvertown Tunnel DCO construction works has been considered in further detail in the walking routes assessment, which is included in Appendix B of this TAA.

6 Mitigation

6.1.1 The transport impact of the proposed development does not change from the position set out in the 2019 TAA. The mitigation strategy proposed in the 2019 TAA also remains unchanged, however, through stakeholder consultation further details regarding this strategy have emerged and these will be discussed further with relevant stakeholders prior to and following determination / a planning consent, notably with regard to planning conditions and s106 commitments.

7 Summary and Conclusions

7.1 Summary

7.1.1 Buro Happold has been commission by Silvertown Homes Ltd and GLA Land and Property to produce a Transport Assessment Addendum in support of a hybrid planning application for land at Thameside West, Dock Road, London E16. The Phase 1 proposals are submitted for planning in detail and all other phases in outline, with all matters reserved.

7.1.2 A TA was prepared as part of the planning application that was validated in January 2019. A TAA was prepared in June 2019 to describe minor changes to the proposed development and also responded to comments raised by statutory consultees. This TAA presents further changes to the scheme, including massing changes which has adjusted the quantity of residential units and non-residential floorspace being delivered in each phase of development.

7.1.3 Whilst the development quanta between building plots has changed, the maximum full build-out floor areas and residential unit quanta remain the same as described in the 2019 TAA. The Phase 1 development will now deliver 401 residential Units (Use Class C3), 3,608 sqm (GEA) of flexible employment floorspace (Use Classes B1b, B1c, B2 (restricted) and B8); 230 sqm (GEA) of flexible retail floorspace (Use Classes A1-A4).

7.1.4 The TAA report concludes that changes to the transport policy and the existing baseline do not have a material effect on the assessment presented in the 2019 TAA.

7.1.5 The proposed development will be car-free except for accessible spaces. Following discussions with TfL and the GLA, it has been agreed that the accessible parking provision for residential use would be lower than the 10% previously proposed. In addition, one accessible bay is provided for each non-residential element as set out in the Intend to Publish Draft London Plan standards. There is also some flexibility built into the street parking proposals that will allow disabled drop-off close to the development frontages within the site.

7.1.6 A total of 453 spaces are proposed as part of the development; 400 accessible spaces are proposed for residential use and a further 29 spaces will be allocated to non-residential uses on-site, including commercial, industrial and education uses. The remaining spaces will be allocated to general use including servicing and drop-off spaces, and car club bays. For Phase 1, a total of 35 accessible spaces would be provided, including up to 32 for residential use and three for non-residential uses.

7.1.7 It is proposed that one car club space will be provided up-front within the overall parking provision for Phase 1. The uptake and utilisation of the car club provision will be monitored through the Travel Plan and this will determine how many additional spaces will be provided with later phases of development. These details will be contained in future Reserved Matters Applications.

7.1.8 The vehicle access principles site wide and for Phase 1 remains as described in 2019 TAA. However some minor detail changes have been made to the design of vehicle access arrangements, including servicing. These changes are shown in greater detail in the document "Sitewide Servicing Demand Assessment For Revised Residential Massing", which is submitted with the application as a standalone document.

7.1.9 The trip generation assessment has not changed from the position described in the 2019 TAA, and the impact assessment for the full-build out masterplan remains as described in the 2019 TAA. The changes to the Phase 1 land use result in fewer trips for this phase when compared to the previous assessment. Therefore the Phase 1 development would not generate a significant transport impact.

7.1.10 The TAA summarises the results of additional analysis on the impact the development has on the DLR before Thames Wharf station is open. The assessment concluded that West Silvertown and Royal Victoria DLR stations would be able to accommodate the forecast demand.

7.1.11 The construction trip generation for the revised development proposals has been presented in this report. The re-distribution of residential units and change in start date for Phase 1 does not result in a significant change in construction movements and the level of construction traffic generated per hour is not likely to cause a significant impact in capacity terms. A CLP Addendum has been submitted with this planning application as a standalone document and contains further details on the construction impacts and mitigation measures with respect to the revised construction programme. The Applicant has undertaken to provide a feasibility study into the use of the river for construction prior to commencement and expects this to be secured by condition.

7.1.12 The mitigation strategy remains unchanged, however, through stakeholder consultation further details regarding this strategy have emerged and these will be discussed further with relevant stakeholders prior to and following determination / a planning consent.

7.2 Conclusion

7.2.1 Based on the assessment outlined in this report, and the proposed mitigation measures set out the 2019 TAA, it is concluded that the proposals accord with prevailing transport policy guidance and that the development proposals are appropriate for the location.

7.2.2 In conclusion, it is considered that there are no reasons in transport terms why the proposed development should not be granted planning permission.

Appendix A Landscape Plan

General Notes

DO NOT SCALE. All dimensions must be checked on site, errors are to be reported.

Contractors must ensure that cross referenced drawings and specifications noted on these drawings are checked on a regular basis to ensure that the latest revisions are used.

Drawing Notes

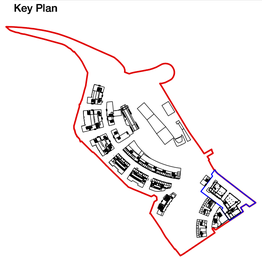
Key

Key

Masterplan application boundary

Detail component boundary

Key Plan



Title

Composite masterplan landscape

Project

Thameside West Landscape

Scale

1:1250@ A1 1:2500 @ A3

Scale 1:1250 @ A1

0 10m 20m 30m 40m 50m 100m

Issue Record		By	Chk	Date
P10	Parking /UGF amendments	RM	-	13.05.2020
P09	Parking amendments	TS	RM	16.04.2020
P08	Plot DEF parking	RM	-	25.03.2020
P07	For information	TS	RM	11.03.2020

Drawing Number

522-PT-MP-TYP-DR-L-PL-1030

Status

S2 - For Information

Revision

P10

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Appendix B Walking Route Assessment

BUROHAPPOLD ENGINEERING

Design Note

Project Thameside West
Subject Walking Route Study
Project no 035668
Date 17 April 2020

Revision	Description	Issued by	Date	Approved
00	For issue	RE	17.04.2020	CM

1 Introduction

This Design Note responds to TfL's request that the Applicant provide a qualitative assessment of the pedestrian routes between Thameside West and the nearest stations that will be used by occupants of development plots A-G which are due for completion prior to opening of Thames Wharf station in 2025.

2 Background and Approach to Assessment

Until Thames Wharf is open, Thameside West occupants travelling by train will need to use other local stations to access rail services. Occupants will access stations using routes that are newly provided on private land within the site boundary and using existing routes on the public highway and across publicly accessible private land outside of the site.

The routes and the condition of these will be affected by progress of the Thameside West development. Temporary routes required during construction of the development will then become permanent routes as blocks and surrounding landscaping are completed; but outside of Thameside West, the 'baseline' pedestrian infrastructure will also change during this period due to other development, notably the Silvertown Tunnel construction and to a lesser extent the Royal Docks Corridor project, and therefore it is necessary to also consider the effect of these on walking routes. The following sections provides some context about each of these projects and their potential effects on walking routes between Thameside West and the local stations, prior to opening of Thames Wharf.

Silvertown Tunnel Construction

The Silvertown Tunnel construction site uses land within the site boundary of the Thameside West development and the construction phasing of Thameside West is therefore closely linked to that of the tunnel. It is therefore important to establish how the tunnel construction phasing will affect walking routes for Thameside West occupants.

For the purposes of this assessment, it is assumed that the tunnel construction will take place between 2020 and 2025, by which time Block A-G of Thameside West will have been completed and Thames Wharf station open.

The location of the tunnel construction hoarding line will vary in different phases of construction and this will result in different walking routes for occupants during this time. The TA submitted with the Silvertown Tunnel Development Consent Order (DCO) includes indicative details of the position of hoarding line and for the purposes of this assessment this has been used to show the relationship between the tunnel phasing and the phasing of Blocks A-G of Thameside West, which is shown graphically in Appendix A.

There are notable limitations on this walking route assessment; the phasing information from the Silvertown Tunnel TA has not been updated since it was submitted in 2016 and therefore the walking routes in the temporary phase resulting from the tunnel construction cannot be assessed in detail and are subject to change. In addition, the Thameside West masterplan is in outline with only Plots A and B currently being detailed. Therefore walking routes to stations for Plots A and B will be assessed in detail at this stage with Plots C-G being assessed further within future Reserved Matters Applications (RMA), and TfL will be consulted on these at this time.

Royal Docks Corridor

Proposals by Newham Council in partnership with the Royal Docks Team are underway to improve the road layout and street environment along the Royal Docks corridor. The objectives of the scheme are consistent with TfL's Heathy Streets Approach in design terms and aim to make it easier for people to walk, cycle and use public whilst reducing the dominance of vehicle traffic. The Corridor currently includes Silvertown Way and North Woolwich Road but it is understood that the scope of the project may be extended to include North Woolwich Road / Dock Road, which along with improvements as part of the Silvertown Tunnel project and Thameside West would then provide a continuous improved link between Tidal Basin roundabout and West Silvertown station.

Construction is expected to start in spring 2022 but would not be complete before the opening of Block A and B of Thameside West. Therefore this walking route assessment has considered a worst-case that the proposed improvements to the Dock Road and North Woolwich Road corridor are not implemented.

3 Walking Routes and Distances to Stations

The walking routes to the local stations for occupants of Phases A-G of Thameside West that have been assessed are described as follows:

- Route 1: to Royal Victoria station, for access to DLR services (Beckton branch);
- Route 2: to Custom House station, for access to DLR (Beckton branch) and Elizabeth Line services in the near future; and
- Route 3: to West Silvertown station, for access to DLR services (Woolwich Arsenal branch).

The three walking routes are shown in Figure 3.1. For simplicity, the graphic shows the routes starting at the pedestrian underpass beneath Silvertown Way, but at a granular level they would start at the front door to each development block.

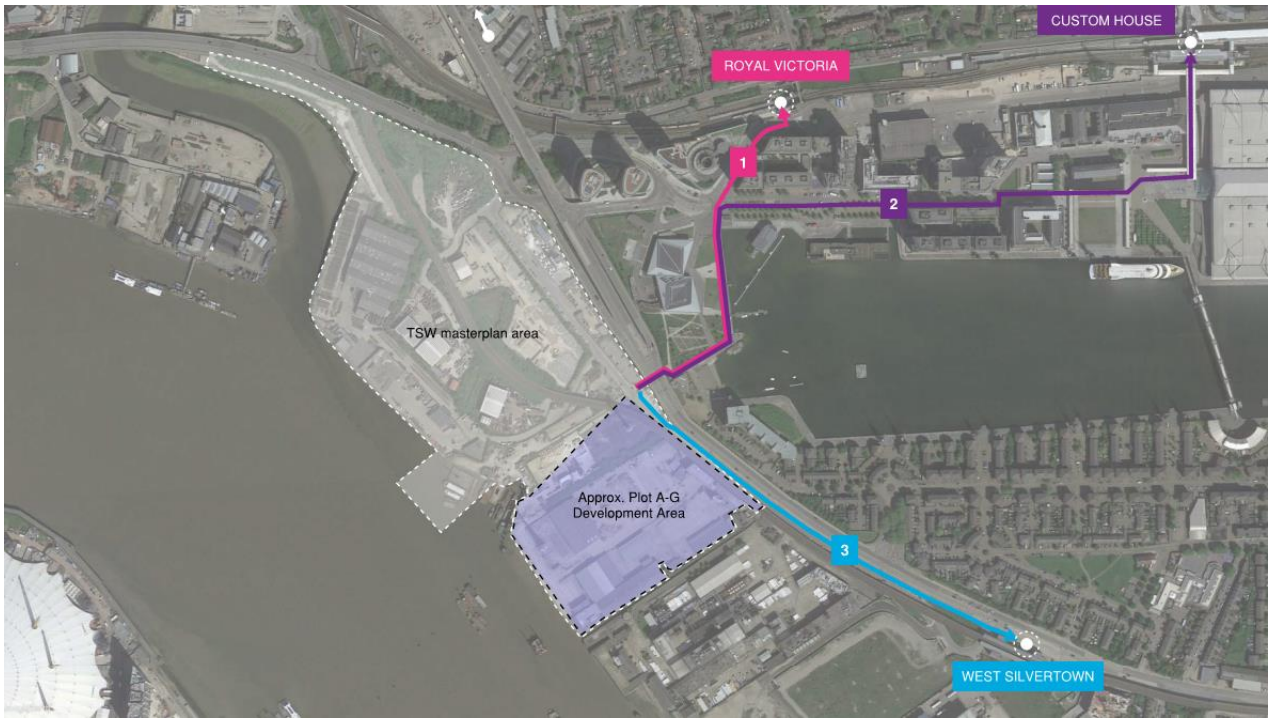


Figure 3.1 Walking Routes to Nearest Station

The walking distances between each plot and the nearest stations are shown in Table 3.1. The walking distances for Plots A and B are measured from the detailed plans, but the distances from Plots C to G have been estimated using the current masterplan information, but will be subject to further detail at the RMA stage.

Table 3.1 Walking Distances

Plot	Walking Distance (m)		
	Royal Victoria	Custom House	West Silvertown
A	785	1,330	420
B	660	1,205	510
C	640	1,185	570
D	775	1,320	695
E	735	1,280	635
F	795	1,340	695
G	735	1,280	755

Table 3.1 shows that the distance between each plot and West Silvertown and Royal Victoria stations fall within TfL's walking threshold to rail stations of 960m. Custom House station is shown to be beyond this threshold, however, given the Elizabeth line's strategic importance with fast, frequent journeys to central London and wider connections it is felt that in reality occupants of and visitors to the site would be willing to walk the small additional distance to Customs House than the PTAL walking threshold assumes, in order to access these train services.

At a granular level for the detailed Phase, the walking routes from Plots A and B to the nearby stations are shown in Figure 3.2. The building entrances to Plots A and B are from the south side of North Woolwich Road. There is currently poor and inconsistent pedestrian provision on the south side of North Woolwich Road, but it is proposed to improve linkages to the train stations by providing temporary and permanent crossing points on North Woolwich Road, and these are shown in Figure 3.2.

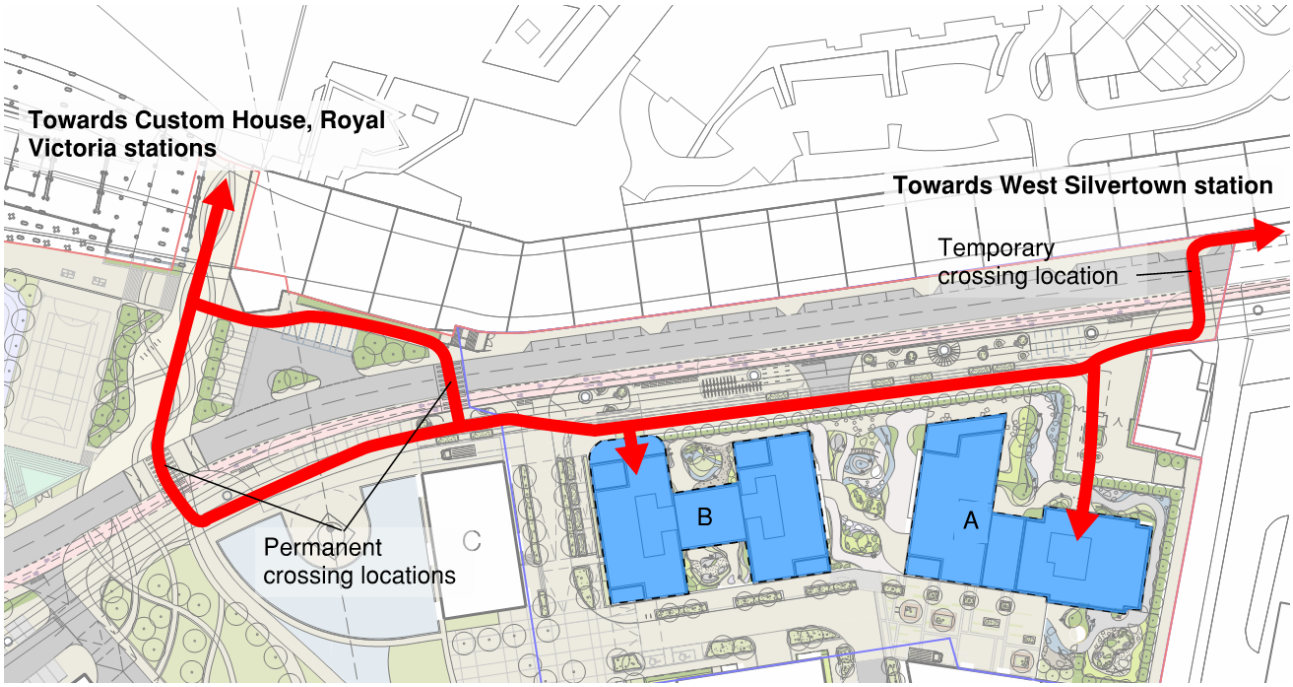


Figure 3.2 Proposed Internal Walking Routes for Plots A and B

4 Review of Existing External Walking Routes

For this assessment a qualitative review has been undertaken of the external walking routes beyond the site boundary to the three stations as shown previously. The review is of the baseline situation and assumes no significant change beyond the current conditions / configuration. The review included a route walkover completed in March 2020 with a photographic log. The observations made during the route walkover and accompanying photographic log are provided in full in Appendix B to this note.

The review has assessed the existing quality of the three routes between the nearest stations.

Routes 1 and 2 (to Royal Victoria and Custom House) provide generally good pedestrian access, with paths of suitable width, step-free crossings and a generally pleasant walking environment with visual interest and places to sit and rest. There are some drainage issues evident in heavy rain and signage for pedestrians could potentially be improved. Some improvements at the underpass would also help make the routes more evident and welcoming.

Route 3 (to West Silvertown station) is more challenging due to the nature of its context and whilst it is the most convenient in terms of distance to a station, it is currently the most unappealing due to the environment and does not provide any places to rest. Minor improvements have been identified to improve convenience, but cannot change the overall character of the area. It is anticipated that this will only change more gradually as neighbouring sites are redeveloped, reducing the number of industrial or derelict sites along the road and improvements made as part of the Royal Docks Corridor project.

A summary of potential interventions to improve each route is described below.

4.1 Route 1: To Royal Victoria Station

Possible improvements/opportunities:

- Provide new crossing point(s) on Dock Road/North Woolwich Road to link development to underpass under Silvertown Way;
- Improve daytime lighting, introduce artificial lighting, or addition of murals or other decorative elements to enhance attractiveness of underpass under Silvertown Way;
- Additional signage (e.g. Legible London) to encourage legibility of pedestrian routes;
- Consider repair/replacement of setts to provide smoother surface that still provides banding of finishes for visual interest; and
- Localised repairs/improvements to drainage.

4.2 Route 2: to Custom House Station

Possible improvements/opportunities:

- Provide new crossing point(s) on Dock Road/North Woolwich Road to link development to underpass under Silvertown Way;
- Improve daytime lighting, introduce artificial lighting, or addition of murals or other decorative elements to enhance attractiveness of underpass under Silvertown Way;
- Additional signage (e.g. Legible London) to encourage legibility of pedestrian routes;
- Consider repair/replacement of setts to provide smoother surface that still provides banding of finishes for visual interest;
- Localised repairs/improvements to drainage;
- Addition of tactile paving to zebra crossings; and
- Improve legibility of ramped route to terrace to access Custom House station near Excel Exhibition Centre.

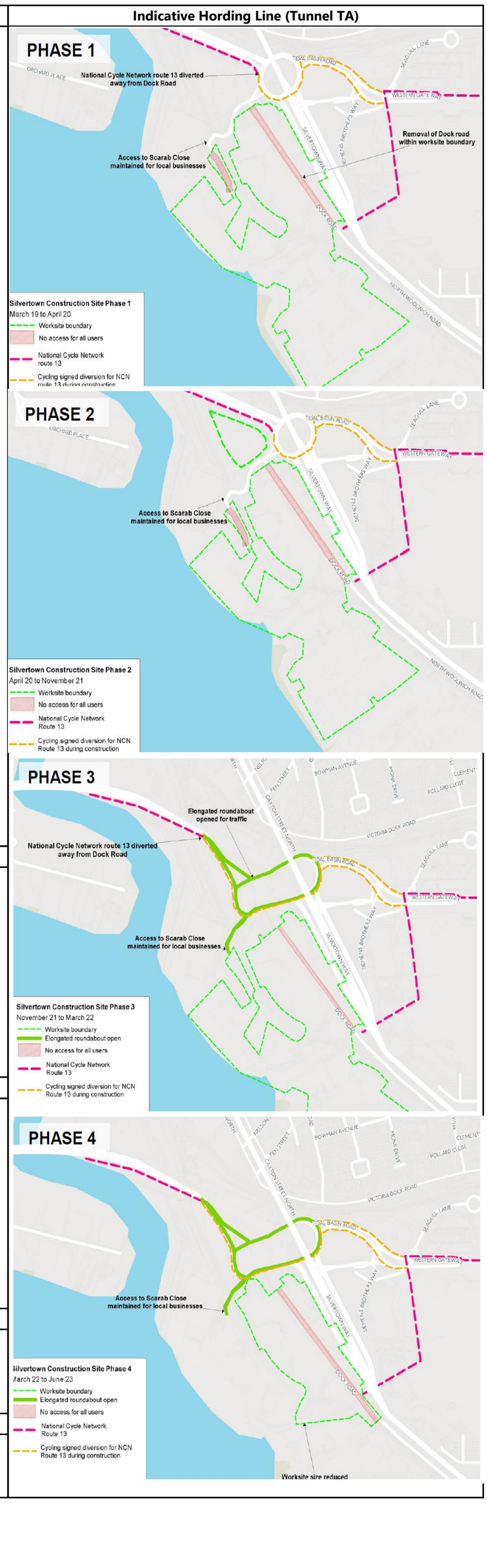
4.3 Route 3: To West Silvertown Station

Possible improvements/opportunities:

- Provide new crossing point on North Woolwich Road to link development to north side of North Woolwich Road and onwards to Silvertown West station;
- Consider modest footway widening on north side of North Woolwich Road;
- Relocate street furniture if possible (parcel box in particular), especially in context of any footway widening;
- Additional signage (e.g. Legible London) to encourage legibility of pedestrian routes;
- Consider whether any measures possible (e.g. licencing controls) to control/restrict placement of bins, A-board signs etc on the footway; and
- Localised repairs/improvements to drainage/surfacing.

Appendix A – Tunnel Construction Hoarding Lines

Date	Original Tunnel Programme (Tunnel TA)	Indicative Revised Tunnel Programme	TSW Block Opening	Indicative Hording Line (Tunnel TA)
Mar-19	Phase 1			
Apr-19				
May-19				
Jun-19				
Jul-19				
Aug-19				
Sep-19				
Oct-19				
Nov-19				
Dec-19				
Jan-20				
Feb-20				
Mar-20				
Apr-20	Phase 2			
May-20				
Jun-20				
Jul-20				
Aug-20				
Sep-20				
Oct-20				
Nov-20				
Dec-20				
Jan-21		Phase 1		
Feb-21				
Mar-21				
Apr-21				
May-21				
Jun-21				
Jul-21				
Aug-21				
Sep-21				
Oct-21				
Nov-21	Phase 3			
Dec-21				
Jan-22				
Feb-22				
Mar-22	Phase 4			
Apr-22				
May-22				
Jun-22				
Jul-22				
Aug-22				
Sep-22				
Oct-22				
Nov-22				
Dec-22				
Jan-23				
Feb-23				
Mar-23				
Apr-23				
May-23			Blocks A and B Complete	
Jun-23	TUNNEL OPEN	Phase 2		
Jul-23				
Aug-23				
Sep-23				
Oct-23				
Nov-23				
Dec-23				
Jan-24				
Feb-24				
Mar-24				
Apr-24			Blocks D and E Complete	
May-24				
Jun-24				
Jul-24				
Aug-24				
Sep-24				
Oct-24				
Nov-24				
Dec-24		TUNNEL OPEN		



Appendix B – Detailed Walking Route Assessment

Route 1: To Royal Victoria Station

Section 1: Underpass

General observations:

- Short link (c.10-15m) beneath dual carriageway of Silvertown Way
- Restricted access for vehicles (drop-kerb and drop bollards), but used as parking area on date of site visit, potential conflict with pedestrian movement
- Generous width for footpath when not obstructed by vehicles
- Limited headroom and minimal lighting results in dark, unwelcoming environment in daylight hours
- Level of night-time lighting unconfirmed for night-time/winter access
- Surface finish generally appeared in adequate state of repair
- Minimal signage – unclear where the route leads to, with no real visibility through underpass to potential destinations beyond, as dual carriageway obstructs sightlines

Possible improvements/opportunities:

- Improve daytime lighting (introduction of artificial lighting to illuminate underpass)
- Addition of murals or other decorative elements to enhance attractiveness
- Limit/control use of parking within underpass space during maintenance works etc (e.g. limit to one side only to maximise space available to pedestrians)
- Additional signage (e.g. Legible London) to encourage legibility of pedestrian routes

Section 2: Royal Docks western footpath (from underpass to Western Gateway)

General observations:

- Dock-side quayside-type route along the dock edge, passing Siemens 'Crystal' building and passing under Emirates Air Line (EAL)
- Broad walkway with generous space for pedestrians
- Street lighting provided
- Interesting views/surroundings (Royal docks, EAL, Crystal building and adjacent landscaping, etc) with good visibility of where route is heading
- Opportunities provided to sit/rest
- Generally good, smooth surface condition but intermittent bands of 'cobbled' type surface not ideal for wheelchairs/pushchairs etc
- Mostly reasonable drainage, few localised issues
- Pedestrianised – no regular vehicle access (bollard controls allow occasional use as required)

Possible improvements/opportunities:

- Consider repair/replacement of setts to provide smoother surface that still provides banding of finishes for visual interest
- Localised repairs/improvements to drainage
- Additional signage (e.g. Legible London) to encourage legibility of pedestrian routes

Section 3: Western Gateway / Seagull Lane intersection

General observations:

- Signal controlled junction between Western Gateway (dual carriageway) to eastern and western arms and Seagull Lane (single carriageway) to north; additional southern arm (one-way southbound only) to Siemens Brothers Way (not controlled by junction signals but equipped with rising bollards and associated signals)
- Pedestrian signals on each of the 3 main arms, with staggered crossings, tactile paving, refuge islands (new upstand kerb type without railings)
- Light traffic at time of visit
- Some localised drainage problems observed, including ponding within refuge islands
- Minimal pedestrian signage (one Legible London type totem at corner designating EAL terminal)

Possible improvements/opportunities:

- Localised repairs/improvements to drainage
- Additional signage (e.g. Legible London) to encourage legibility of pedestrian routes

Section 4: Seagull Lane (from intersection to station)

General observations:

- Footpaths on eastern and western side of road
- Eastern side generally feels wider and more comfortable (significant 'dishing' observed for crossover on western side)
- Red-route markings for parking/loading restrictions – but not part of Transport for London Road Network (TLRN)
- Zebra crossing with Belisha beacons and tactile paving provided at DLR station
- Light traffic at time of visit
- A few notable drainage/damage issues to footpath on western/northern side, close to station

Possible improvements/opportunities:

- Localised repairs/improvements to drainage
- Additional signage (e.g. Legible London) to encourage legibility of pedestrian routes

Route 2: to Custom House Station

Section 1: Underpass

(see Route 1 commentary)

Section 2: Royal Docks western footpath

(see Route 1 commentary)

Section 3: Western Gateway (western section)

General observations:

- Broad footpaths, especially on southern side which is the most logical route onwards to Custom House after following section 2
- Single-aspect street with buildings to one side only and dock to other, adding to spacious feel
- Street lighting provided
- Substantial street trees enhance setting
- Red-route markings for parking/loading restrictions – but not part of Transport for London Road Network (TLRN)
- Zebra style crossings with Belisha beacons but no tactile paving (assume streets are not adopted as crossings do not appear to be marked in full compliance with Traffic Signs Regulations and General Directions (TSRGD)
- Significant drainage issues to footpath on southern side, near EAL terminal
- Some active street front with kerbside parking, shop frontages, restaurant spill-out, EAL terminal, etc
- Opportunities to sit/rest, especially along dock edge
- Area of parking marked out off-street (within 'footpath' zone) would provide potential obstruction if occupied (but spaces were vacant at time of visit) – unclear what these spaces are provided for and how extensively they are used
- Light traffic at time of visit
- Side roads/plot access roads generally have no tactile paving provision, several very wide crossovers
- Limited signage for pedestrians

Possible improvements/opportunities:

- Localised repairs/improvements to drainage/surfacing
- Additional signage (e.g. Legible London) to encourage legibility of pedestrian routes
- Addition of tactile paving to zebra crossings

Section 4: Western Gateway (central section)

General observations:

- Broad footpaths
- Street is 'dual aspect' – i.e. buildings on both sides, feels significantly more enclosed than Section 3 to the west
- Street lighting provided
- Substantial street trees

- Red-route markings for parking/loading restrictions – but not part of Transport for London Road Network (TLRN)
- Zebra style crossings with Belisha beacons but no tactile paving
- Some active street front with restaurants, hotels, etc
- No significant opportunities to sit/rest
- Light traffic at time of visit
- Side roads/plot access roads generally have no tactile paving provision, several very wide crossovers
- Limited signage for pedestrians

Possible improvements/opportunities:

- Localised repairs/improvements to drainage/surfacing
- Additional signage (e.g. Legible London) to encourage legibility of pedestrian routes
- Addition of tactile paving to zebra crossings

Section 5: Royal Victoria Square / Western Terrace

General observations:

- Pedestrians can either follow Western Gateway as it doglegs to north-east or continue along east-west alignment along cul-de-sac to Royal Victoria Square – without clear signage, the latter is more likely as ExCeL centre is visible beyond
- From the fork with Western Gateway, the southern footway is not continuous through to Royal Victoria Square (RVS) as footway stops at service area of hotel
- It is not obvious that it is better for pedestrians to cross to north side of this route, via provided zebra-style crossing (with result that pedestrians are likely to cross in uncontrolled manner)
- Northern footway continuous through to RVS and western terrace of ExCeL
- Broad footpath provided
- RVS/WT area is generous pedestrian space, with restricted vehicle access – the plaza somewhat exposed (limited shelter), with some bench seating
- Steps and ramp routes provided up to terrace level, linking to station
- Covered walkway from upper level directly to station entrance

Possible improvements/opportunities:

- Additional signage (e.g. Legible London) to encourage legibility of pedestrian routes, especially to bypass hotel service area
- Addition of tactile paving to zebra crossings
- Improve legibility of ramped route to terrace and/or consider addition of lift(s)

Route 3: To West Silvertown Station

Section 1: Dock Road (from underpass to North Woolwich Road)

General observations:

- Short section, c.50m, of route
- Footpath on both sides of road, but limited clear width for pedestrians
- Generally double yellow lines on both sides for most of this section
- Several significant obstructions to path width, including large parcels/post box on northern side of road and lamp posts where residual effective width is restricted
- Surface generally reasonable/smooth
- Street lighting provided
- Unappealing aspect for pedestrians with industrial uses, DLR overpass and derelict land adjacent
- Noisy (from adjacent main road and DLR overpass)
- Traffic levels not substantial at time of visit but still perceived as relatively busy
- Minimal signage for pedestrians

Possible improvements/opportunities:

- Temporary pedestrian crossing adjacent to Plots A and B pedestrian access to reduction walking distance to West Silvertown station
- Consider modest footway widening on one or both sides where currently double yellow lines (no net impact on on-street parking provision)
- Relocate street furniture if possible (parcel box in particular), especially in context of any footway widening
- Additional signage (e.g. Legible London) to encourage legibility of pedestrian routes

Section 2: North Woolwich Road

General observations:

- Main section of the route to West Silvertown station
- No footpath for majority of route on southern side of road, so comments generally relate to northern side only
- Footpath generally reasonable width and condition, isolated drainage/damage issues
- Isolated obstructions due to poorly placed street furniture
- Significant 'temporary' obstructions from large wheelie bins and outward opening gates to some commercial units
- Street lighting provided
- Unappealing aspect for pedestrians with industrial uses, DLR overpass and derelict land adjacent
- Noisy (from adjacent main road and DLR overpass)
- Traffic levels not substantial at time of visit but still perceived as relatively busy
- Significant activity associated with one or more units (several mini-buses loading/unloading large number of wheelchair users and other special needs individuals) resulting in localised congestion on footway, compounded by wheelie bins

- Informal crossing provided (with tactile paving) across to southern footpath at eastern end of the road (but blocked by parked vehicle)
- Minimal signage for pedestrians

Possible improvements/opportunities:

- Relocate street furniture if possible (isolated lamp column in particular)
- Additional signage (e.g. Legible London) to encourage legibility of pedestrian routes
- Consider whether any measures possible (e.g. licencing controls) to control/restrict placement of bins, A-board signs etc on the footway

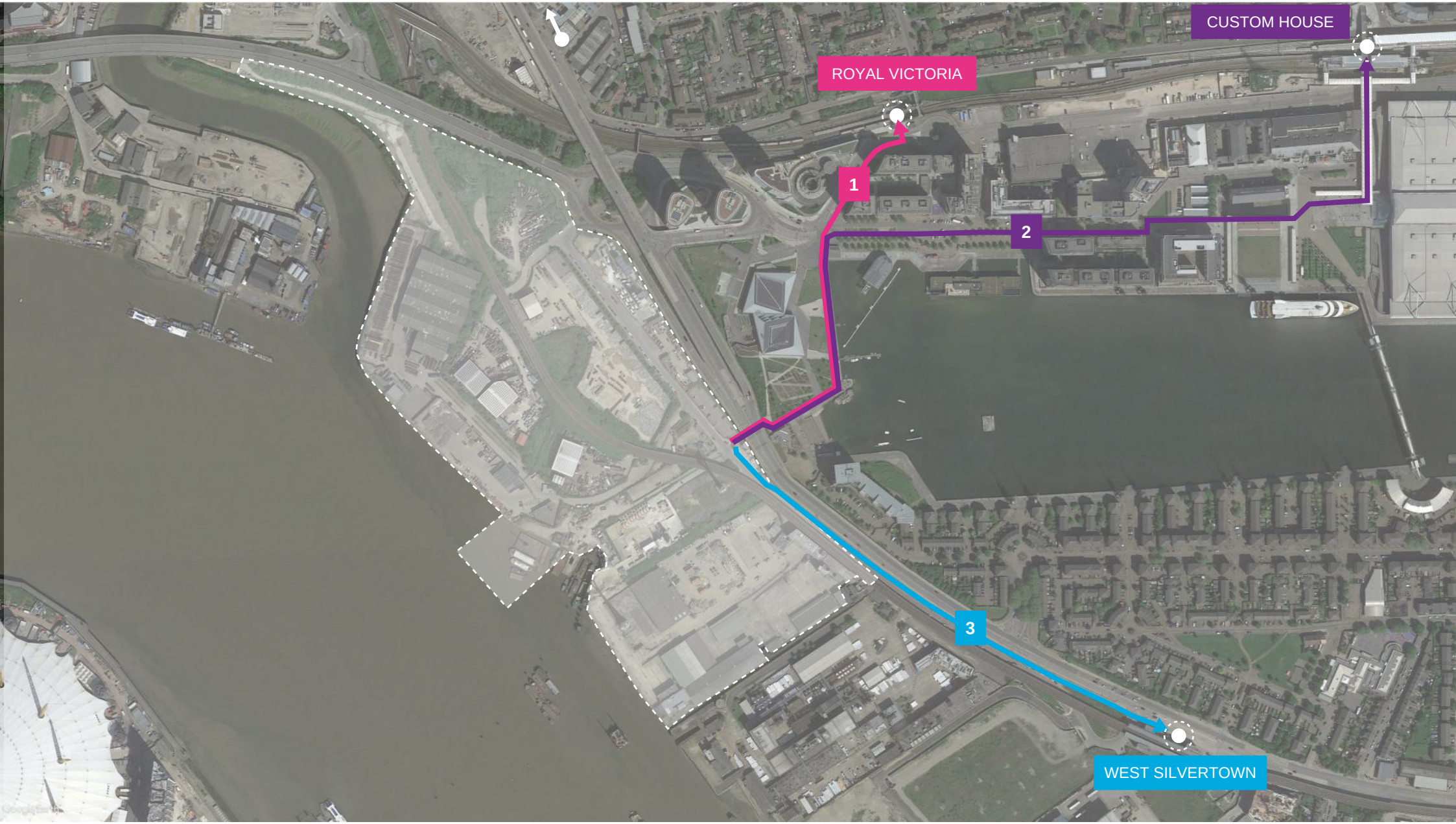
Section 3: Adjacent Silvertown Way

General observations:

- Final c.80m of route to West Silvertown station
- Footpath (and adjacent cycle-way) run adjacent to Silvertown Way, rather than following alignment of North Woolwich Rd.
- Footpath generally reasonable width and condition, isolated drainage/damage issues
- Street lighting provided
- Unappealing aspect for pedestrians with industrial uses, DLR overpass, dual carriageway alongside, poor quality landscaped area adjacent
- Noisy (from adjacent main road and DLR overpass)
- Minimal signage for pedestrians
- Signal controlled crossing over North Woolwich Rd. to station with refuge island, partial guard-railing

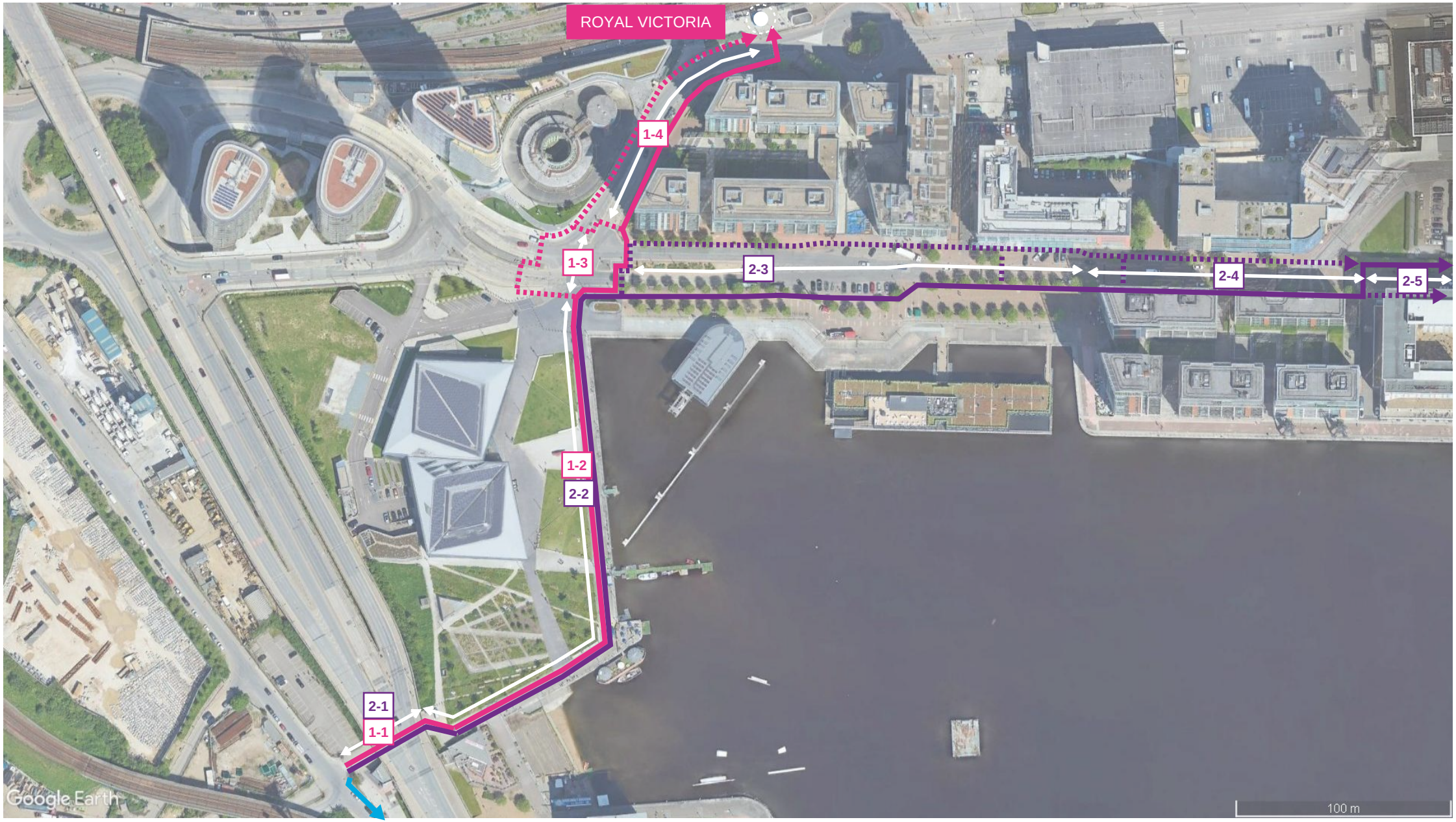
Possible improvements/opportunities:

- Localised repairs/improvements to drainage/surfacing
- Additional signage (e.g. Legible London) to encourage legibility of pedestrian routes



BUROHAPPOLD ENGINEERING

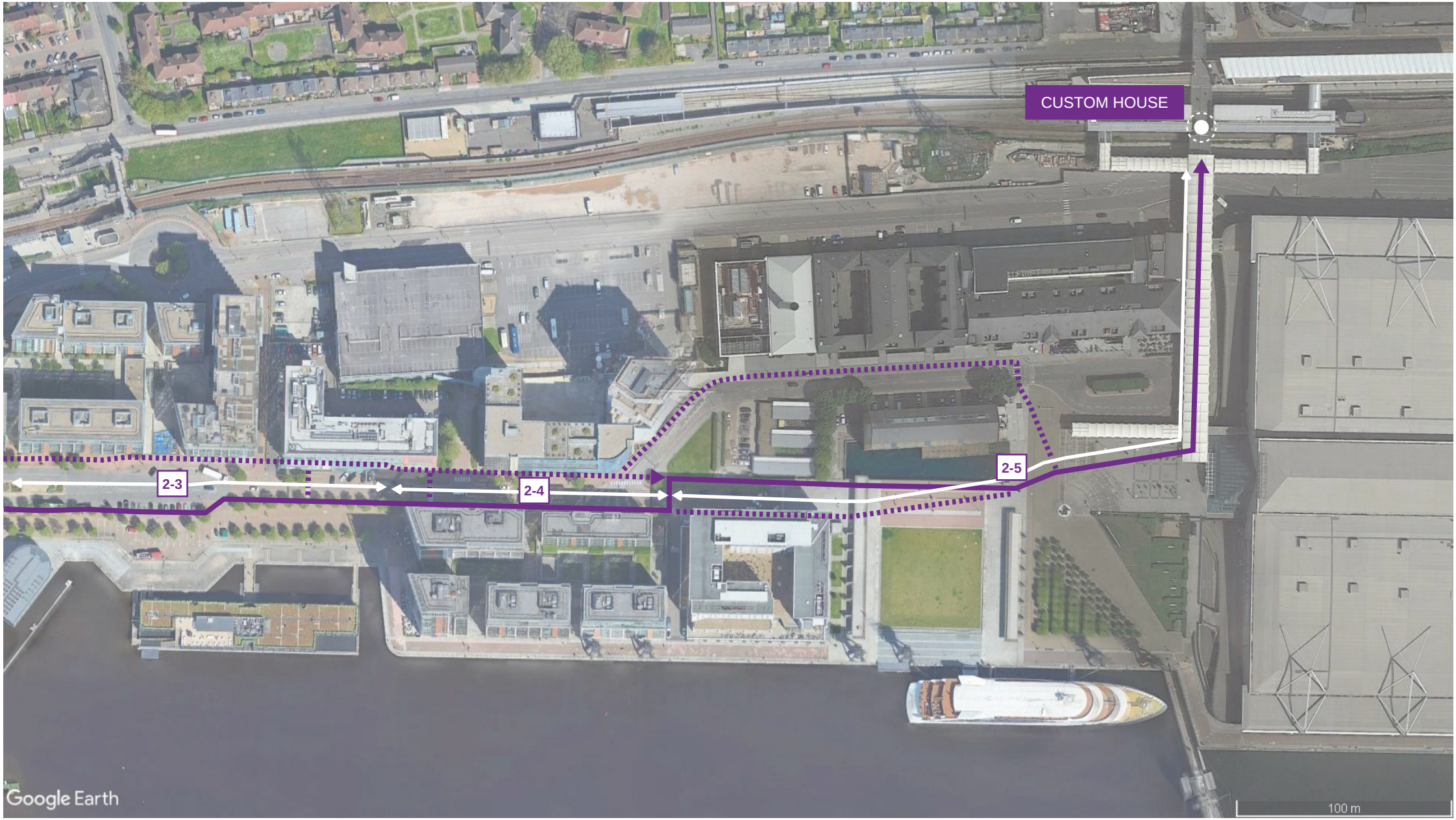
Project: Thameside West
No. 035668
Sketch: Walking Routes Assessment (overview)
Scale: not to scale



BUROHAPPOLD ENGINEERING

Project: Thameside West
No. 035668
Sketch: Walking Routes Assessment (Route Sections - 1 of 3)
Scale: not to scale

Primary route
Secondary route
2-3 Route 2, Section 3



BUROHAPPOLD ENGINEERING

Project: Thameside West
No. 035668
Sketch: Walking Routes Assessment (Route Sections - 2 of 3)
Scale: not to scale

Primary route
Secondary route
2-3 Route 2, Section 3

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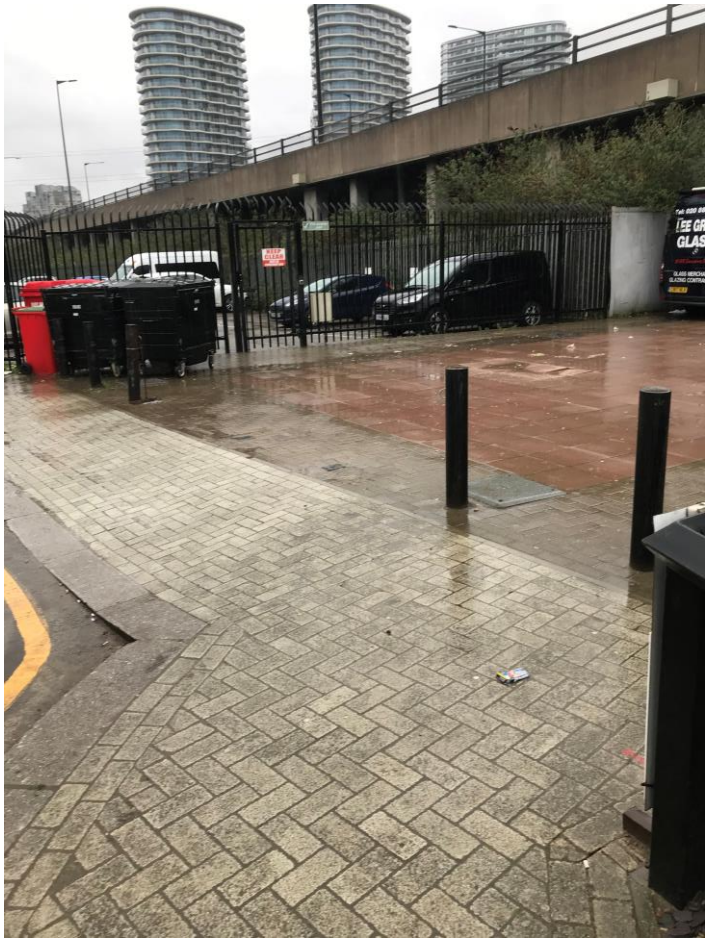
Project: Thameside West
No. 035668
Sketch: Walking Routes Assessment (Route Sections - 3 of 3)
Scale: not to scale

Primary route
Secondary route
2-3 Route 2, Section 3

Route 1 - Section 1 / Route 2 - Section 1

1-1 2-1



View towards underpass

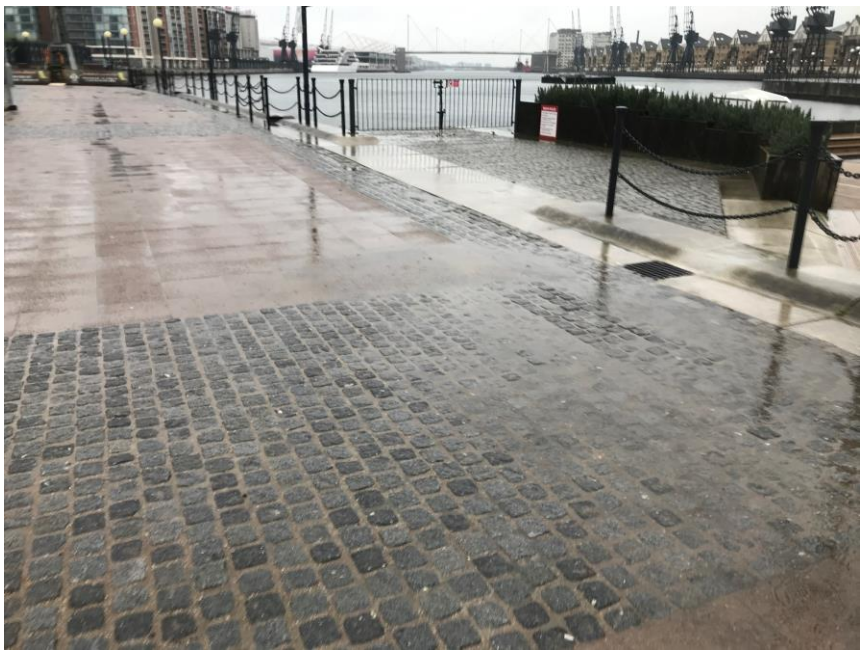
View through underpass, showing obstruction by trade vehicles

Route 1 - Section 2 / Route 2 - Section 2

1-2 2-2

View towards Crystal building and secondary landscaping paths

View along southern section of dockside path, looking north-east

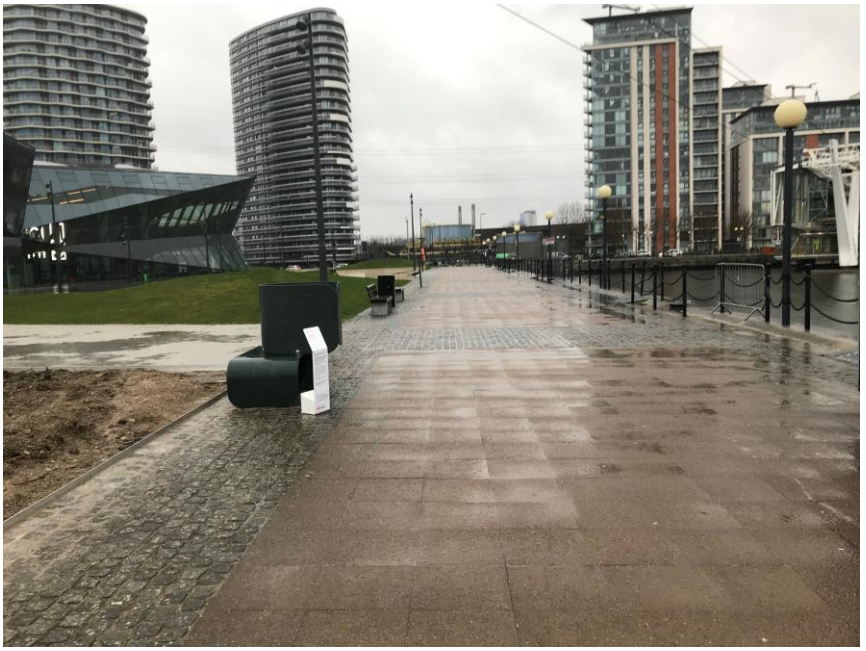


Southern section of dockside path, showing ‘cobbled’ bands

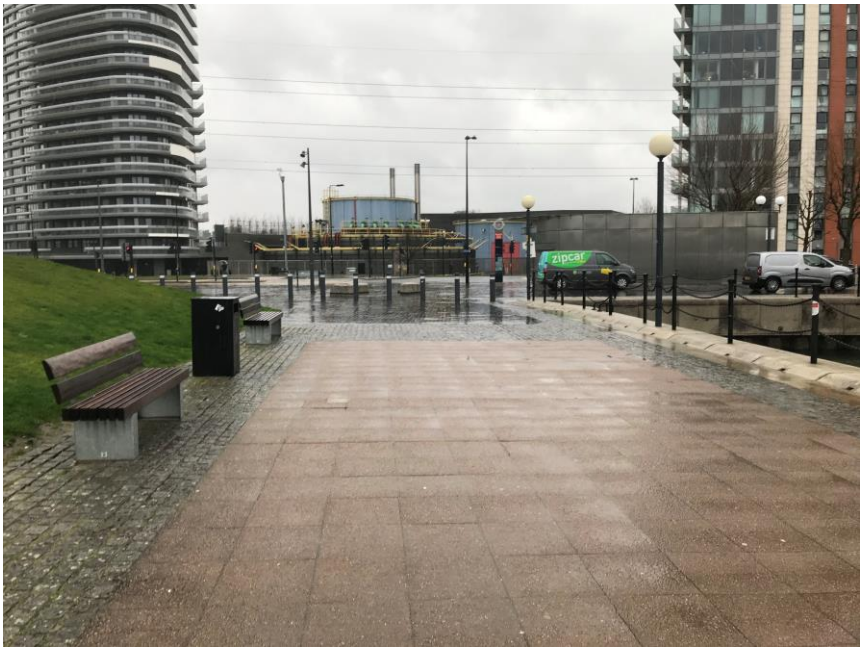
Route 1 - Section 2 / Route 2 - Section 2

1-2 2-2

View along northern section of dockside path, looking north towards EAL terminal (vehicle control bollards visible)



View along northern section of dockside path, looking north (with seating visible)



View along northern section of dockside path, looking north towards Western Gateway / Seagull Lane intersection

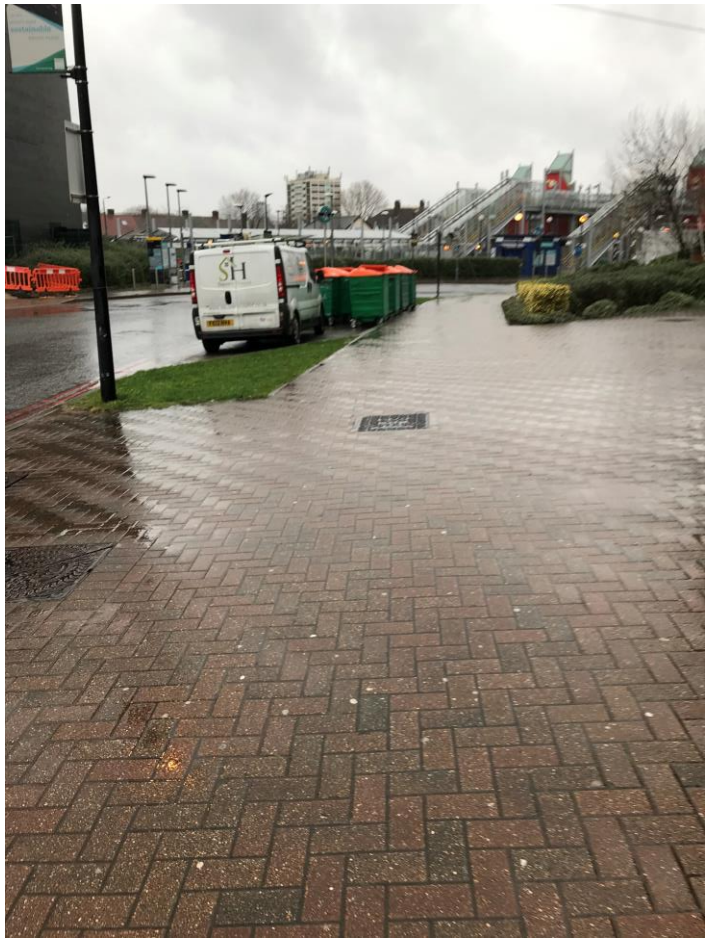
View towards signal controlled crossing and Seagull Lane

Tactile paving (red), refuge island and signals at crossing

Ponding of surface water within refuge island

Western arm of junction (grey tactile paving)

Eastern side Seagull Lane, view towards Royal Victoria (RV) station



Eastern side Seagull Lane, view towards RV and zebra crossing

Zebra crossing at RV station (with tactile paving)

Paving damage/drainage issue on north/western side of street

Route 2 - Section 3

View east along Western Gateway from intersection with Seagull Lane

View east along Western Gateway adjacent to EAL terminal (significant drainage issue evident along edge of footway)

View east along Western Gateway (localised drainage issues evident)

View along Western Gateway (drainage issues evident)

Restricted ‘path’ alongside off-street disabled parking

View along Western Gateway adjacent to crossing

Western zebra-type crossing