

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

ABERFELDY VILLAGE MASTERPLAN

ABERFELDY VILLAGE MASTERPLAN TRANSPORT ASSESSMENT

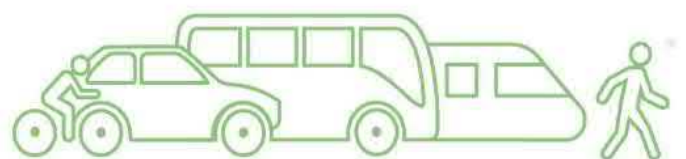
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VELOCITY
Transport Planning

TABLE OF CONTENTS

EXECUTIVE SUMMARY 5

1	INTRODUCTION	6
2	TRANSPORT PLANNING FOR PEOPLE	24
3	TACKLING SEVERANCE AND ENABLING ACTIVE TRAVEL	32
4	SITE & SURROUNDINGS	60
5	ACTIVE TRAVEL ZONE	81
6	LONDON WIDE NETWORK	100
7	TOWER HAMLETS ANALYSIS	122
8	CONSTRUCTION	127
9	CONCLUSIONS	140

FIGURES

FIGURE 1-1: LOCATION PLAN	7
FIGURE 1-2: EXISTING SITE PLAN	8
FIGURE 1-3: ILLUSTRATIVE MASTERPLAN	9
FIGURE 1-4: PROPOSED DEVELOPMENT CONFIGURATION (ILLUSTRATIVE MASTERPLAN)	10
FIGURE 1-5: HYBRID PLANNING APPLICATION STRUCTURE	11
FIGURE 1-6: RELATIONSHIP BETWEEN MAXIMUM PARAMETER AND ILLUSTRATIVE SCHEME	12
FIGURE 1-7: PROPOSED DEVELOPMENT PHASING PLAN	14
FIGURE 2-1: TCOL DEMOGRAPHIC SEGMENTS	25
FIGURE 2-2: TCOL DEMOGRAPHIC SEGMENTS – TOWER HAMLETS	26
FIGURE 2-3: AFFORDABLE TRANSITIONS AND SUBURBAN MODERATION SEGMENT PROFILES	26
FIGURE 2-4: LTDS DAILY INBOUND/OUTBOUND MOVEMENTS - INNER LONDON RESIDENCES	28
FIGURE 2-5: EMPLOYEES TRIPS (WEEKDAY)	29
FIGURE 2-6: TRIPS BY TIME AND JOURNEY PURPOSE (WEEKDAY) – RESIDENTS	30
FIGURE 3-1: EXISTING SITE ACCESS POINTS	33
FIGURE 3-2: EXISTING ABBOTT ROAD / A12 JUNCTION	34
FIGURE 3-3: EXISTING UNDERPASS FROM ABBOTT ROAD LOOKING WEST	34
FIGURE 3-4: EXISTING 309 BUS ROUTE	35
FIGURE 3-5: LOCAL CYCLING ROUTES	37
FIGURE 3-6: A 30-MINUTE CYCLE CATCHMENT AROUND THE SITE	38
FIGURE 3-7: LOCHNAGAR STREET A12 PEDESTRIAN-CYCLE CROSSING OPTIONS	39
FIGURE 3-8: ABBOTT ROAD SUBWAY	40
FIGURE 3-9: EXISTING BALFRON SUBWAY LOOKING SOUTHWEST	40
FIGURE 3-10: BALFRON SUBWAY – DEE STREET ACCESS	41



FIGURE 3-11: POTENTIAL NEW BRIDGE CONNECTION PLAN.....	42
FIGURE 3-12: FUTURE DEVELOPMENT AND A12 ACTIVE TRAVEL DEMAND	43
FIGURE 3-13: A12 CROSSING OPTION - AT GRADE SIGNALISED CROSSING.....	45
FIGURE 3-14: A12 CROSSING OPTION - BRIDGE CROSSING.....	46
FIGURE 3-15: A12 CROSSING OPTIONS - REPURPOSED UNDERPASS CROSSING	47
FIGURE 3-16: PROPOSED RE-PURPOSED UNDERPASS FUTURE DIMENSIONS	48
FIGURE 3-17: AATC INTERNAL VISUALISATION.....	49
FIGURE 3-18: AMSTERDAM CENTRAL STATION PEDESTRIAN-CYCLE TUNNEL.....	49
FIGURE 3-19: HIGHLAND PLACE.....	50
FIGURE 3-20: AATC HIGHLAND PLACE SIDE BEFORE-AFTER	51
FIGURE 3-21: PROPOSED ABERFELDY ACTIVE TRAVEL CONNECTOR.....	51
FIGURE 3-22: AATC A12 ON-SLIP APPROACH	52
FIGURE 3-23: ABBOTT ROAD UNDERPASS A12 ON-SLIP BEFORE AND AFTER	52
FIGURE 3-24: ABBOTT ROAD UNDERPASS A12 SLIP ROAD BEFORE AND AFTER HUMAN POINT OF VIEW	53
FIGURE 3-25: AATC JOLLY'S GREEN ASPIRATIONAL LINK.....	54
FIGURE 3-26: POTENTIAL NEW CYCLE ROUTE	55
FIGURE 3-27: BALFRON SUBWAY PROPOSALS.....	56
FIGURE 3-28: BALFRON SUBWAY ACCESS PUBLIC REALM IMPROVEMENTS.....	56
FIGURE 3-29: FUTURE WALKING CONNECTION PLAN	57
FIGURE 3-30: PROPOSED NEW A12 / ABBOTT ROAD JUNCTION	58
FIGURE 3-31: CHANGES TO A12 / LOCHNAGAR STREET JUNCTION	59
FIGURE 4-1: EXISTING GREEN SPACES AND LOCAL STREET NETWORK.....	61
FIGURE 4-2: PROPOSED PUBLIC REALM MASTERPLAN.....	62
FIGURE 4-3: LOCHNAGAR STREET AND BROMLEY HALL ROAD PUBLIC REALM PROPOSALS.....	62
FIGURE 4-4: PROPOSED ABBOTT ROAD VISUALISATION	63
FIGURE 4-5: HIGHLAND PLACE.....	64
FIGURE 4-6: ABERFELDY STREET AND TOWN SQUARE	65
FIGURE 4-7: COMMUNITY LANE	66
FIGURE 4-8: CULLODEN GREEN PEDESTRIANISED AREA.....	66
FIGURE 4-9: ENTERPRISE YARD.....	67
FIGURE 4-10: BUS RE-ROUTING	68
FIGURE 4-11: EXISTING STREET NETWORK AND KEY ACCESSES	69
FIGURE 4-12: VEHICULAR ACCESS AND MOVEMENT	71
FIGURE 4-13: PROPOSED SERVICING AND LOADING ARRANGEMENTS	73
FIGURE 4-14: LOCAL CPZ MAP	76
FIGURE 4-15: PROPOSED CAR PARKING PLAN	78
FIGURE 5-1: ACTIVE TRAVEL ZONE	82
FIGURE 5-2: MAP TWO - NEIGHBOURHOOD ZONE MAP	84
FIGURE 5-3: GREEN SPACES	86
FIGURE 5-4: PUBLIC TRANSPORT DENSITY.....	87
FIGURE 5-5: STREET DENSITY AND PERMEABILITY	88
FIGURE 5-6: HEALTHY STREETS CHARACTERISTICS	89
FIGURE 6-1: EXISTING PTAL	100
FIGURE 6-2: PTAL – MANUAL CALCULATION	101



FIGURE 6-3: LOCAL BUS ROUTES	102
FIGURE 6-4: ELIZABETH LINE CONNECTION.....	104
FIGURE 6-5: SILVERTOWN TUNNEL	105
FIGURE 6-6: POTENTIAL FUTURE SILVERTOWN TUNNEL BUS LINKS	107
FIGURE 6-7: POTENTIAL 488 BUS ROUTE EXTENSION	108
FIGURE 6-8: FORECAST SERVICING DEMANDS BY LAND USE – DAILY PROFILE	113
FIGURE 6-9: FORECAST SERVICING DEMANDS BY VEHICLE TYPE – DAILY PROFILE	113
FIGURE 7-1: PARKING BEAT SURVEY AREA	125
FIGURE 8-1: SITE LOCATION IN CONTEXT OF WIDER TRANSPORT NETWORK.....	129
FIGURE 8-2: SITE LOCATION IN CONTEXT OF LOCAL TRANSPORT NETWORK	130
FIGURE 8-3: CONSTRUCTION ACCESS AND EGRESS TO/FROM THE SITE	132

TABLES

TABLE 1-1 DEVELOPMENT PHASES	9
TABLE 1-2: THE LONDON PLAN 2021 COMPLIANCE	19
TABLE 2-1: EXISTING DEMOGRAPHIC SEGMENT PROPORTIONS WITHIN LBTH	25
TABLE 2-2: RESIDENTS AT THE PROPOSED DEVELOPMENT	27
TABLE 2-3: RESIDENTS JOURNEY PURPOSE	30
TABLE 3-1: LOCAL FACILITIES OUTSIDE OF THE SITE	35
TABLE 3-2: EXISTING A12 PEDESTRIAN CROSSING MOVEMENTS.....	38
TABLE 4-1: LOCAL FACILITIES WITHIN THE SITE	60
TABLE 4-2: RESIDENTIAL MINIMUM CYCLE PARKING REQUIREMENTS – MAXIMUM DEVELOPMENT PARAMETERS.....	74
TABLE 4-3: COMMERCIAL MINIMUM CYCLE PARKING STANDARDS REQUIREMENTS	74
TABLE 4-4: RESIDENTIAL MINIMUM CYCLE PARKING REQUIREMENTS – PHASE A	75
TABLE 4-5: COMMERCIAL MINIMUM CYCLE PARKING REQUIREMENTS – PHASE A	75
TABLE 4-6: PROPOSED CAR PARKING PROVISION – MAXIMUM	77
TABLE 5-1: RELEVANT ATZ KEY DESTINATIONS.....	82
TABLE 5-2: PROPOSED DEVELOPMENTS.....	88
TABLE 5-3: KEY DESTINATIONS ON FOOT	89
TABLE 6-1: LOCAL BUS ROUTES AND FREQUENCIES.....	102
TABLE 6-2: DLR FREQUENCIES AT LANGDON PARK STATION AND ALL SAINTS STATION	103
TABLE 6-3: DLR FREQUENCIES AT EAST INDIA	103
TABLE 6-4: DLR FREQUENCIES AT CANNING TOWN	103
TABLE 6-5: LOCAL UNDERGROUND SERVICES	103
TABLE 6-6: EXISTING RESIDENTIAL DWELLINGS TRIP RATES (PER DWELLING).....	108
TABLE 6-7: EXISTING RESIDENTIAL DWELLINGS TRIP GENERATION (330 DWELLINGS).....	109
TABLE 6-8: SELECTED TRICS SITES – RESIDENTIAL	109
TABLE 6-9: TRIP RATES – RESIDENTIAL (1,628 DWELLINGS)	110
TABLE 6-10: TRICS AND ADJUSTED MODE SHARES.....	110
TABLE 6-11: FORECAST RESIDENTIAL TRAVEL DEMAND (1,628 DWELLINGS)	110
TABLE 6-12: SELECTED TRICS SITES – WORKSPACES.....	111



TABLE 6-13: TRIP RATES – WORKSPACES.....	111
TABLE 6-14: 2011 CENSUS ADJUSTED MODE SHARES	112
TABLE 6-15: FORECAST WORKSPACE TRAVEL DEMAND (2,997SQM).....	112
TABLE 6-16: SERVICING TRIP RATES AND TRIP GENERATION	112
TABLE 6-17: FORECAST TOTAL DEVELOPMENT TRAVEL DEMAND	114
TABLE 6-18: FORECAST TOTAL DEVELOPMENT VEHICLE TRIPS	114
TABLE 6-19: FORECAST NET TRAVEL DEMAND.....	114
TABLE 6-20: FORECAST NET VEHICLE TRIPS.....	114
TABLE 6-21: FORECAST PUBLIC TRANSPORT TRIPS.....	115
TABLE 6-22: FORECAST PUBLIC TRANSPORT DISTRIBUTION	115
TABLE 6-23: FORECAST STATION DEMAND	116
TABLE 6-24: FORECAST CANNING TOWN ENTRY AND EXIT FLOWS	116
TABLE 6-25: CANNING TOWN GATELINE ASSESSMENT	116
TABLE 6-26: SERVICE FREQUENCY AND CAPACITY	117
TABLE 6-27: LINE LOADS	117
TABLE 6-28: DEMAND/CAPACITY ASSESSMENT	118
TABLE 6-29: BUS TRIP DISTRIBUTION ASSESSMENT	118
TABLE 7-1: TOWER HAMLETS LOCAL PLAN 2031 COMPLIANCE	122
TABLE 7-2: TOWER HAMLETS DRAFT LEASIDE AREA ACTION PLAN COMPLIANCE.....	123
TABLE 7-3: PARKING BEAT SURVEY RESULTS.....	125
TABLE 8-1: CONSTRUCTION PHASING (MAXIMUM PARAMETERS)	131
TABLE 8-2: CONSTRUCTION PLANNED MEASURES.....	135
TABLE 8-3: ESTIMATED MONTHLY CONSTRUCTION VEHICLES.....	138
TABLE 9-1: KEY TRANSPORT ISSUES AND SOLUTIONS	141

APPENDICES

APPENDIX A	TRANSPORT SCOPING NOTE
APPENDIX B	A12 INFRASTRUCTURE STUDY
APPENDIX C	SWEPT PATH ANALYSIS
APPENDIX D	ACTIVE TRAVEL ZONE ASSESSMENT MAPS
APPENDIX E	MANUAL PTAL TECHNICAL NOTE
APPENDIX F	STRATEGIC MODELLING REPORT
APPENDIX G	FRAMEWORK TRAVEL PLAN
APPENDIX H	OUTLINE DELIVERY AND SERVICING PLAN
APPENDIX I	PARKING DESIGN AND MANAGEMENT PLAN
APPENDIX J	PARKING BEAT SURVEY
APPENDIX K	HIGHWAY ADOPTION PLAN
APPENDIX L	CONSTRUCTION LOGISTICS DRAWINGS



EXECUTIVE SUMMARY

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

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

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

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

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

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

In order to remove vehicular traffic from the Abbott Road underpass, comprehensive traffic modelling is being undertaken. Strategic highway modelling indicates that the underpass can be closed to traffic with only a relatively minor impact on the operation of the road network, and in some parts of the network, benefits are realised. For instance, left turns from the A12 into Zetland Street are currently not permitted but can be accommodated in future. A local level modelling exercise has commenced and will be completed in the post-application period ahead of planning determination.

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



1 INTRODUCTION

1.1 APPOINTMENT

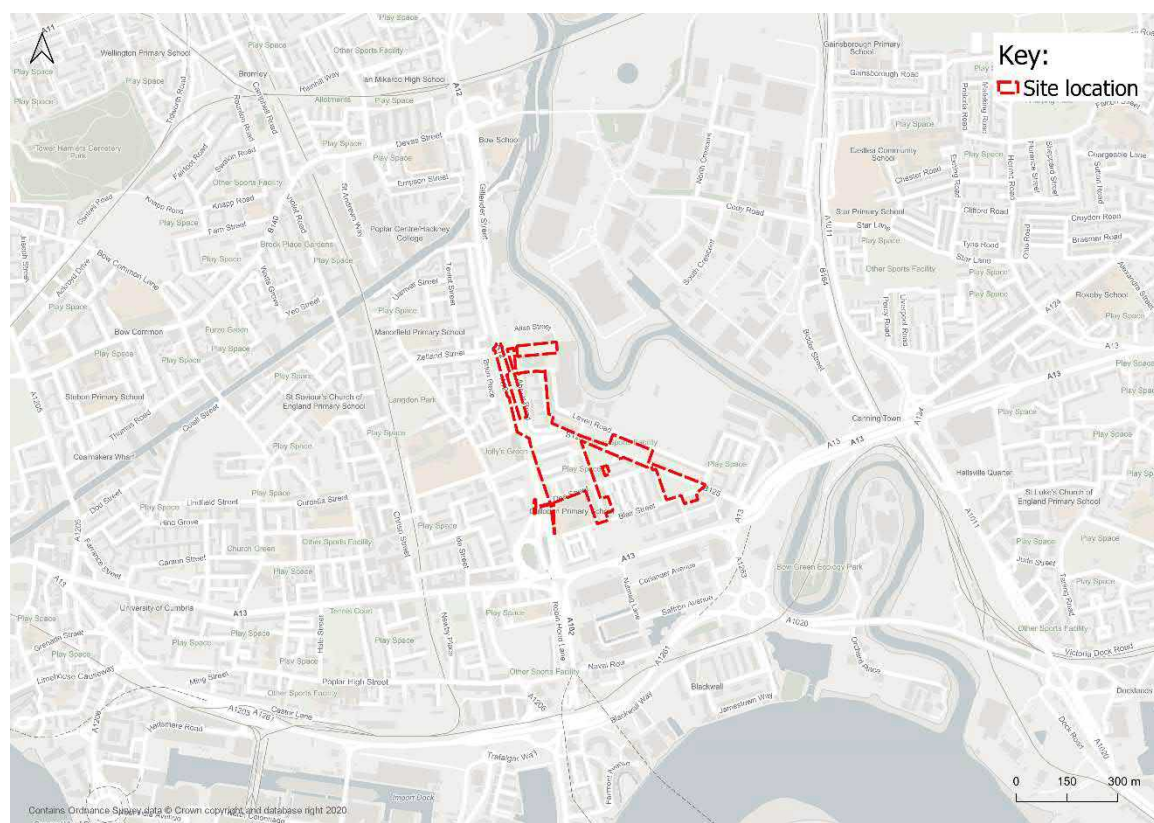
- 1.1.1 This Transport Assessment (TA) has been prepared by Velocity Transport Planning and is submitted in support of a hybrid planning application for the Aberfeldy Village Masterplan. The hybrid planning application is made in relation to the north of East India Dock Road (A13), east of the Blackwall Tunnel Northern Approach Road (A12), and to the south-west of Abbott Road (the “Site”) on behalf of The Aberfeldy New Village LLP (‘The Applicant’). The hybrid planning application is formed of detailed development proposals in respect of Phase A for which no matters are reserved (‘Detailed Proposals’) and outline development proposals for the remainder of the Site, with all matters reserved (‘Outline Proposals’). The Detailed Proposals and Outline Proposals together are referred to as the ‘Proposed Development’.
- 1.1.2 The Proposed Development comprises the comprehensive redevelopment of the Site. The Proposed Development will provide new retail and workspace floorspace along with residential dwellings and the A12 Abbott Road vehicular underpass will be re-purposed to create a new east to west walking and cycling route. The Development will also deliver a significant amount of high-quality public realm, including a new Public Square, a High Street and a public park.
- 1.1.3 The purpose of the Transport Assessment is to assess the Proposed Development in terms of prospective transport impacts.

1.2 SITE LOCATION

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



Figure 1-1: Location Plan



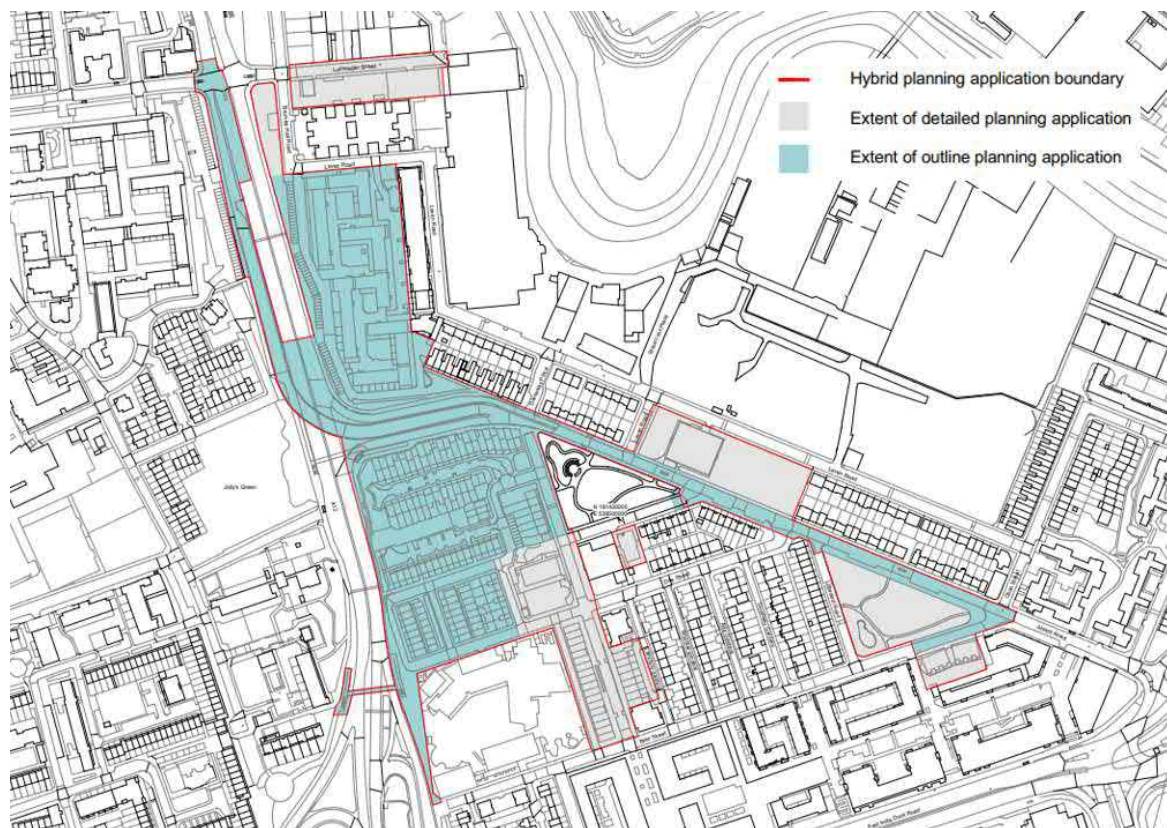
- 1.2.3 The Site is located in Poplar, within the administrative boundary of the London Borough of Tower Hamlets (LBTH). The total Site area is 8.14 hectares (approx. 20 acres).

1.3 EXISTING SITE USE

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



Figure 1-2: Existing Site plan



- 1.3.2 The Site includes the Abbott Road underpass, which is a grade-separated crossing for motorised vehicles that provides a connection for north-bound vehicles between Abbott Road and the A12.

1.4 WHAT IS BEING PROPOSED - PROPOSED DEVELOPMENT

- 1.4.1 Hybrid application seeking detailed planning permission for Phase A and outline planning permission for future phases, comprising:
- 1.4.2 Outline planning permission (all matters reserved) for the demolition of all existing structures and redevelopment to include a number of buildings (up to 100m AOD) and up to 141,014sqm (GEA) of floorspace comprising the following mix of uses:
- Up to 1,351 residential units (Class C3);
 - Up to 3,874 m² retail, workspace, food and drink uses (Class E);
 - Car and cycle parking;
 - Formation of a new pedestrian route through the conversion of the existing vehicular underpass;
 - Landscaping including open spaces and public realm; and
 - New means of access, associated infrastructure and highways works.
- 1.4.3 Full planning permission for:
- 277 residential (Class C3) units;
 - 1,490m² retail, food and drink uses and a temporary marketing suite (Class E and Sui Generis);
 - Access;

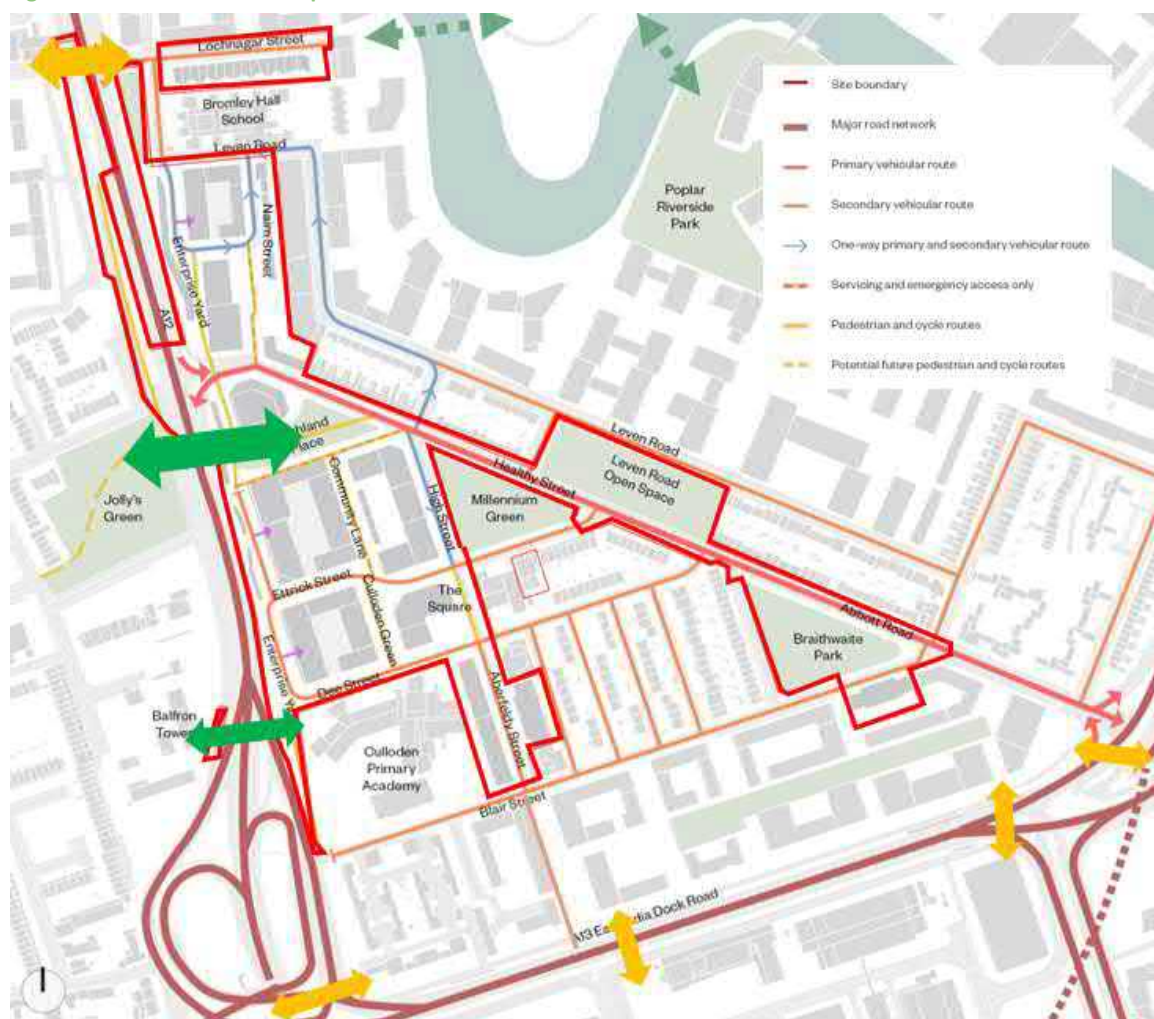


- Car and cycle parking; and
- Associated landscaping and new public realm, and private open space.

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

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

Figure 1-3: Illustrative Masterplan



Source: LDA Design, Drawing AVL-LDA-SBX-XX-XX-DR-L-1201, October 2021

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

Table 1-1 Development Phases

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

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



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

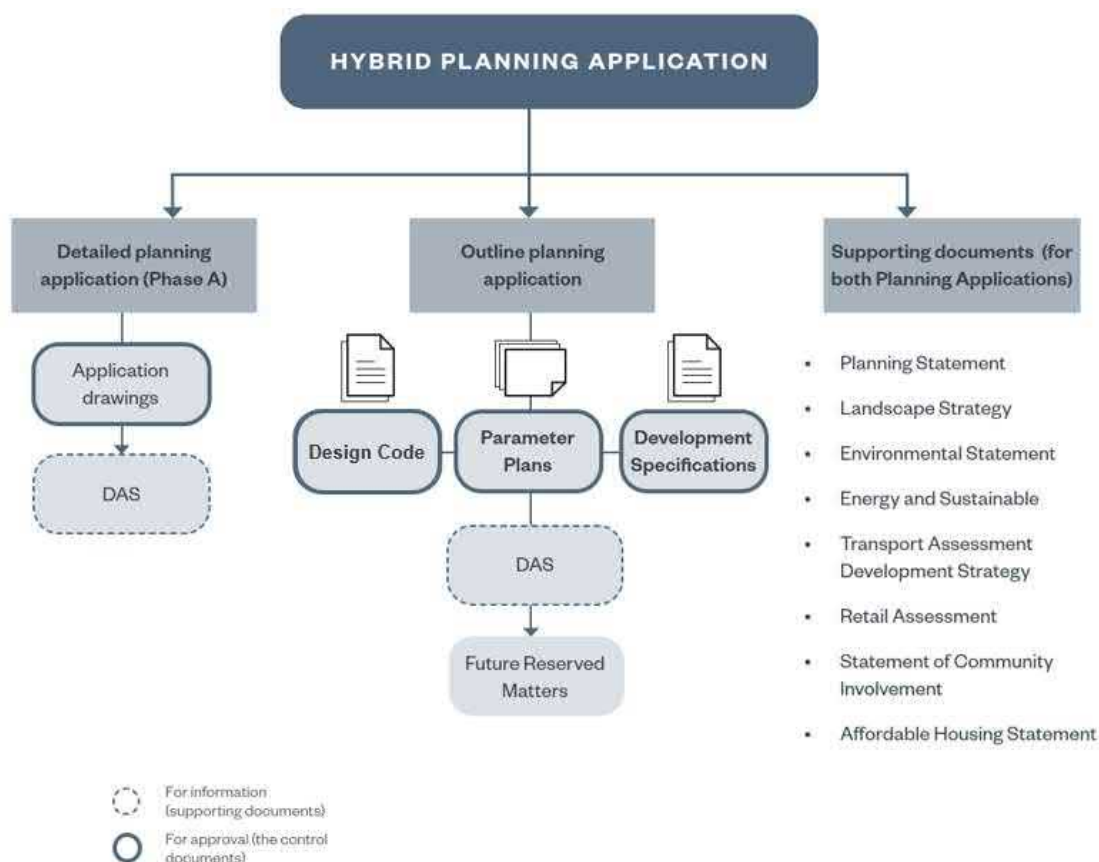


1.5 PLANNING APPLICATION STRUCTURE

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



Figure 1-5: Hybrid Planning Application Structure



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

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

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

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

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

1.6 MAXIMUM PARAMETER AND ILLUSTRATIVE SCHEME

1.6.1 The Outline Proposals have been developed as follows:

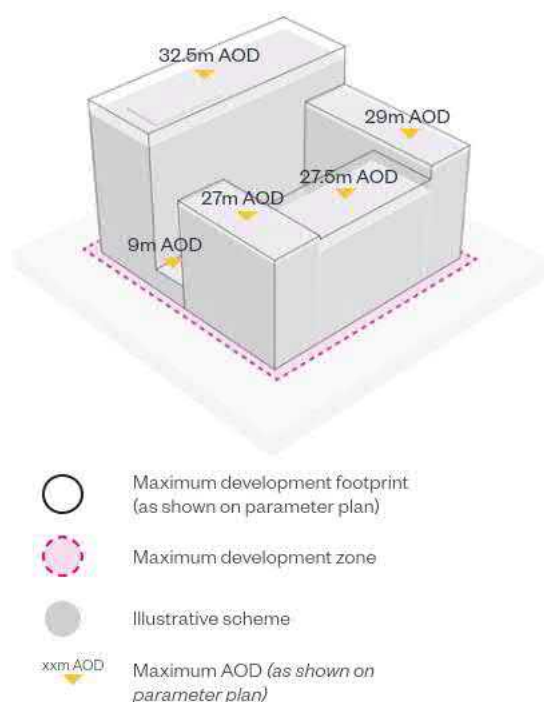
- Maximum Parameter - includes the maximum development footprint that any Reserved Matters Submission must not exceed;



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

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

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



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

1.7 WHY IS THE DEVELOPMENT PROPOSED?

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

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

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

- new homes
- more play space and activities for children



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

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

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

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

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

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

1.8 WHEN IS THE DEVELOPMENT PROPOSED?

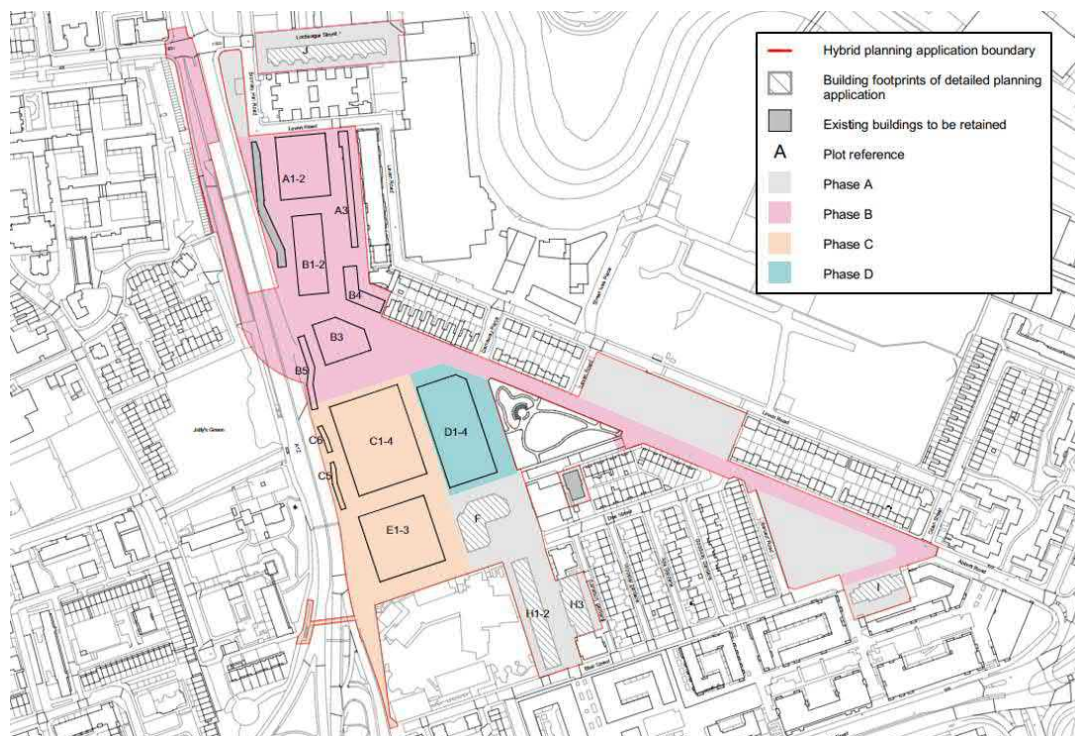
1.8.1 The Proposed Development would be built in phases as set out in **Figure 1-7**. Phase A is the detailed element of the planning application and will be constructed first. Phase A comprises Plots F, H1-2, H3, I and J.

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

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



Figure 1-7: Proposed Development Phasing Plan



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

1.9 TRANSPORT DESIGN AND PLANNING PROCESS

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

1.10 COMMUNITY CONSULTATION

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

1.11 STAKEHOLDER ENGAGEMENT

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

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

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

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



1.11.2 Meetings with TfL took place in July 2020, November 2020, March 2021, June 2021, and August 2021. In these meetings, the main transport elements of the proposals were discussed including the re-purposing of the Abbott Road underpass, trip generation rates, the scope of the Active Travel Zone assessment, and the scope of public transport and highways impact assessment including strategic and local level modelling.

1.11.3 The Transport Scoping Note (TSN) is included in **APPENDIX A** of this report for information.

1.11.4 TfL's pre-application response letter, dated September 2021, states:

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

1.12 POLICY REVIEW

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

NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK (2021)

1.12.2 The National Planning Policy Framework (NPPF) was revised in July 2021 and sets out the Government's planning policies for England and provides a framework within which locally prepared plans for housing and other development can be produced. At its heart, the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).

1.12.3 The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.

1.12.4 Chapter 9 of the NPPF sets out the requirements for promoting sustainable transport, advising that significant development should be focused on locations that are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that planning policies should support an appropriate mix of uses across an area and within larger-scale Sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

1.12.5 In Paragraph 108, the NPPF sets out that maximum parking standards should only be set when there is clear justification that they are necessary to manage the local road network or optimise the density of development in urban areas that are well served by the public transport services. The London Plan sets out maximum parking standards for London, which will be discussed below.

1.12.6 Paragraph 110 states that when considering development proposals, it should be ensured that:

- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location*
- b) *safe and suitable access to the Site can be achieved for all users;*



- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code*
 - d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree*
- 1.12.7 Paragraph 111 states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'
- 1.12.8 Paragraph 112 states that applications for developments should:
- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

REGIONAL POLICY

MAYOR'S TRANSPORT STRATEGY (2018)

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



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

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

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

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

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

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

LONDON PLAN (MARCH 2021)

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



Table 1-2: The London Plan 2021 Compliance

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



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

LOCAL POLICY

TOWER HAMLETS LOCAL PLAN 2031: MANAGING GROWTH AND SHARING BENEFITS

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



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

"Prioritise the needs of pedestrians and cyclists as well as access to public transport, including river transport, before vehicular modes of transport

Be integrated effectively alongside public transport, walking and cycling routes to maximise sustainable travel across the borough."

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

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

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

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

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

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

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

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

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

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



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

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

DRAFT LEASIDE AREA ACTION PLAN (APRIL 2021)

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

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

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

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

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



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

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

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



2 TRANSPORT PLANNING FOR PEOPLE

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

2.2 WHO IS THE DEVELOPMENT FOR?

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

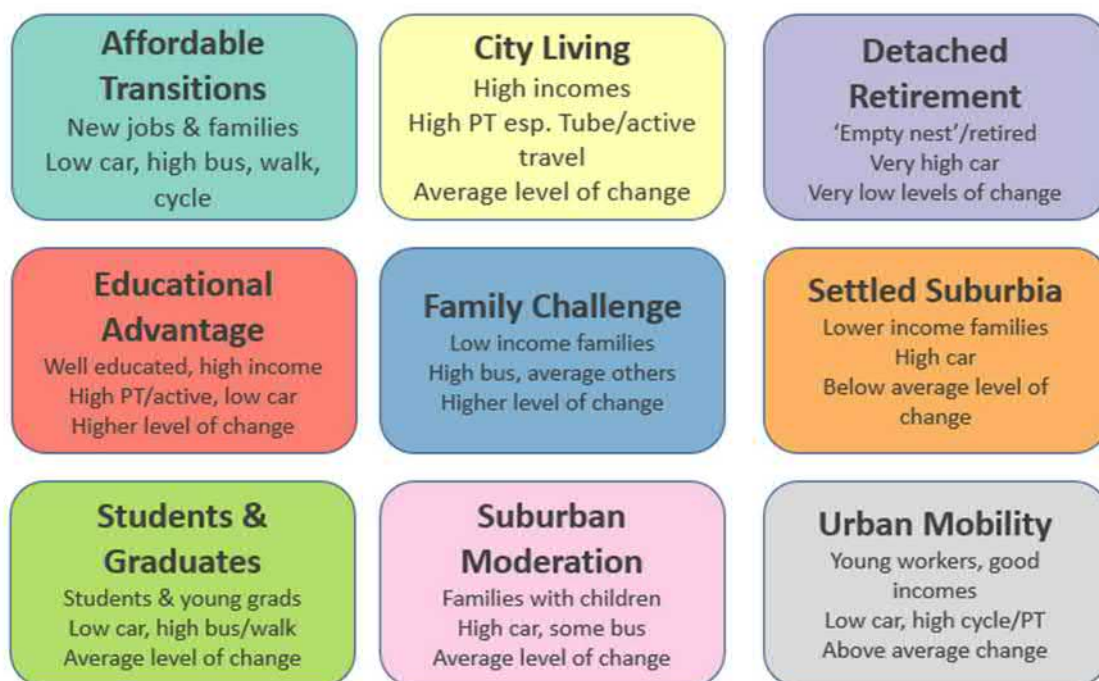
TRANSPORT CLASSIFICATION OF TOWER HAMLETS

- 2.2.2 Transport Classifications of Londoners (TCoL) is a multi-modal demographic segmentation tool developed by TfL that has been designed to categorise Londoners based on the travel choices they make and their motivations for making those decisions.
- 2.2.3 The desire to understand these behaviours and motivations is borne out of a need to plan effectively for London both now and in the future. Understanding who will use the Proposed Development and their expected travel behaviours based on the TCoL's demographic segments has been used to inform the design of the Proposed Development.
- 2.2.4 TCoL provides information about the existing demographic segment proportions at the borough level, and **Figure 2-1** shows the TCoL's identified nine high-level tier demographic segments.

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



Figure 2-1: TCoL demographic segments



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

Table 2-1: Existing demographic segment proportions within LBTH

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

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

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

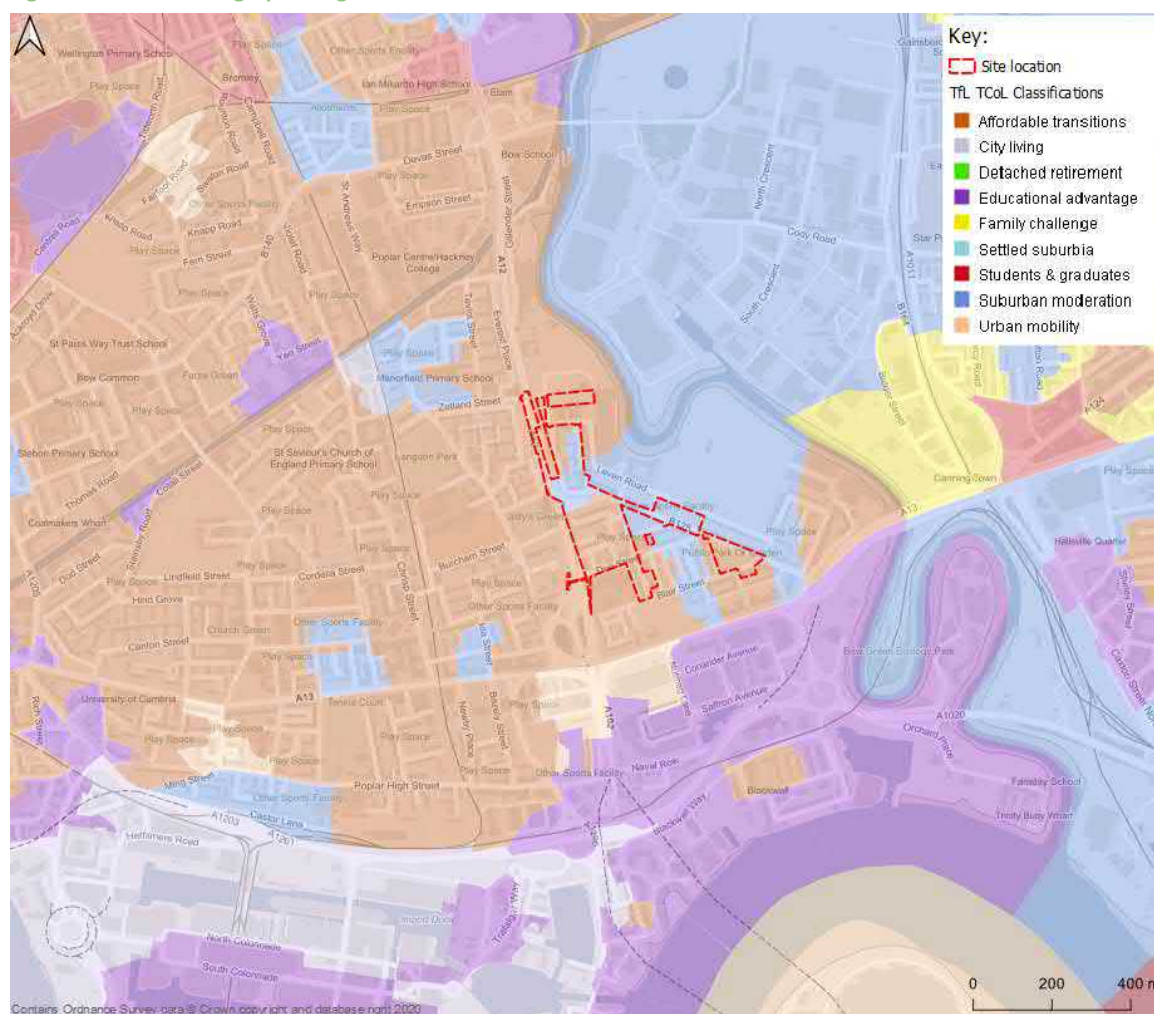
TRANSPORT CLASSIFICATION AROUND THE SITE

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

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

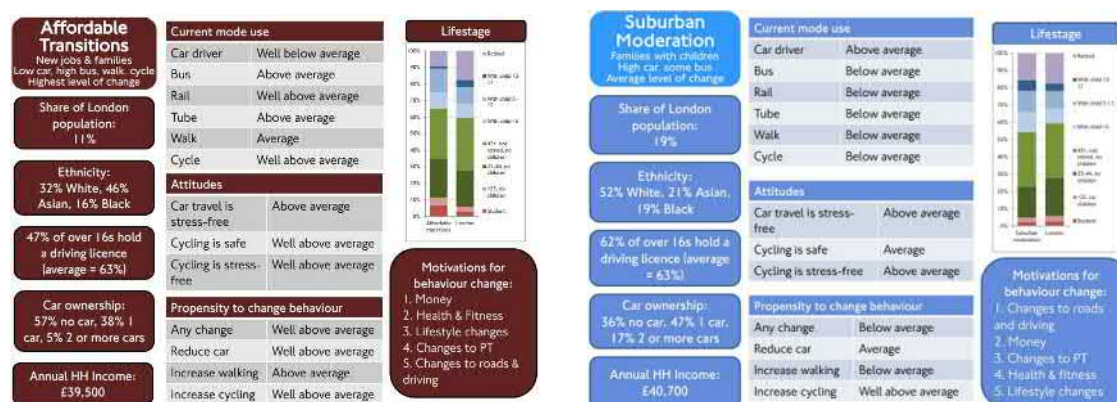


Figure 2-2: TCoL Demographic Segments – Tower Hamlets



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

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



NEW RESIDENTS

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

Table 2-2: Residents at the Proposed Development

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

- 2.2.12 Overall, this shows that the residents of the Proposed Development are well suited to low-car ownership, sustainable-travel led lifestyle.
- 2.2.13 Overall, the likely demographic profile of the development represents a good opportunity to maintain a low level of car use and increase active travel amongst residents. An appropriate transport strategy in line with the Healthy Streets approach will encourage residents to choose active modes of travel and public transport rather than the use of the private car.



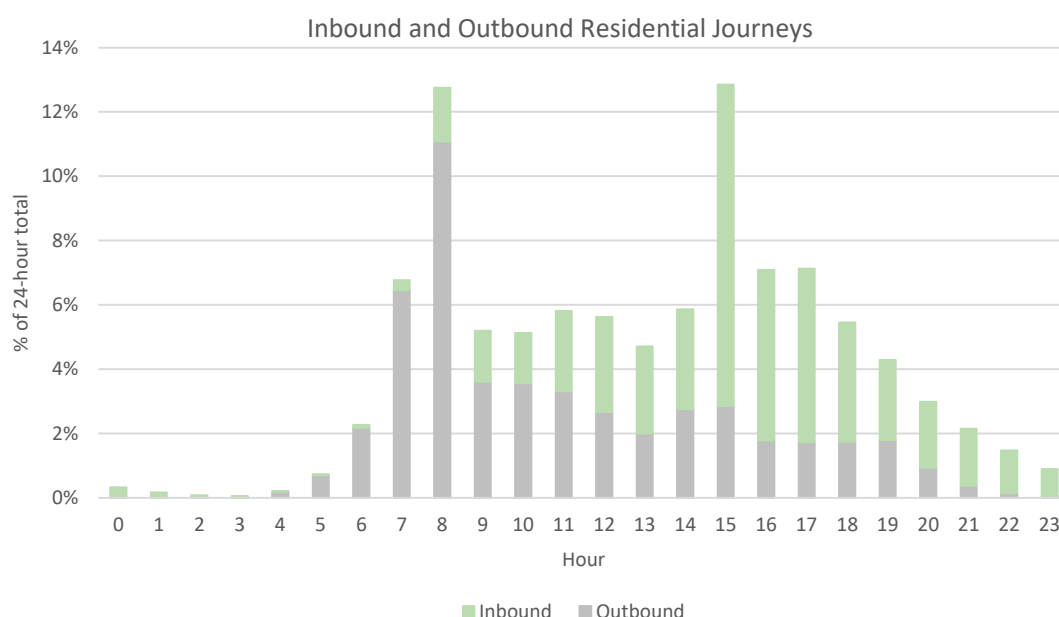
2.3 WHEN WILL PEOPLE TRAVEL?

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

RESIDENTS

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

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



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

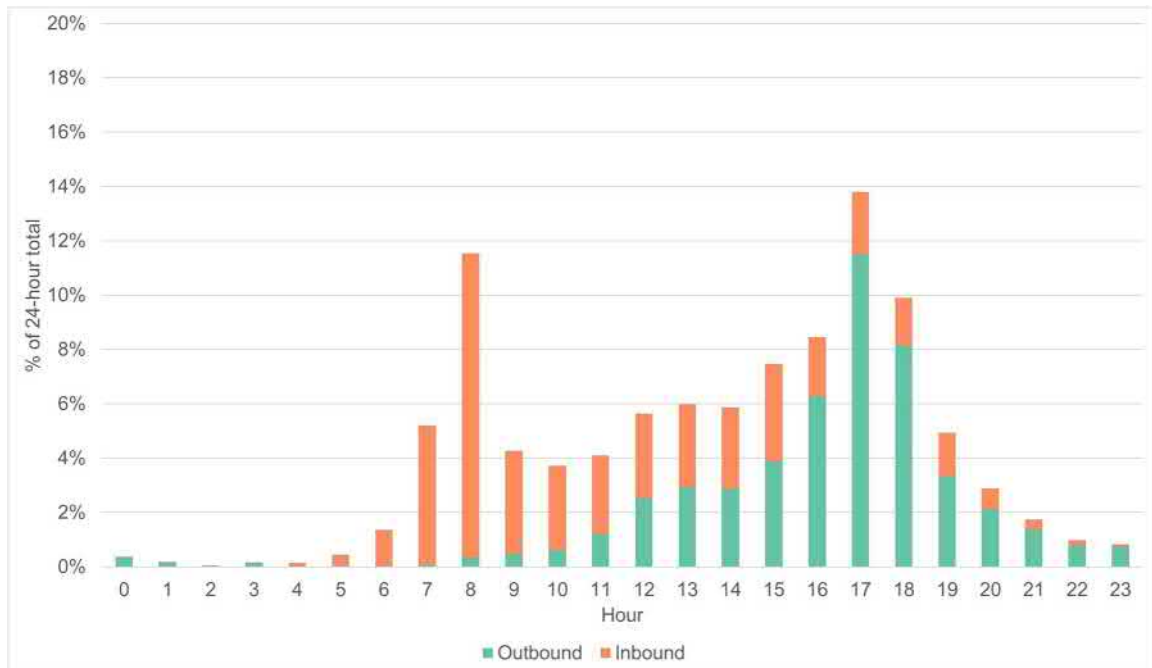
⁷ Transport for London, <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/consultations-and-surveys#on-this-page-1>, accessed 20 October 2021



EMPLOYEES

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

Figure 2-5: Employees trips (Weekday)

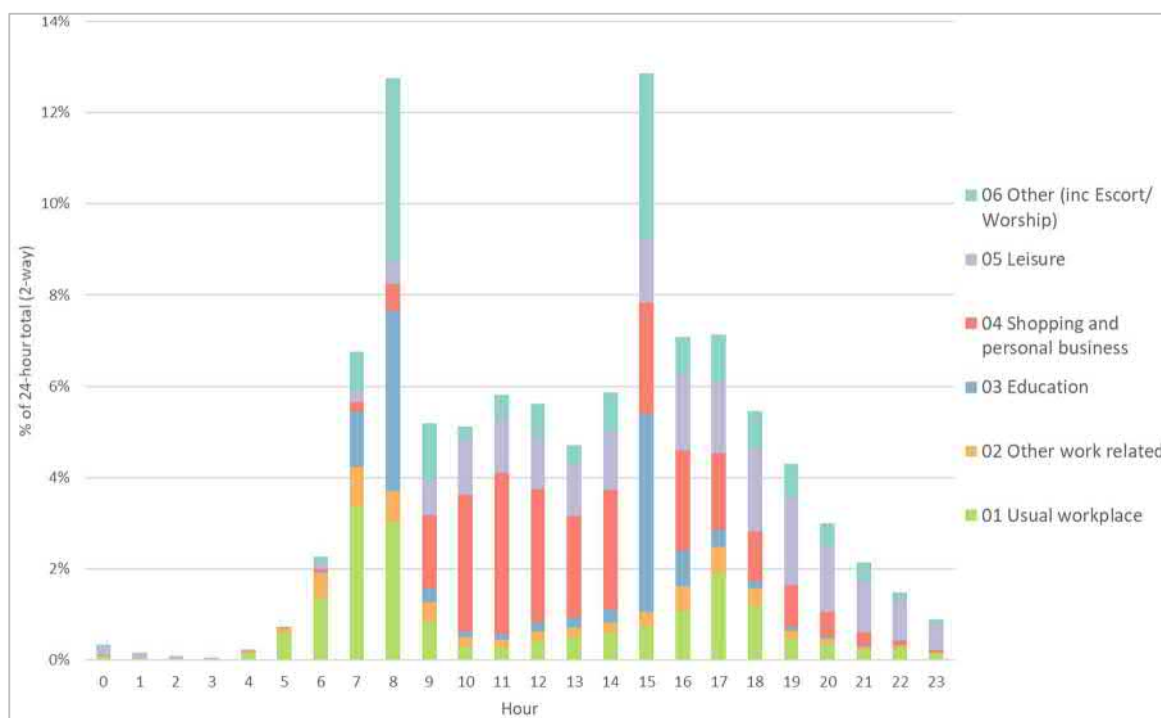


2.4 WHY WILL PEOPLE TRAVEL THERE?

- 2.4.1 LTDS data for the following trip purposes were used to determine the likely distribution of journeys in an average 24-hour period, based on trips from home to:
- usual workplace;
 - other work-related;
 - education;
 - shopping and personal business;
 - leisure, and
 - other (incl. place of worship).
- 2.4.2 LTDS data has been used to identify the likely journey purpose for resident trips across a weekday, which is illustrated in
- 2.4.3 **Figure 2-6**, with the journey purpose proportion at peak times shown in **Table 2-3**.



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



- 2.4.4 The LTDS data shows that the majority of trips generated by residents in the morning peak hour are associated with other (inc. escort/worship - likely to be local trips), travel to work and for education purposes. During the afternoon network peak hour (1700 - 1800), the majority of trips are associated with leisure, travel from work and shopping & personal business.
- 2.4.5 More trips are made during the 1500 - 1600 peak hour as a result of trips from school and associated parent escort trips. It should be noted that these journeys are on average much shorter than journeys made for the purpose of work, so generally have less impact on the highway and public transport network.

Table 2-3: Residents Journey Purpose

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

EMPLOYEES

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



2.5 SUMMARY

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



3 TACKLING SEVERANCE AND ENABLING ACTIVE TRAVEL

3.1 OVERVIEW

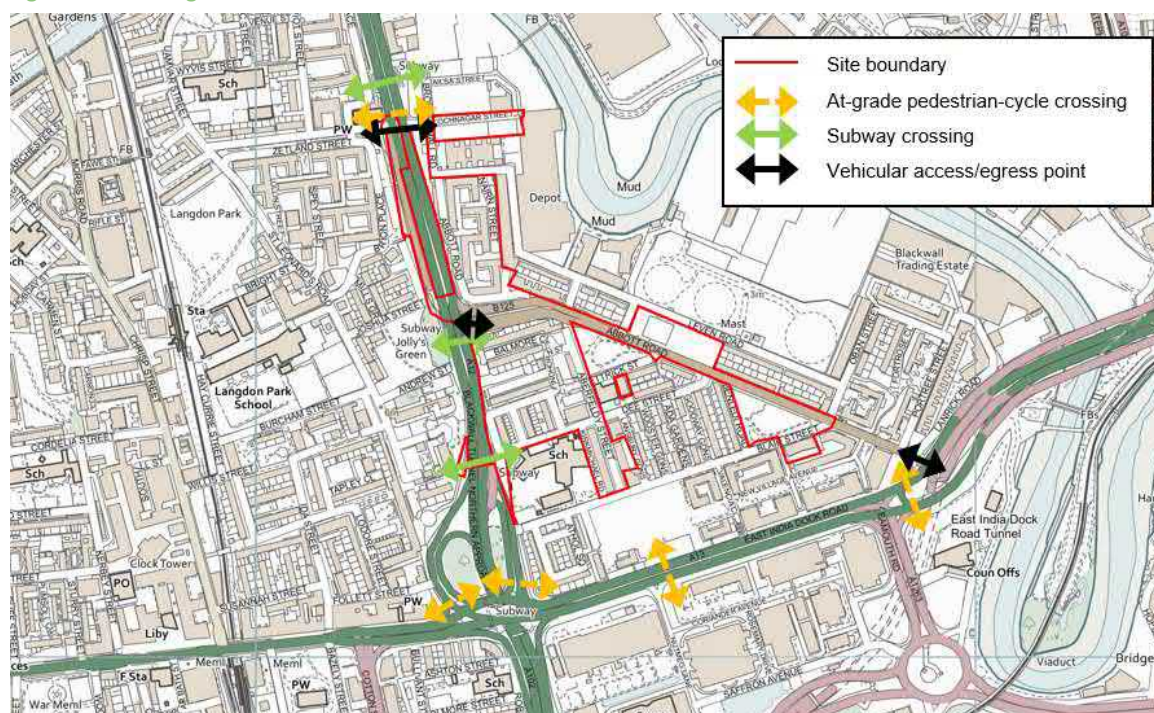
- 3.1.1 This section provides a review of the existing transport network, severance and barriers to movement. It details the key interventions and changes that are part of the Proposed Development, and the alternative options that were also explored.

3.2 EXISTING ACCESS

- 3.2.1 The Site is bounded to the west by the A12 and the A13 is 100m to the south. These strategic traffic arteries cause material severance by requiring pedestrians to either wait at traffic signals at grade or use one of several subways, which are generally uninviting spaces with limited passive surveillance.
- 3.2.2 To the northeast of the Site, the River Lea also creates a significant barrier to movement, as there are currently no ways to cross the River Lea along pedestrian/cycle desire lines to Star Lane Docklands Light Railway station or West Ham London Underground station.
- 3.2.3 Motorised vehicles can access the site via three vehicular site access points. These are:
- The A12 / Abbott Road / Abbott Road Underpass junction
 - The A12 / Lochnagar Street / Zetland Street junction
 - The A13 East India Dock Road / Abbott Road / Lanrick Road junction
- 3.2.4 **Figure 3-1** illustrates the existing access points to the Site, including pedestrian crossing points for the strategic road network from the west and south. These include:
- A subway underneath the A12 directly north of Lochnagar Street;
 - A two-stage at grade signalised crossing of the A12 at Lochnagar Street;
 - A subway underneath the A12 adjacent to the Abbott Road underpass;
 - A subway underneath the A12 which connects to Dee Street;
 - A multiple-stage at-grade signalised crossing of the A13/A102 junction using shared-use paths;
 - A multiple-stage at-grade signalised crossing of the A13 East India Dock Road directly east of Nutmeg Lane; and
 - A multiple-stage at-grade signalised crossing of the A13 at the A13/A1020/Abbott Road junction using shared-use paths.



Figure 3-1: Existing Site Access Points



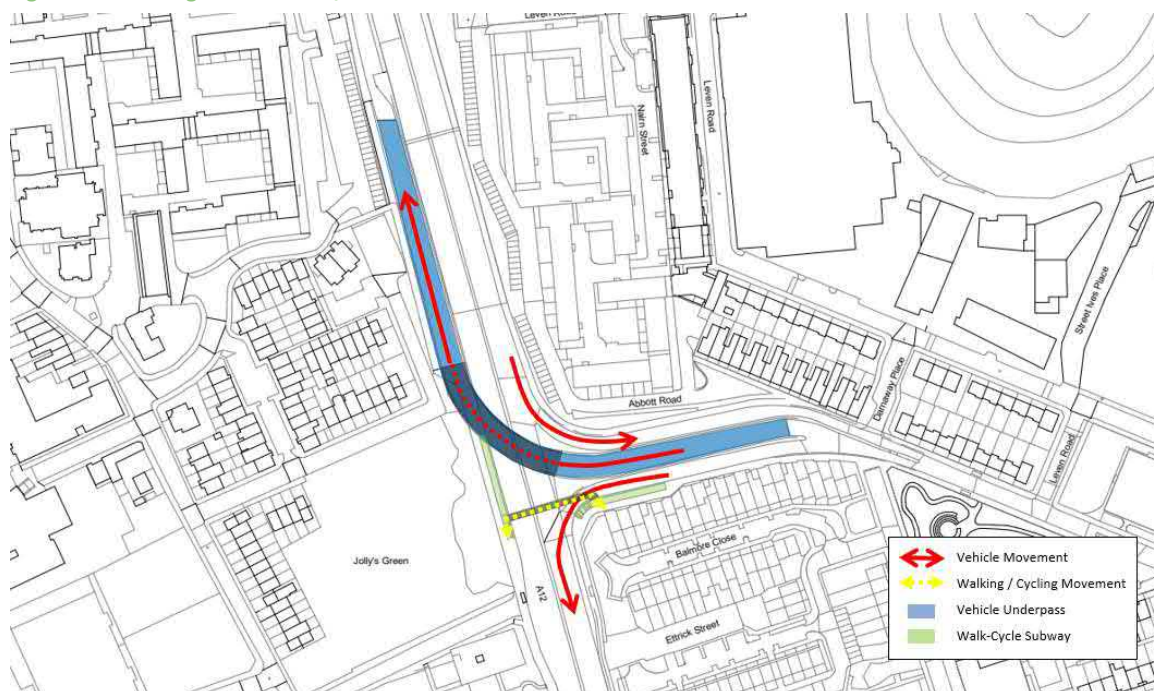
- 3.2.5 **Figure 3-1** shows that in response to the severance created by the strategic infrastructure that bounds the Site to the south and west, some existing pedestrian connections are provided. However, in most instances, these connections are currently poor quality; they add delays to pedestrian journeys and are perceived as being unsafe.
- 3.2.6 The severance that the A12 causes to walking and cycling journeys in the Leaside area was identified about 20 years ago, and since then numerous studies commissioned by various public bodies have assessed the issues and considered potential solutions. These studies were reviewed as part of a Technical Note produced by VTP in January 2021, included in **APPENDIX B** for information.

VEHICLE ACCESS

- 3.2.7 The Site is located adjacent to the A12, which is part of the Transport for London Road Network (TLRN) and carries over 100,000 vehicles per day. At the southwest of the Site, the A12 forms a grade-separated junction with the A13 (East India Dock Road), which carries over 50,000 vehicles per day. With the River Lea to the northeast, the Site is located within a contained area (for ease, this is referred to as the 'Aberfeldy Island') with three points of access (Lochnagar Street and the western and eastern ends of Abbott Road).
- 3.2.8 Lochnagar Street forms a signalised junction with the A12 at the north of the site.
- 3.2.9 Abbott Road passes through the site and connects the A12 and A13. At its eastern end Abbott Road forms a signalised junction with the A13. The access operates as left-in, left-out with the right turn entry movement being restricted to bus only.
- 3.2.10 The A12/Abbott Road junction includes a southbound off and on slip for the A12 as well as the Abbott Road underpass, which allows vehicles to egress the site and turn right onto the northbound A12. Apart from general traffic, the existing underpass is also used by the 309 bus service to turn right onto the A12 from the site. **Figure 3-2** shows a diagram of the existing junction.



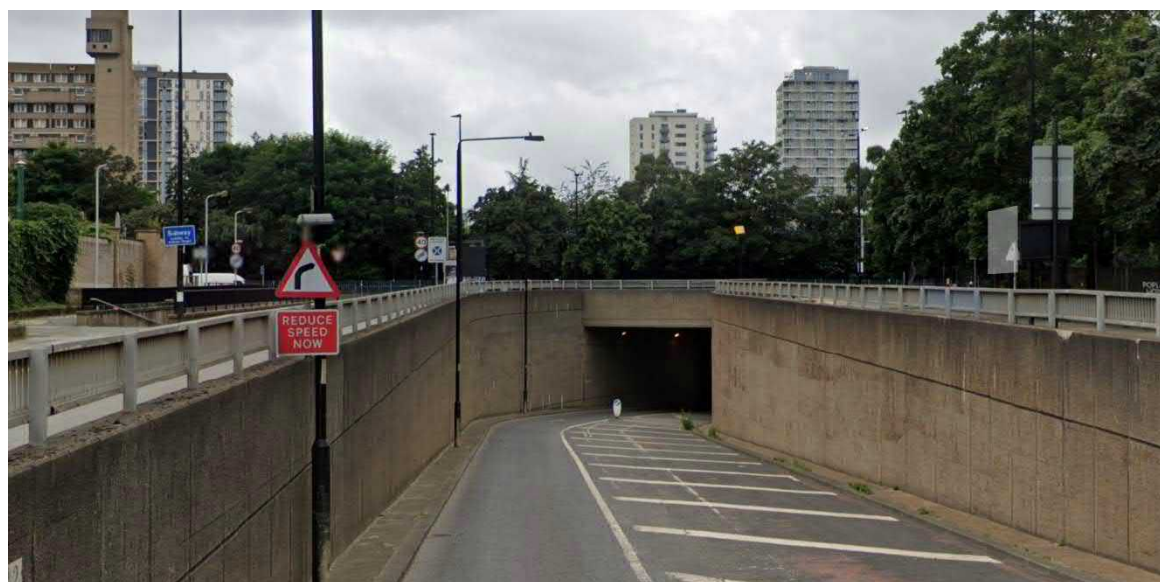
Figure 3-2: Existing Abbott Road / A12 Junction



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

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

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



BUS ACCESS

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

Figure 3-4: Existing 309 Bus Route



LOCAL AMENITIES

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

Table 3-1: Local Facilities Outside of the Site

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



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

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

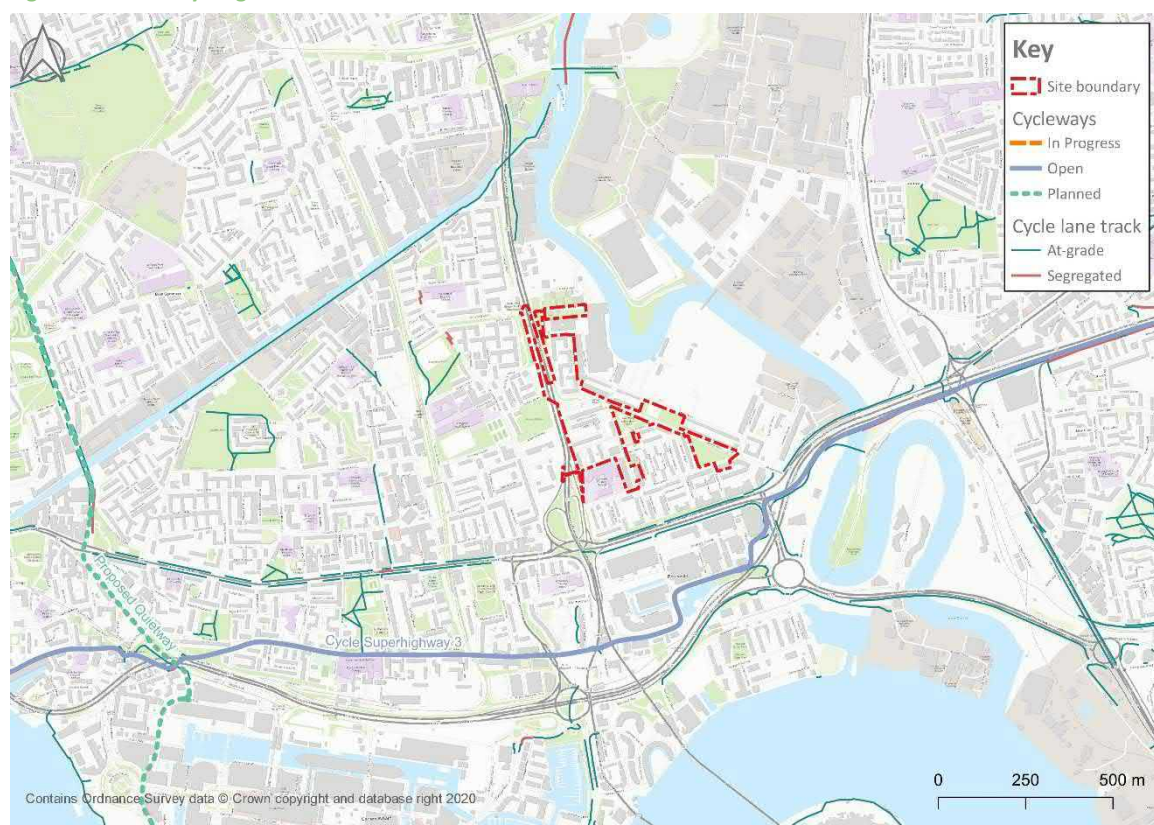
3.2.15 It should be noted that a 500m walking distance is only a six-minute walk. The Active Travel Zone assessment methodology developed by TfL assumes people would be willing to walk or cycle up to 20 minutes to their destination, suggesting that amenities that are up to three times as far away from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

CYCLE ACCESS

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



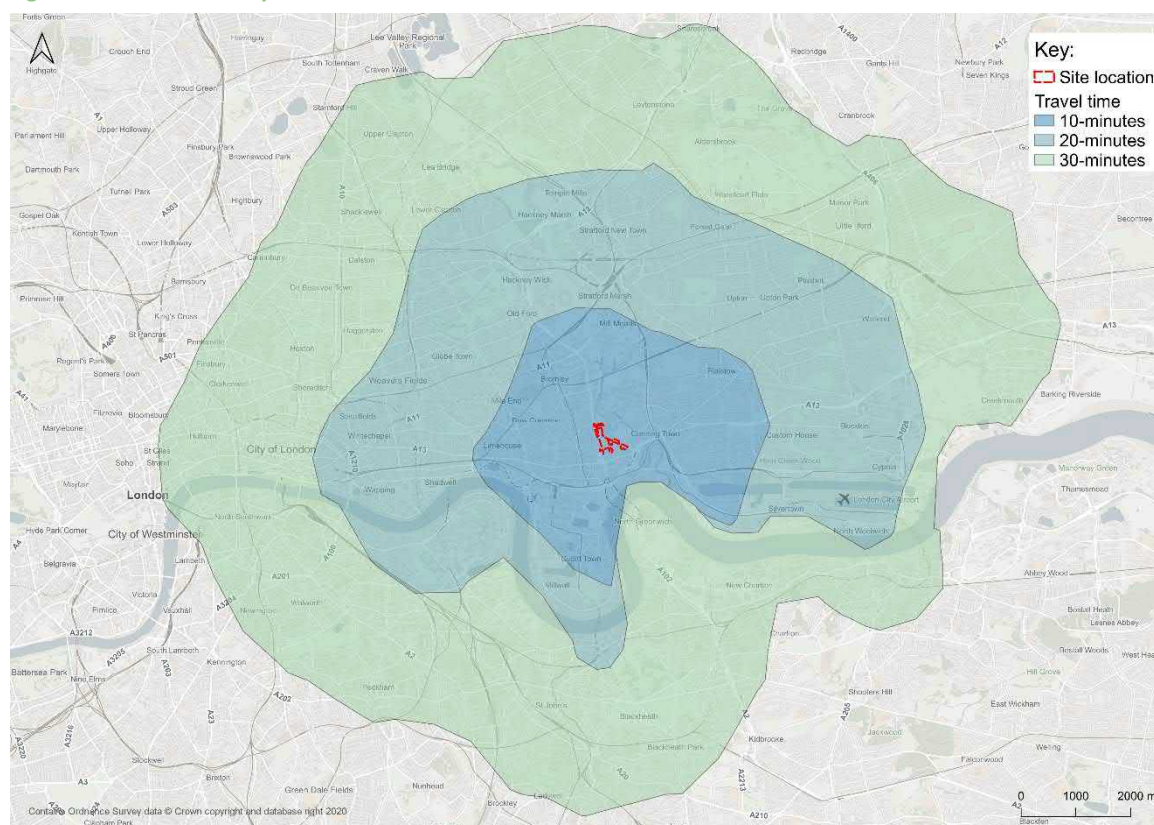
Figure 3-5: Local Cycling Routes



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



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



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

3.3 EXISTING A12 CROSSINGS AND DEMAND MOVEMENT

3.3.1 Pedestrian and cycle counts were undertaken in early July 2021 at the A12 pedestrian crossings facilities near to the Site.

Table 3-2: Existing A12 Pedestrian Crossing Movements

LOCATION	TYPE OF CROSSING	AM PEAK HOUR	PM PEAK HOUR	24-HRS	% CHILDREN	% CYCLISTS
Lochnagar Street	At-Grade Crossing	18	16	213	11%	12%
Lochnagar Street	Subway	33	29	343	8%	7%
Abbott Road	Subway	74	52	851	11%	11%
Balfron	Subway	141	48	1,087	24%	7%
Total		266	145	2,494	16%	9%

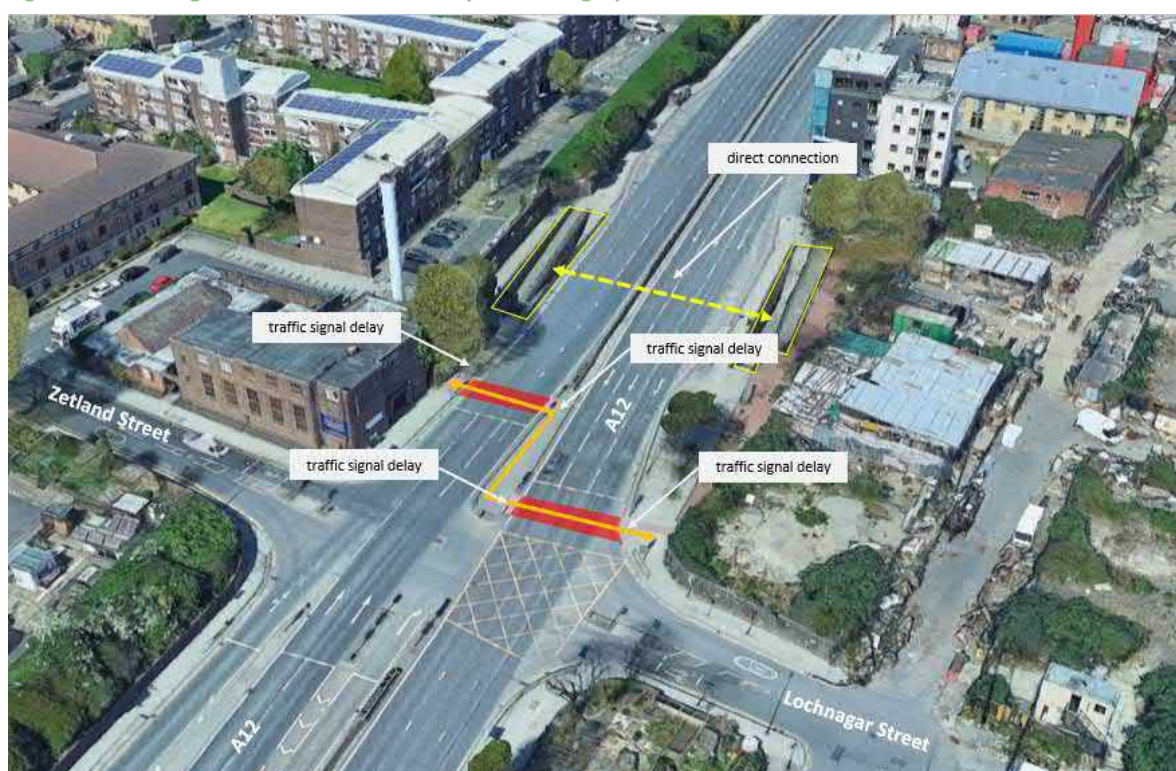
3.3.2 The survey results show that there are approximately 2,500 crossing movements of the A12 per day in the vicinity of the Site. Around 9% of the total movements (c.220 per day) are cyclists. The Balfron Subway is the busiest of the crossings due to it being used to access Culloden Primary School (24% of those using the Balfron Subway are children), and because there are no other suitable crossing places at present.



LOCHNAGAR STREET CROSSINGS

- 3.3.3 At the Lochnagar Street junction pedestrians and cyclists can decide whether to use the at-grade signalised crossing or the subway.
- 3.3.4 The existing subway is not an attractive facility. It is narrow, has no passive surveillance and the 180-degree bends on the ramps make it difficult and inconvenient for cyclists to use. Despite the poor environment offered by the subway, it is preferred (343 movements per day) to the at-grade signalised crossing (213 movements per day). This is likely to be due to the delays associated with using the at-grade signalised crossing, which requires crossing in two stages. The junction cycle time is 120 seconds to maximise the green time for vehicle travelling along the A12, as a result it typically takes pedestrians three to four minutes to cross the A12. The crossing options are illustrated in **Figure 3-7**.

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



Source: Google Earth imagery with VTP annotations, October 2021

ABBOTT ROAD CROSSING

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

Figure 3-8: Abbott Road Subway



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

BALFRON SUBWAY

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

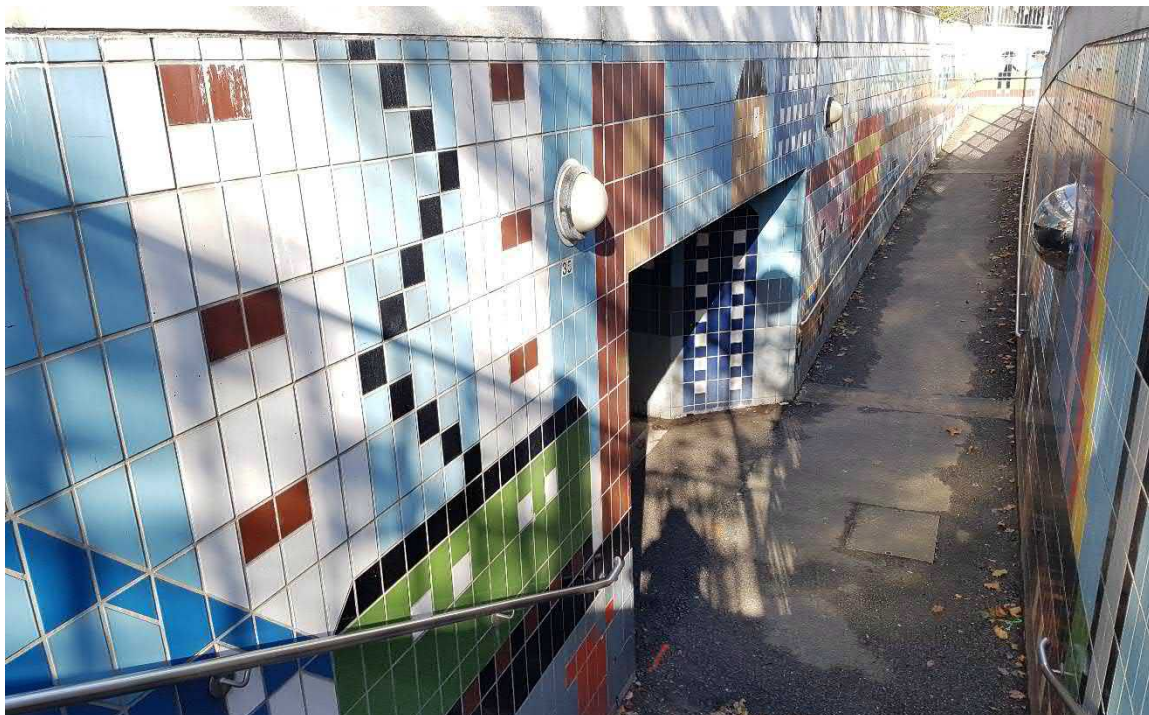
Figure 3-9: Existing Balfron Subway Looking Southwest



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



Figure 3-10: Balfron Subway – Dee Street Access



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

ACTIVE TRAVEL ZONE ASSESSMENT SUMMARY

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

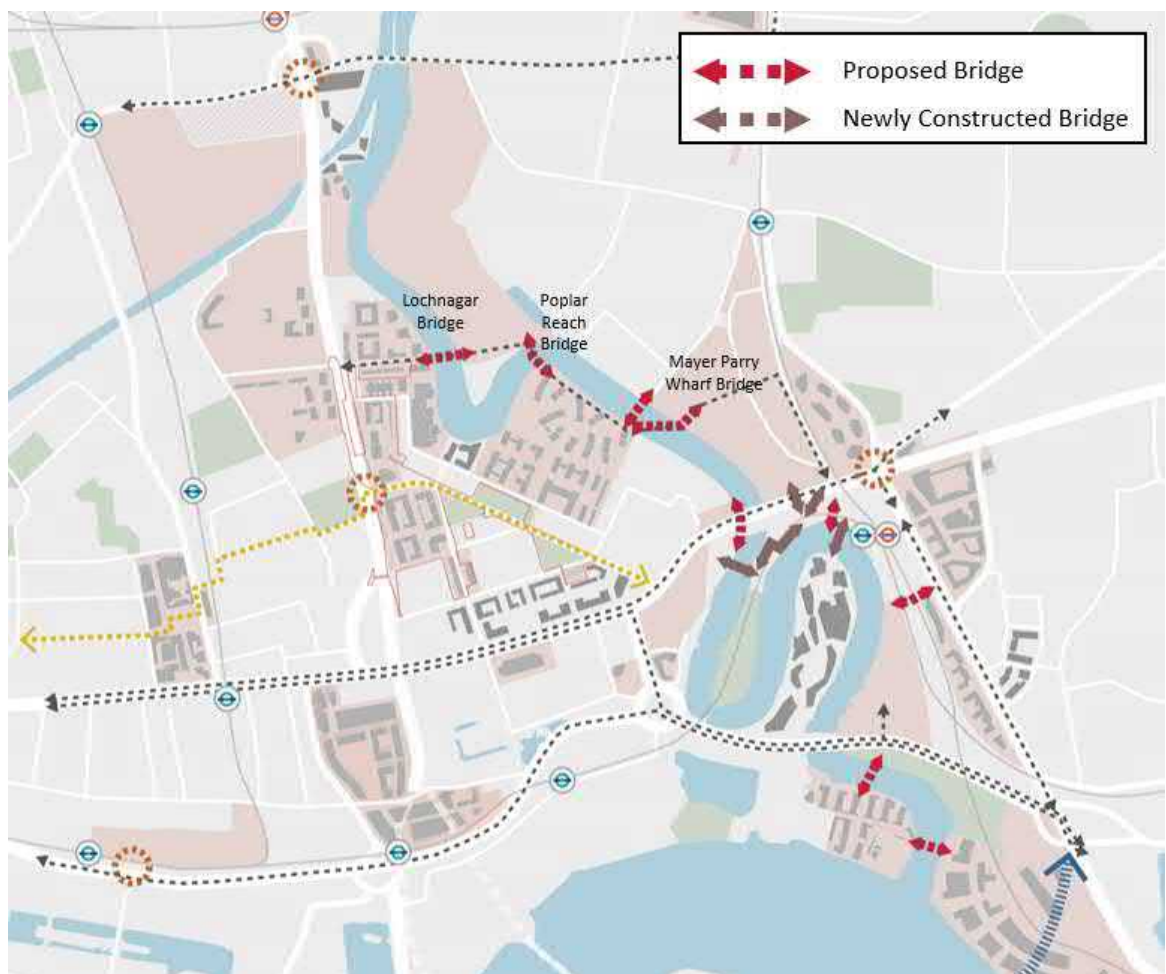
3.4 A12 FUTURE CROSSING DEMAND

- 3.4.1 Whilst the existing A12 crossing points provide sufficient capacity to accommodate the existing daily demand of around 2,500 walking and cycling movements, issues around accessibility and concerns about personal safety makes using them unattractive to local residents.
- 3.4.2 During consultation with young people in the area, pupils of Langdon Park School made statements such as *“would like to walk to school, but my dad drives me because the foot tunnel is dark and smells. Older people hang out there and smoke. I would like to use it to get to school, but it is unsafe.”* And *“it’s okay during the day for people our age because it is quite busy. I make sure I go with friends; I don’t go there on my own”*.



- 3.4.3 Surveys of pupils at Culloden Primary School indicate that whilst 59% of pupils would like to cycle to school, only 1% of them currently do so, and that although approximately 75% of pupils live within 1km of the school, 21% travel by car.
- 3.4.4 The condition and quality of the existing pedestrian and cycle facilities across the A12 is limiting walking and cycling activity. Significantly more primary and secondary school pupils would walk and cycle to school if the crossing facilities were safe and more attractive.
- 3.4.5 Most of the existing demand for crossing the A12 is from residents living in the Site's immediate vicinity, with wider east-west through movement being restricted by the River Lea. The London Boroughs of Tower Hamlets and Newham are working in partnership with developers to introduce new pedestrian and cycle bridge links over the River Lea. These include the Lochnagar Bridge, Poplar Reach Bridge and Mayer Parry Wharf Bridge. **Figure 3-11** shows the indicative locations of these new bridge connections.

Figure 3-11: Potential New Bridge Connection Plan



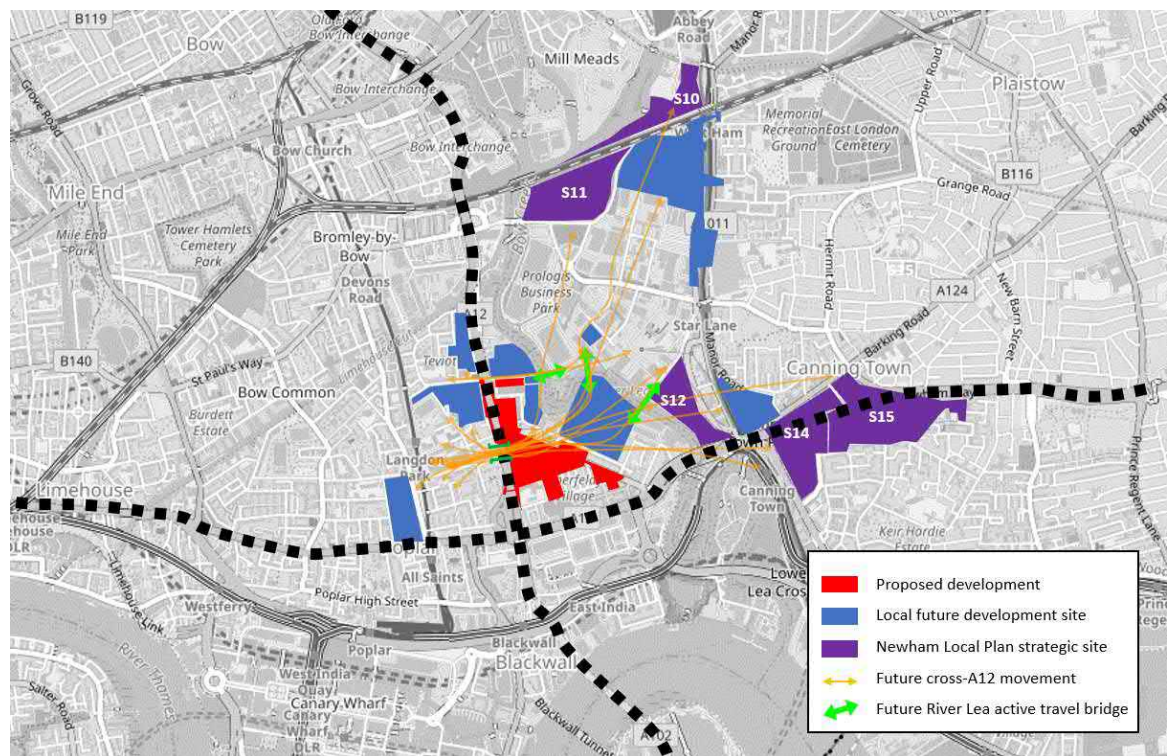
Source: Levitt Bernstein and LDA Design, Aberfeldy Village Design and Access Statement, October 2021

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

3.4.7 Future additional demand for pedestrian/cycle movement will be generated by committed and emerging development. Within the Aberfeldy Island area alone, a number of schemes have planning approval which will deliver over 4,000 new dwellings, and the draft AAP identifies three development sites (excluding the proposed development) with the potential to deliver around 1,850 more dwellings⁸. Car parking provisions at these developments are very restricted (some are car free), and therefore people will primarily travel on foot, bicycle and public transport. Travel demand will increase significantly, and connectivity constraints will apply to both existing and future residents. A Technical Note was prepared by VTP to study the A12 crossings at the site and future demand for crossing movement. This Technical Note has been included in **APPENDIX B** for information.

3.4.8 **Figure 3-12** sets out an overview of some of the future development in the local area, including sites that have been submitted for planning, sites actively consulting, and sites allocated in the Newham Local Plan as strategic development sites. Desire lines have been added to the map to illustrate how with supporting infrastructure there is expected to be a growing volume of people walking/cycling through the Site and wishing to cross the A12.

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



⁸ London Borough of Tower Hamlets, Draft Leaside AAP Chapter 4 Housing Delivery paragraph 4.10, March 2021



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

3.5 TACKLING SEVERANCE

A12 CROSSING OPTIONS

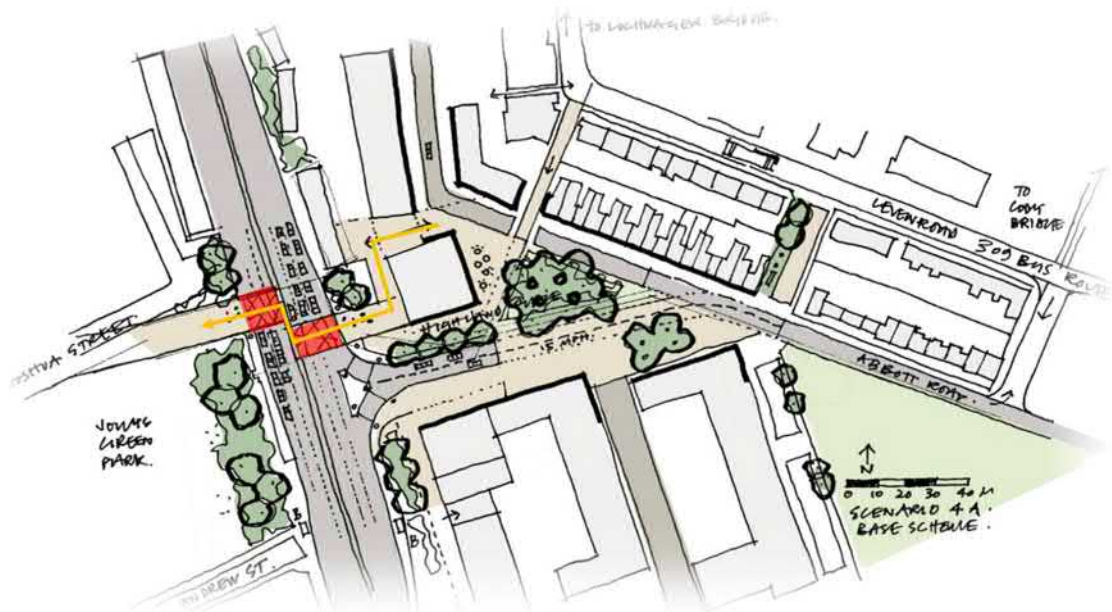
- 3.5.1 As part of the design development process a detailed appraisal of ways to tackle the issue of A12 severance was undertaken. A study titled '*Aberfeldy Village: A study to identify appropriate pedestrian and cycling infrastructure improvements*' was issued in January 2021 and is included in **APPENDIX B**. The paragraphs below summarise some of the key findings of this study.
- 3.5.2 Over the past 15 years or so, the severance to walking and cycling caused by the A12 has been the subject of at least eight studies commissioned by LBTH, TfL, and other public bodies. The purpose of the studies has been to assess the capacity of the A12, the severance that it generates between communities and how these matters can be addressed. The previous studies confirm the need for crossing improvements at the A12 and investigate a range of potential options. This work provided the background context for the Aberfeldy Village study by the Applicant's team.
- 3.5.3 At the Site, the greatest demand for east-west crossing movement is expected to be in the centre of the Site near to the Abbott Road Subway. In simplistic terms there are three ways to get pedestrians/cyclists across the A12:
1. An at-grade signalised crossing;
 2. A bridge crossing; and
 3. A repurposed underpass crossing.
- 3.5.4 The Aberfeldy Village A12 Study investigated a total of 13 variants of these options and sought to weigh up the benefits and costs for all users of the transport system. Each of the options was rated against eleven assessment criteria with those schemes scoring most highly as being preferred. Any scheme that was considered to have an unacceptable impact on A12 traffic or bus delay was discounted irrespective of other benefits it may have offered.
- 3.5.5 Three of the main variants considered within the options study are summarised below.

AT GRADE SIGNALISED CROSSING

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



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



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

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

3.5.8 A single stage crossing could resolve the issues associated with walking/cycling delay and island capacity, however would create unacceptable delays on the A12, and require halting traffic for 30 to 35 seconds in every 120 second cycle.

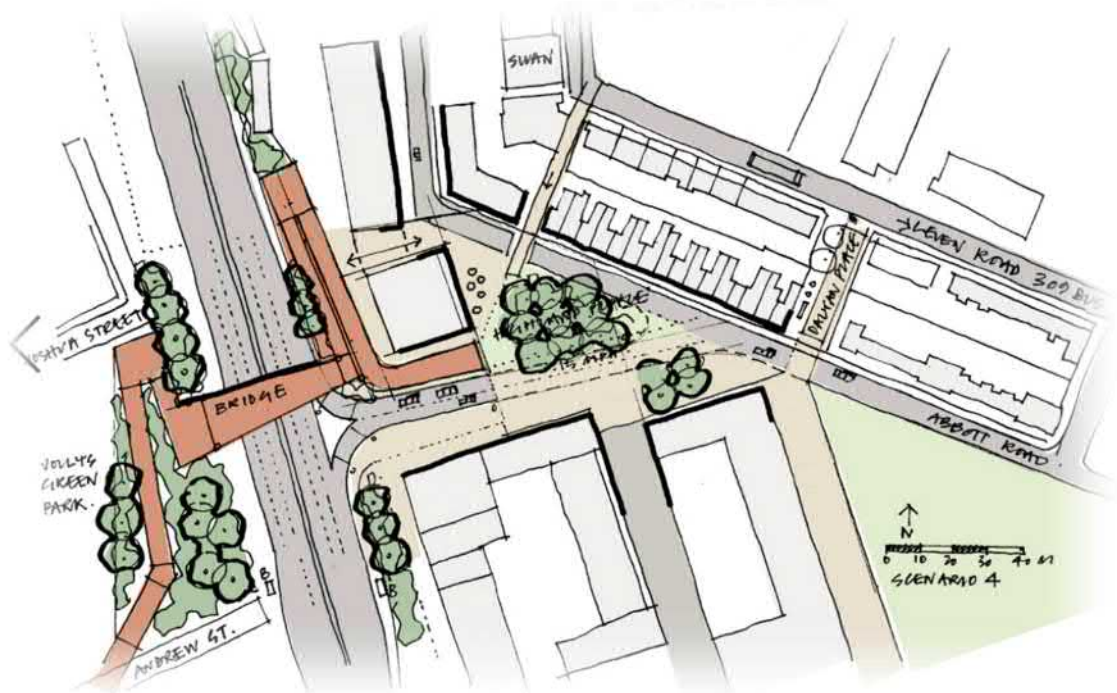
3.5.9 In summary an at-grade pedestrian crossing option was discounted due to the additional delay it would likely cause on the A12 (especially the single-stage crossing option), the delay to people walking and cycling, which would make the facility unattractive to use, the noise pollution that would be experienced by people crossing, and the potential for vehicle collisions. It was considered that a new at-grade signalised crossing would not be suitable to facilitate and encourage large volumes of active travel movements.

GRADE SEPARATED – BRIDGE CROSSING

3.5.10 A pedestrian-cycle bridge crossing the A12 would allow people walking and cycling to cross the A12 without encountering traffic. **Figure 3-14** provides an indicative sketch of a bridge option.



Figure 3-14: A12 Crossing Option - Bridge Crossing



- 3.5.11 A bridge has the potential to minimise the delay that would be created by a signalised option. The main dimensional requirement is the need to provide over 5m headroom above A12 traffic, and to provide accessible ramps. For the bridge to be a comfortable, high-quality walking and cycling link that feels safe, it would need to be of a significant width throughout.
- 3.5.12 The following issues were identified with a bridge option:
- The level difference of c.6m that pedestrians/cyclists need to overcome requires use of either a large stairway or a long ramp (a minimum of 130m either side)
 - The long ramps result in them becoming indirect with inconvenient turns.
 - Significant land take either side of the bridge for the ramp/stairways and its visual impact.
 - Potential climatic issues such as exposure to wind and lack of shelter on a bridge, that may make a bridge less attractive than other options.

GRADE SEPARATED – REPURPOSED UNDERPASS CROSSING

- 3.5.13 The existing A12 subways do not provide an attractive environment for pedestrians/cyclists with the main issues being dimensional (width/headroom) and perceived danger (no passive surveillance). Therefore, an option that goes underneath the A12 would need to be a substantial improvement on the existing facility.
- 3.5.14 LBTH sets out within the draft Leaside AAP an aspiration to close and remove the vehicle underpass. If the underpass can be closed to traffic there is an opportunity to repurpose it as a pedestrian and cycling crossing.



Figure 3-15: A12 Crossing Options - Repurposed Underpass Crossing



- 3.5.15 This option would allow people to cross the A12 with minimal delay. By partly filling in the existing underpass (to still provide a generous headroom of 3m) the distance of accessible ramps can be reduced to around 70m (compared to 130m for the bridge option). This means that the access ramps are shorter and can be designed into the landscape more easily, along with the potential for passive surveillance via ground level activation.
- 3.5.16 The Dutch CROW Design Manual for Bicycle Traffic (2016 version) sets out design advice for grade-separated crossings, and identifies that tunnels perform better than bridges, apart from personal safety. However, the Design Manual notes the key principles to minimise potential issues of personal safety:
- The view of the tunnel from the surrounding area is optimal (inclines at a gentle angle);
 - The design guarantees that the amount of time people spend in the tunnel is minimal (as short a 'span' as possible);
 - The design will minimise any sense of claustrophobia; and
 - Design, lighting and colour scheme ensures an 'open aspect'.
- 3.5.17 On the basis that these principles can be achieved through careful design, and that there are significant overall benefits, it was concluded on balance that the re-purposing of the underpass is the preferred option of tackling A12 severance and enabling the significant demand for walking and cycling.

ABBOTT ROAD UNDERPASS

- 3.5.18 The repurposed underpass crossing of the A12 would close the existing underpass to motorised traffic and make substantial changes to create an attractive public space and route for walking and cycling. The existing Abbott Road subway would be closed.

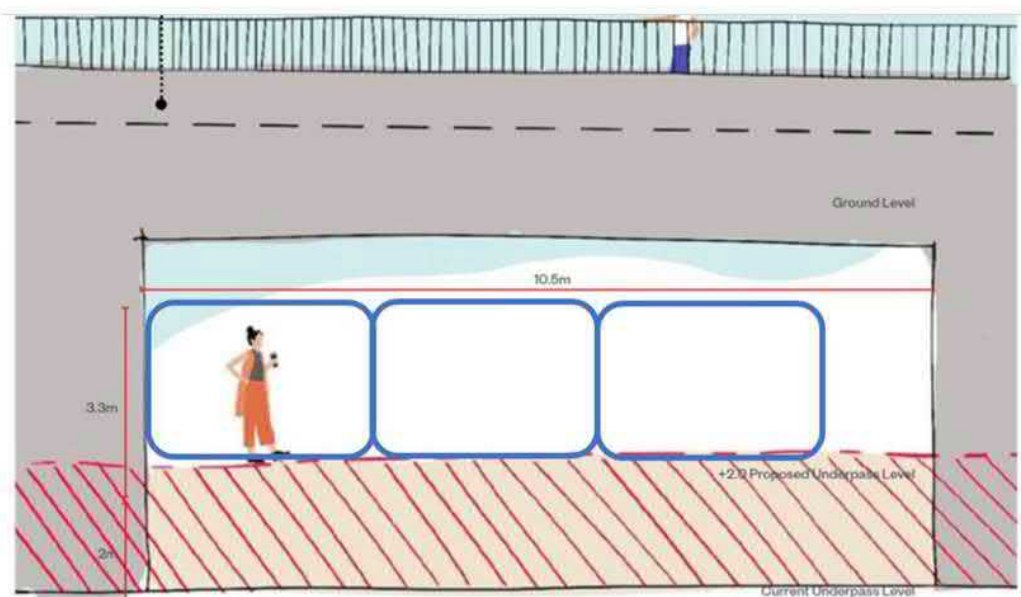


- 3.5.19 The Aberfeldy Village project team has developed the re-purposed underpass preferred option by addressing the concerns that are synonymous with subways through design with extra attention given to passive surveillance, activating the new spaces, and designing with attractive surfacing, colours and lighting.
- 3.5.20 Initially, the repurposed underpass would connect Highland Place to the existing A12 on-slip on the western side of the A12, which would become a pedestrian-cycle only facility. The long term aspiration is for the route to connect directly into Jolly's Green in future.
- 3.5.21 The following paragraphs describe and illustrate the proposals. The Abbott Road Underpass is part of the Illustrative Masterplan and not delivered in Phase A. As this proposals is currently in outline, visualisations provide an indication of the facility and specifics of design, lighting, activation of the space, and colour can be determined at reserved matters stage and detailed design stage.

REPURPOSED UNDERPASS

- 3.5.22 The underpass itself is 10.5m wide and would be partly filled in to provide 3.3m headroom. This would ensure an 'open aspect' with sufficient space to accommodate high future walking and cycling flows. The facility will be significantly wider than the existing subways under the A12 provided at Lochnagar Street, Dee Street and Abbott Road, indeed **Figure 3-16** shows that it would provide more space than all three existing subways combined.

Figure 3-16: Proposed Re-Purposed Underpass Future Dimensions



- 3.5.23 The Aberfeldy Active Travel Connector (AATC) would be light, colourful and inviting. A visualisation of this part of the crossing is set out in **Figure 3-17**.

Figure 3-17: AATC Internal Visualisation



- 3.5.24 Best practice shows that including art relevant to the surrounding context within subway facilities can significantly enhance the facility and experience of people using it. Art can also act as a deterrent for graffiti and enhance the feeling of safety.
- 3.5.25 The illustrations of the proposal show a shared walking/cycling route rather than a segregated route, although there is sufficient space to accommodate either option.
- 3.5.26 An example of both local art and a segregated cycle route is the popular pedestrian-cycle tunnel near Amsterdam Central Station, shown in **Figure 3-18**.

Figure 3-18: Amsterdam Central Station Pedestrian-Cycle Tunnel



Source: Archdaily, Benthem Crouwel Architects, www.archdaily.com/780990/cuyperspassage-benthem-crouwel-architects, July 2020



HIGHLAND PLACE

- 3.5.27 The existing eastern entrance into the underpass, as well as the left turn on and off slips, create a large vehicle dominated environment that is hostile to pedestrians. Repurposing the underpass provides an opportunity to create a new space at the heart of the Proposed Development. On the eastern side of the A12 within the Site, the existing underpass accessway will be transformed into Highland Place; a landscaped, activated, pedestrianised, public open area that gently guides people walking and cycling to the crossing facility while being a destination in its own right.
- 3.5.28 Highland Place's movement role is to accommodate the ramped access route to the A12 crossing and a gentle 1:21 access gradient can be achieved.
- 3.5.29 An overview of Highland Place is shown in **Figure 3-19**.

Figure 3-19: Highland Place



- 3.5.30 **Figure 3-20** sets out a before and after visualisation of the current underpass entrance and Highland Place.

Figure 3-20: AATC Highland Place Side Before-After



- 3.5.31 To avoid the traditional drawbacks of subways, the AATC is designed to be an active, attractive space with passive surveillance. Building B3 would have a basement level fronting and activating Highland Place and the entrance to the AATC. New Poplar Works buildings are proposed that would screen Highland Place from the A12, thereby reducing noise levels. **Figure 3-21** shows a visual representation of the AATC during the evening.

Figure 3-21: Proposed Aberfeldy Active Travel Connector



A12 SLIP ROAD

- 3.5.32 A stairway and re-graded ramp will connect the underpass to the western side of the A12.
- 3.5.33 **Figure 3-22** shows an axonometric sketch of the proposals for the A12 Slip Road. The ramp length would be reduced to c.70m and the gradient of the accessway would be reduced to 1:21.

Figure 3-22: AATC A12 On-Slip Approach



- 3.5.34 **Figure 3-23** and **Figure 3-24** show the proposals next to the existing facility for comparison.

Figure 3-23: Abbott Road Underpass A12 On-Slip Before and After



Figure 3-24: Abbott Road Underpass A12 Slip Road Before and After Human Point of View



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

JOLLY'S GREEN

- 3.5.36 The Proposed Development will deliver an enhanced pedestrian and cycle connection from Aberfeldy to the west of the A12 via the pedestrianisation of the existing vehicle underpass. The Applicant is aware that there are aspirations for enhancement works to be undertaken at Jolly's Green which include a desire for a direct route to it via the proposed new underpass. The Proposed Development does not include these works to Jolly's Green and the rationale for that is set out in the Planning Statement. However, in order to appraise the context of the Proposed Development the Applicant has considered an illustrative scheme for works to Jolly's Green – both to show a new connection directly to it and also wider enhancement works to the park itself. The Applicant is however willing to work with the Council and other relevant stakeholders to consider how these works might be delivered in the future. This would further improve the east-west connectivity of the A12 crossing and provide a more direct link to Langdon Park, Crisp Street and Canary Wharf.



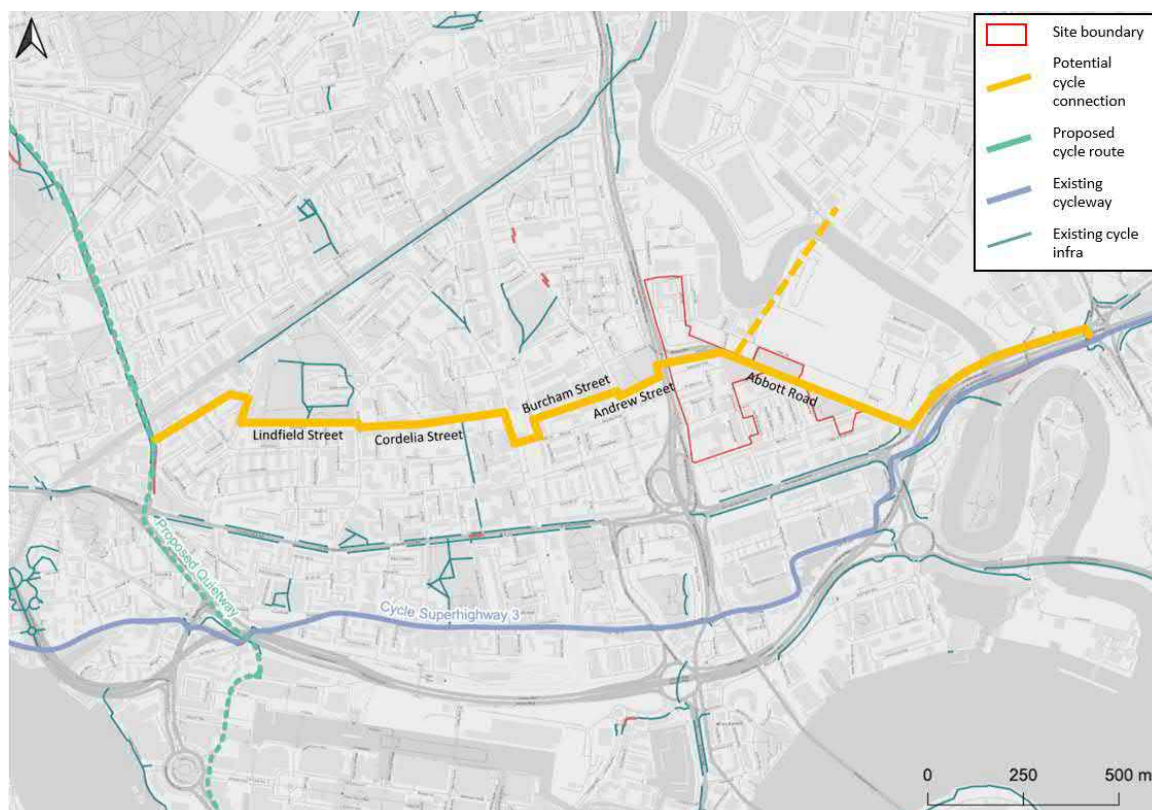
Figure 3-25: AATC Jolly's Green Aspirational Link



STRATEGIC CYCLING NETWORK BENEFITS

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

Figure 3-26: Potential New Cycle Route



BALFRON SUBWAY

- 3.5.38 The existing Balfron Subway provides a poor environment and an improvement scheme has been developed. This will not only benefit future residents of the Site but existing residents and school children travelling to Culloden Primary School.
- 3.5.39 **Figure 3-27** shows the Balfron Subway proposals which feature a straight run of steps from Dee Street to facilitate clear sightlines and is directly on the desire line for children accessing Culloden Primary Academy. A realigned, landscaped and regraded 1:21 ramp will be easier for cyclists and wheelchair users to navigate.



Figure 3-27: Balfron Subway Proposals



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

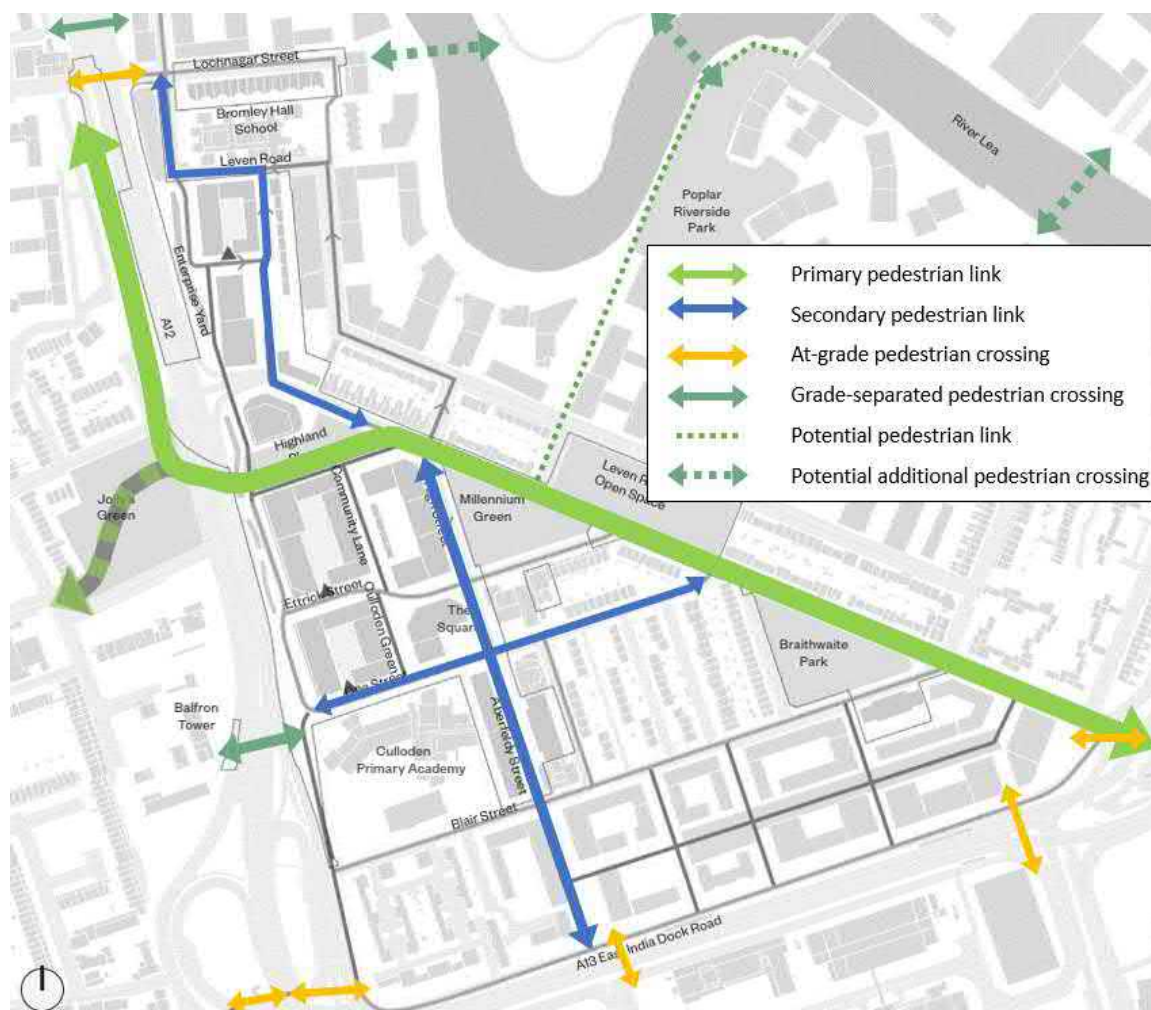
Figure 3-28: Balfron Subway Access Public Realm Improvements



SUMMARY OF WALKING IMPROVEMENTS

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

Figure 3-29: Future Walking Connection Plan



Source: Levitt Bernstein and LDA Design, Aberfeldy Village Design and Access Statement- with VTP annotations, October 2021

3.6 ROAD NETWORK CHANGES

NEW ABBOTT ROAD/A12 JUNCTION

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



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

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



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

LOCHNAGAR STREET/ ZETLAND STREET/A12 JUNCTION

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



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



3.7 STAGE 1 ROAD SAFETY AUDIT

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

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

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



4 SITE & SURROUNDINGS

4.1 OVERVIEW

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

4.2 ON-SITE WALKING AND CYCLING

BEFORE

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

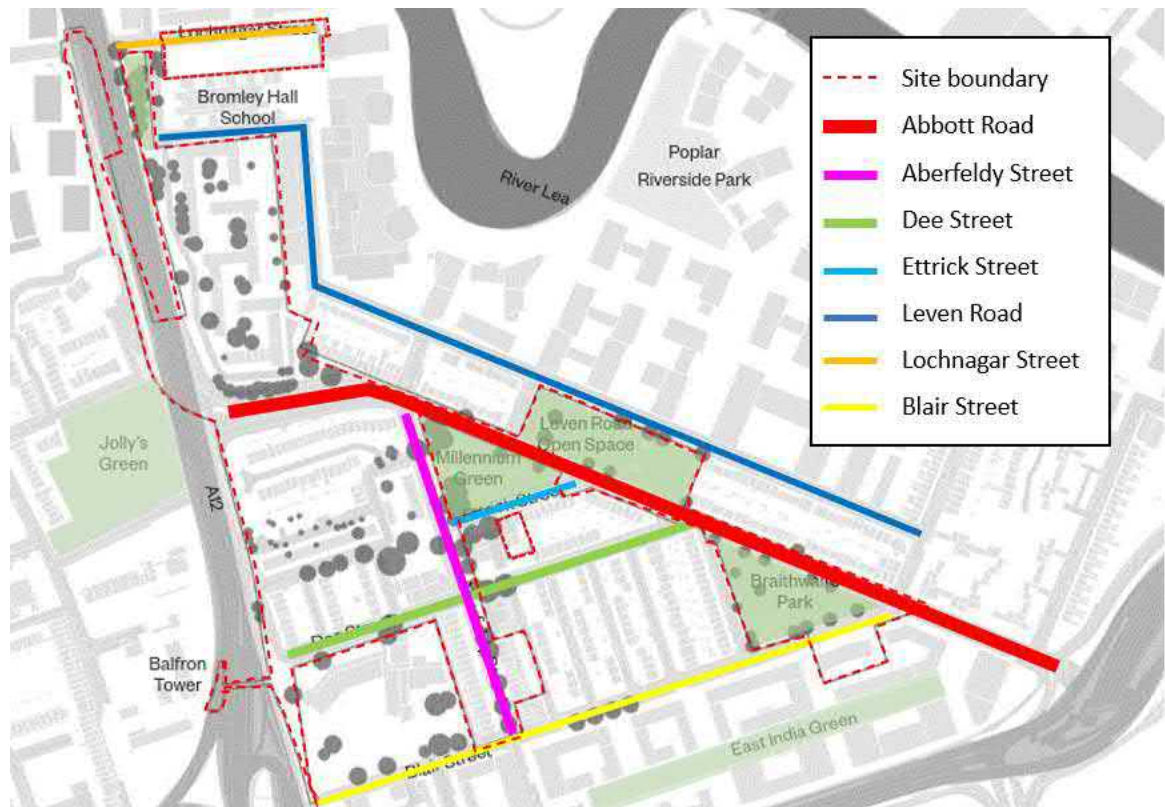
Table 4-1: Local Facilities Within the Site

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

- 4.2.2 There are a number of facilities present within the existing Site for local residents.
- 4.2.3 The Site is located to the southwest of the meandering River Lea which feeds into the River Thames. At present, the nearby riverside is difficult to access due to a lack of pedestrian routes and bridge infrastructure.
- 4.2.4 There are a number of green areas and parks in close proximity including Millennium Green, East India Green, Leven Road Open Space and Braithwaite Park.
- 4.2.5 An overview of the existing green spaces in the Site as well as the local street network is set out in **Figure 4-1**.



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



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

AFTER

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



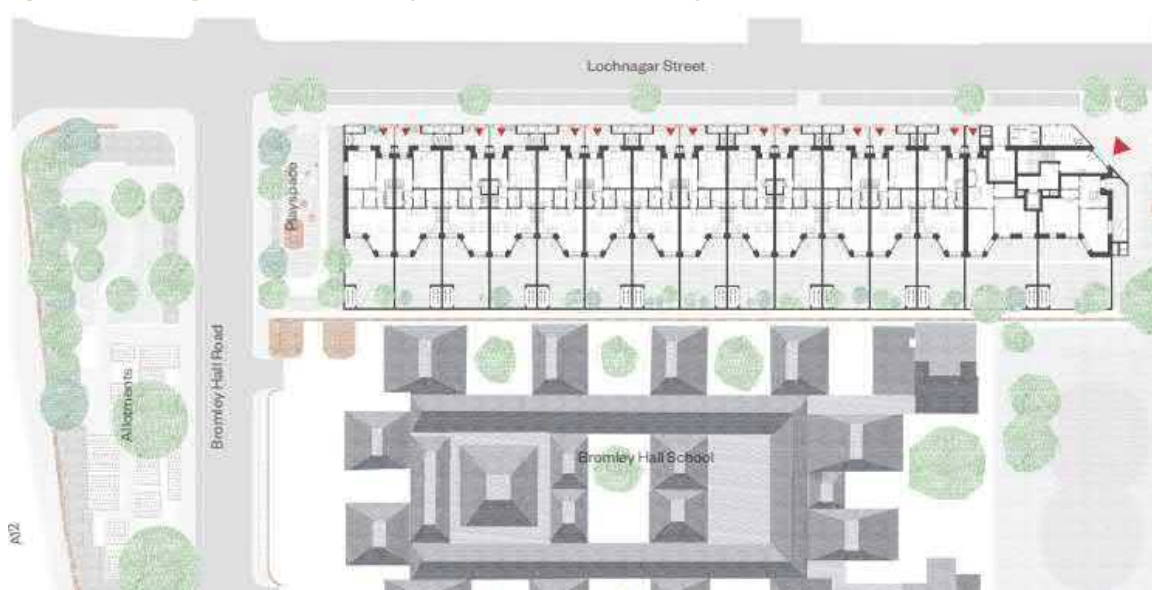
Figure 4-2: Proposed Public Realm Masterplan



LOCHNAGAR STREET AND BROMLEY HALL ROAD

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

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



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

ABBOTT ROAD

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

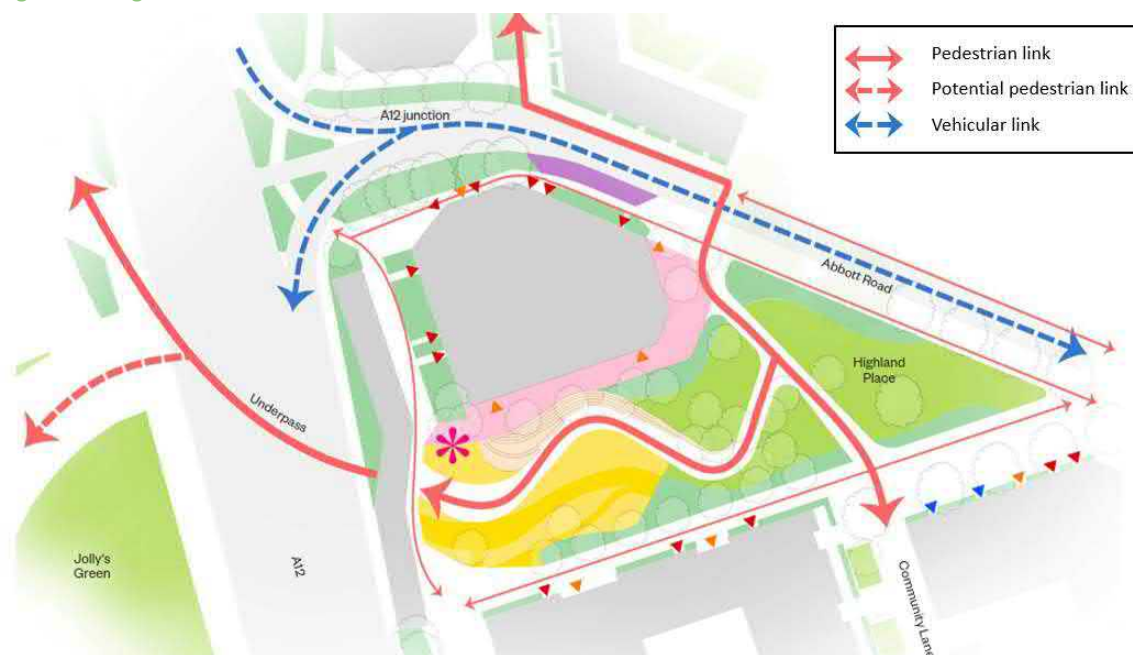
Figure 4-4: Proposed Abbott Road Visualisation



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



Figure 4-5: Highland Place

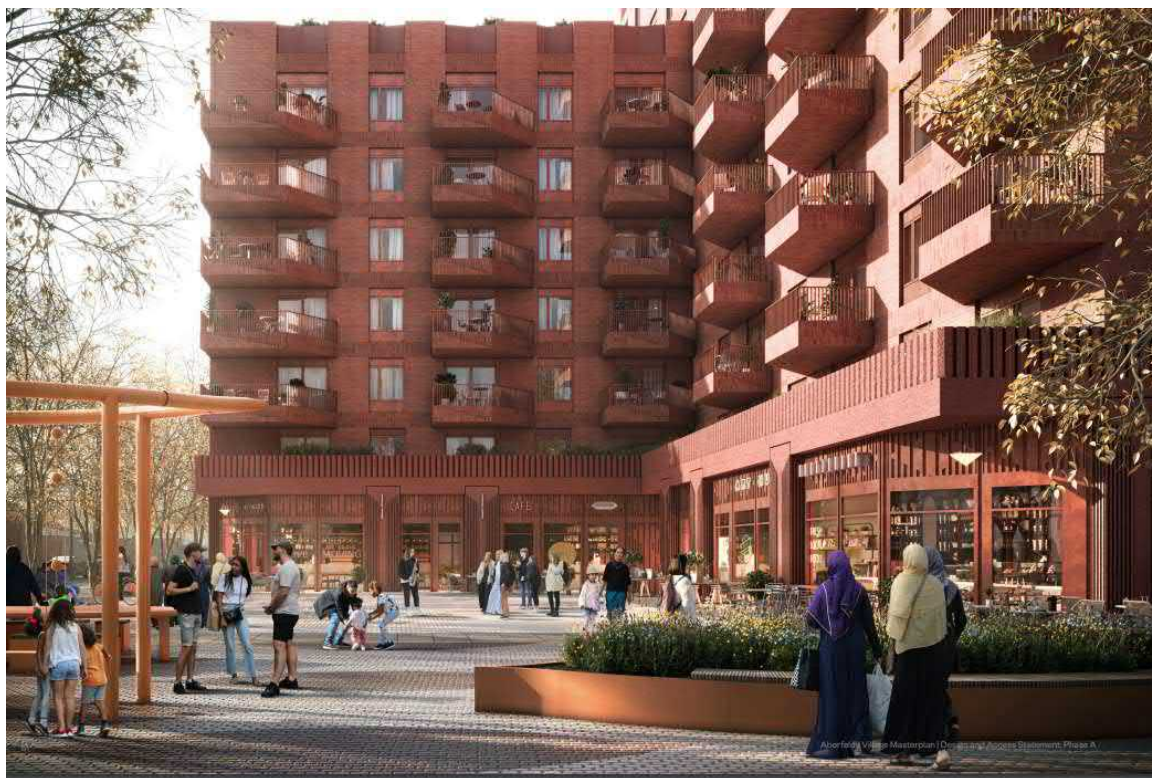


ABERFELDY STREET

- 4.2.17 Aberfeldy Street will retain its function as the local high street and be enhanced by significant public realm improvements.
- 4.2.18 The proposed layout retains mature trees along Aberfeldy Street and provides new buildings with non-residential uses at ground level and residential dwellings above. These homes will have balconies facing onto the street to create an active and overlooked environment.
- 4.2.19 The northern part of Aberfeldy Street will be connected to Abbott Road via a new priority junction and become a one-way southbound street. This section can deliver wide footways between Abbott Road and Ettrick Street.
- 4.2.20 The pedestrianisation of Aberfeldy Street is proposed between Ettrick Street and Dee Street. A new public square is proposed within a high quality public realm Town Square adjacent to St. Nicholas Church.
- 4.2.21 At the southern section of Aberfeldy Street between Dee Street and Blair Street, it is proposed to remove some car parking from Aberfeldy Street and narrow the carriageway / widen footways. This helps to create an active landscape zone wide enough to hold the functions of the street such as cycle parking and a bus stop whilst also making space for permanent and temporary seating/ stalls.
- 4.2.22 A visualisation of the pedestrianised section of Aberfeldy Street between Dee Street and Ettrick Street with Town Square is shown in **Figure 4-6**.



Figure 4-6: Aberfeldy Street and Town Square



COMMUNITY LANE

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



Figure 4-7: Community Lane



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

Figure 4-8: Culloden Green Pedestrianised Area



ENTERPRISE YARD

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

Figure 4-9: Enterprise Yard



DEE STREET AND ETTRICK STREET

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

4.3 ON-SITE PUBLIC TRANSPORT

BEFORE

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

AFTER

- 4.3.2 As a result of the underpass and public realm proposals the 309 bus service would be rerouted:
- Westbound buses would use a bus only right turn at the Abbott Road / A12 junction



- Buses would use Dee Street rather than Ettrick Street. **Figure 4-10** shows the existing and proposed bus routing through the Site.

Figure 4-10: Bus Re-Routing



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

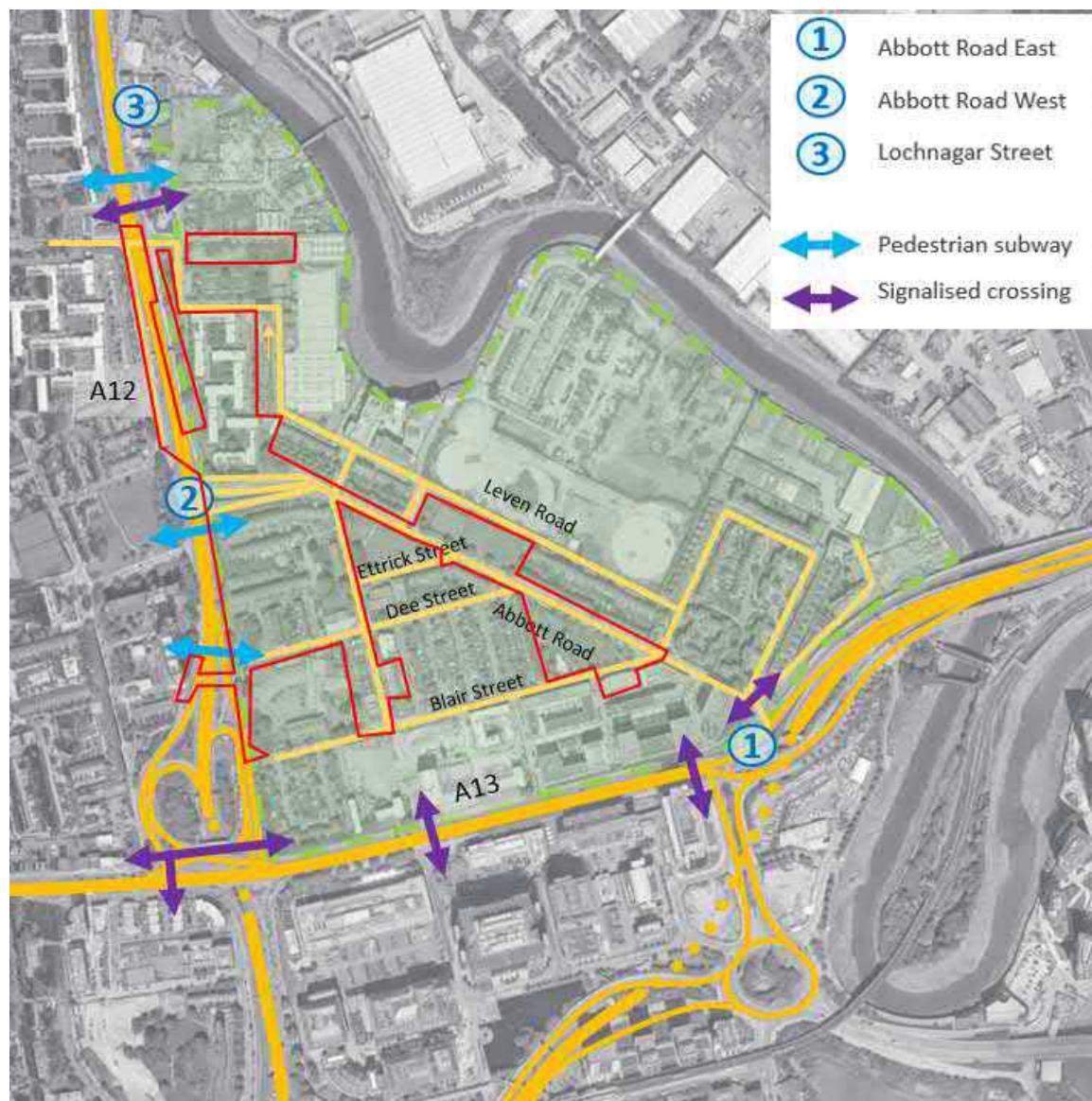
4.4 VEHICULAR MOVEMENT

BEFORE

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



Figure 4-11: Existing Street Network and Key Accesses



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

ABBOTT ROAD

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

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

4.4.5



LOCHNAGAR STREET

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

ABERFELDY STREET

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

DEE STREET

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

ETTRICK STREET

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

LEVEN ROAD

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

AFTER

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



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- #### 4.5 DELIVERY & SERVICING ARRANGEMENTS

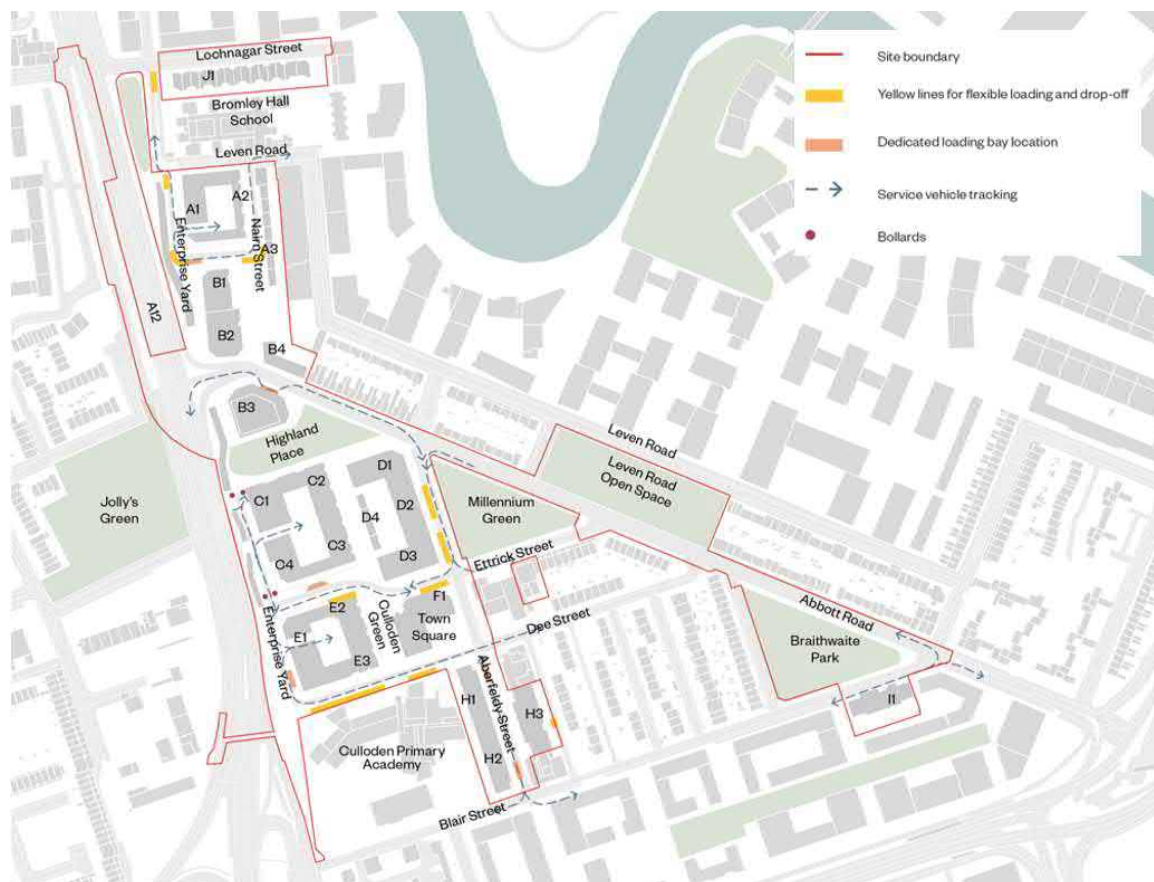
4.5.1	Deliveries and servicing of the existing dwellings and commercial units is currently undertaken from the public highway, such as from parking bays and sections of single or double yellow lines without loading restrictions.
4.5.2	The section of Aberfeldy Street that functions as a local high street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

4.5.3 The Proposed Development would be provide a mixture facilities for servicing:

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



Figure 4-13: Proposed Servicing and Loading Arrangements



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

4.6 PARKING

CYCLE PARKING

BEFORE

- 4.6.1 There is some short-stay cycle parking provided within the Site in the form of Sheffield stands, which can be used by existing residents and visitors. These are primarily provided on and around the high street.
- 4.6.2 In addition to regular Sheffield Stands, Aberfeldy Street provides a Cycle Hire docking station with space for 16 hire bikes.



AFTER

- 4.6.3 Cycle parking (both long and short stay) for each proposed land use will be compliant with the London Plan (2021) and will be designed in accordance with TfL's London Cycle Design Standards⁹ (LCDS).
- 4.6.4 **Table 4-2** sets out the residential (C3) minimum cycle parking standards. Based on the maximum development parameters, the residential component of the development would require 2,836 long-stay and 41 short-stay cycle parking spaces.

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

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

- 4.6.5 The final residential cycle parking provision for the Proposed Development will be dependent on the number of units provided in the outline element of the proposals and the unit mix. However, the Applicant has confirmed that cycle parking will be provided in accordance with London Plan cycle parking standards.
- 4.6.6 Based on the maximum development parameters, the commercial components of the development would require 62 long-stay and 136 short-stay cycle parking spaces, as shown in **Table 4-3**.

Table 4-3: Commercial minimum cycle parking standards requirements

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

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



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

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

PHASE A CYCLE PARKING ONLY

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

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

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

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

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

Table 4-5: Commercial Minimum Cycle Parking Requirements – Phase A

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

4.6.12 The temporary marketing suite (Sui Generis) is proposed to revert to a class E retail use in the future. **Table 4-5** applies office long stay cycle parking standards to the temporary marketing suite as this standard is higher than a retail use. For proposed retail, A2-A5 land use cycle parking standards have been applied that is the higher retail standard and affords flexibility in the type of retail coming forward. Therefore, this approach is considered robust.



- 4.6.13 The Phase A element of the development includes 317sqm (GEA) of office space land use (the temporary marketing suite) and has 1,341sqm (GEA) of retail. The retail component of the development requires a minimum of 12 long-stay and 68 short-stay cycle parking spaces.
- 4.6.14 The Phase A residential and commercial land uses cycle parking spaces would equate to a minimum requirement of 514 long-stay and 75 short-stay cycle parking spaces.
- 4.6.15 The Proposed Phase A Development will provide 126 short stay cycle parking spaces, which is well in excess of the London Plan requirements.
- 4.6.16 The Applicant has worked with Cycling Score, a cycle parking certification scheme to encourage high-quality cycle parking facilities which exceed London Plan cycle parking standards at the Proposed Development. These facilities will include repair stations for cycles, space for (e-)scooter parking, e-cycle charging, showers and locker spaces, and attractive design choices.

CAR PARKING

BEFORE

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

Figure 4-14: Local CPZ Map



- 4.6.18 There are 149 private car parking spaces and 92 public permit spaces that would be directly affected by the masterplan. Some existing residents that will relocate within the Proposed Development have a right to car parking, and this parking will be re-provided.



4.6.19 Local parking availability and parking beats surveys are set out in Section 7 'Tower Hamlets Analysis' of this TA.

AFTER

4.6.20 The development is proposed to be car-lite progressing to car-free. For new residents and staff, only Blue Badge parking spaces for all land uses will be provided. However, returning residents are permitted to apply for a parking permit due to their existing car parking spaces being removed. It is understood that approximately 70 returning residents have applied for the permit, and in order to protect local parking amenities, new residents would be prohibited from obtaining on-street parking permits. As residents inevitably move out of the development, car ownership will reduce as new residents would not be able to apply for a parking permit. The space that is made available could be turned into additional public realm improvements, cycle parking for residents, additional parking for the mobility impaired, or other uses that benefit the community.

4.6.21 The residential development will deliver 3% Blue Badge parking, which equates to 49-spaces. Parking will be provided on-street and within the development (i.e. podium parking). One Blue badge space is included for commercial uses. Accessible car parking spaces will be provided close to building entrances to minimise time and distance travelling between vehicles and buildings.

4.6.22 Whilst the accessible parking provision and car club provision are fixed (and comply with London Plan standards), the number of permit parking spaces will be dependent on the number of existing residents that currently have a parking permit and will return to reside in the Proposed Development.

4.6.23 At this stage, the number of these returning residents is expected to be around 70, however this figure cannot be fixed at this stage, due to uncertainty generated by the project programme and potential changes to residential tenants. For robustness and in order to provide certainty, it is proposed that the number of standard permit parking spaces will not exceed 80 bays.

Table 4-6: Proposed Car Parking Provision – Maximum

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

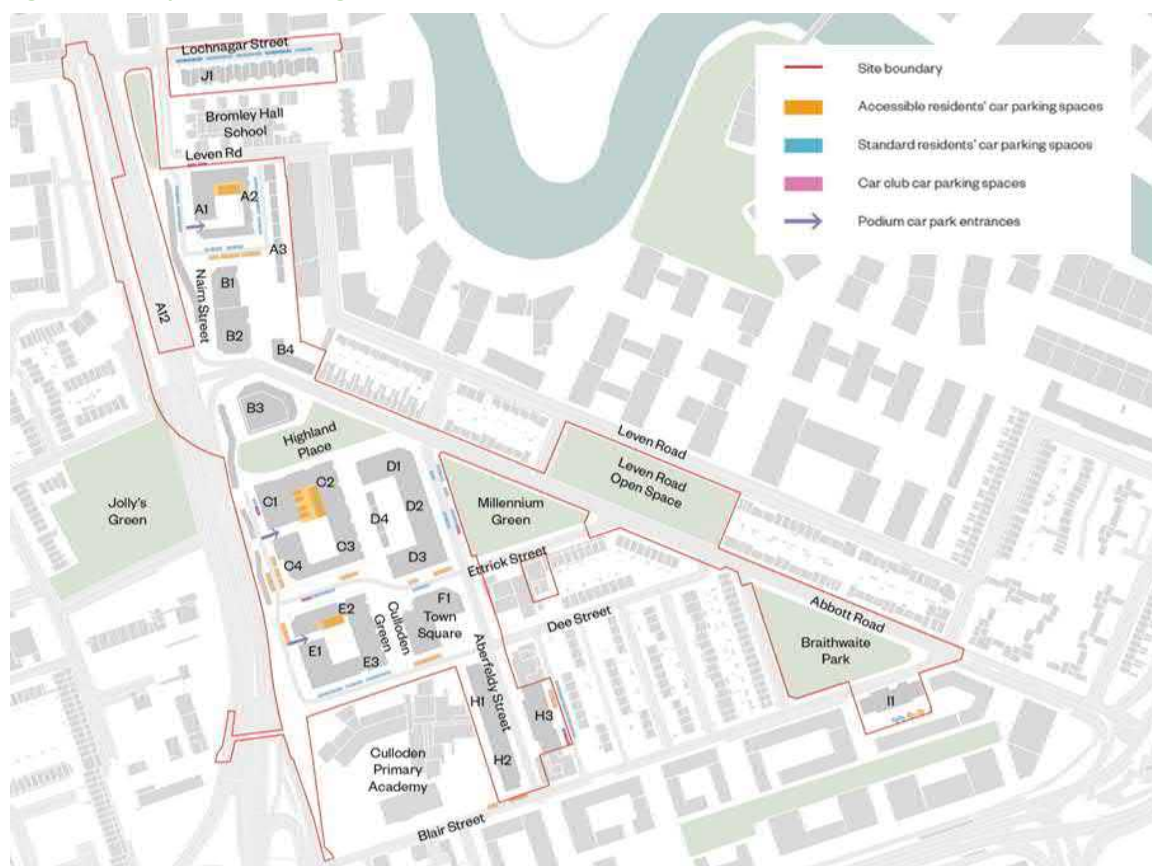
4.6.24 It should be noted that while the maximum permit parking provision comprises 80 spaces, it is expected that the final number will be reduced, consistent with falling car ownership level trends in London and the higher level of accessibility to sustainable modes of transport and local services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



CAR CLUB PROVISION

- 4.6.25 An existing local car club operator has been approached to establish the business case for providing a car club service to meet the needs of the residents that do not own cars. The operator suggested that eight spaces would be an appropriate provision. However, following discussion with TfL and LBTH, it is proposed to include four spaces in order to discourage general car use. The car club vehicles are intended to offer a mixture of larger vehicles that are more useful for people with disabilities and vans to assist residents with collecting large items such as furniture.
- 4.6.26 Once space will be provided in each of the four phases.
- 4.6.27 An excerpt of the proposed parking plan included in the Design and Access Statement is set out in **Figure 4-15** below. The image shows that some on-street car parking will be moved from the middle and southern section of Aberfeldy Street onto the extended Ettrick Street and new Enterprise Yard.

Figure 4-15: Proposed Car Parking Plan



- 4.6.28 For the detailed element of the Proposed Development, the car parking designs have been tested by swept path analysis using the industry-standard Autotrack software. Drawings showing the tracking of the most relevant car parking spaces are included in **APPENDIX C** for information.
- 4.6.29 During the subsequent Reserved Matters applications for each remaining phase (B-D), the exact locations and quantum of parking bays will be determined. If the quantum of homes within future phases B to D changes, in line with the maximum parameters set out in the Design Code and Parameter Plans, the quantum will be adapted accordingly.



4.7 SUMMARY - PROPOSED SITE & SURROUNDINGS

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



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

