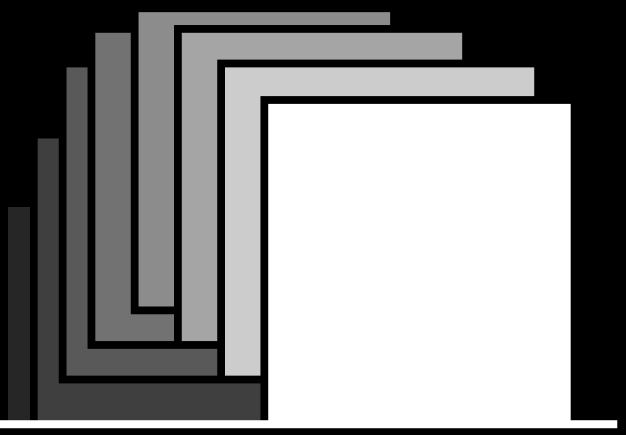
RED LION COURT

HEALTHY STREETS TRANSPORT ASSESSMENT



MOMENTUM TRANSPORT CONSULTANCY

APRIL 2022

CONTACTS

MOMENTUM TRANSPORT CONSULTANCY

Clerkenwell House
23 27 Hatton Wall
London, EC1N 8JJ

T: +44 (0)20 7242 0228

momentum-transport.com

TABLE OF CONTENTS

Tables

Figures

Appendices

1. INTRODUCTION

1.1 Proposed Development

1.1.1 This Healthy Streets Transport Assessment (TA) has been prepared by Momentum Transport Consultancy on behalf of LS Red Lion Court Limited ('the Applicant') in support of an application for full planning permission and the redevelopment of the existing building Red Lion Court ('the Site') within the London Borough of Southwark ('LBS').

1.1.2 The development will provide additional office, restaurant, and retail floorspace through the redevelopment of the existing building, together with new external terraces, landscaping, public realm works, new plant equipment, cycle parking spaces and other associated works,

1.1.3 The Proposed Development Site is adjacent to 1 Southwark Bridge Road (the site of the former Financial Times Office Building). This adjacent site recently secured planning permission in 2021 (planning reference: 21/AP/0599) for recladding and refurbishment of the building. The two sites share a site boundary. As such, these proposals have been developed in coordination with the permitted development at 1 Southwark Bridge Road. Consideration of the impacts of the recladding and refurbishment of 1 Southwark Bridge Road with regards to trip generation, public realm provision, and construction timelines is contained within this TA and its appendices.

1.1.4 This TA has been prepared to assess the predicted impacts of the Proposed Development on the transport network and to present all the transportation matters associated with the Proposed Development.

1.1.5 The description of the development proposals, designed by Bjarke Ingels Group ('BIG') Architects, (herein referred to as 'the Proposed Development') are as follows:

"Demolition of the existing above ground building and part-basement and redevelopment of the Site to provide an 11-storey plus basement building providing office, retail, restaurant and wellness uses alongside external terraces, landscaping, public realm works, new plant equipment, cycle parking spaces and other associated works."

1.1.6 Full details and scope of the planning application are described in the submitted Planning Statement, prepared by Gerald Eve LLP.

1.1.7 The aspirations of LBS are well documented within the Southwark Local Plan (2022) ("the Local Plan"). A pertinent component of the Local Plan is the desire to provide additional pedestrian facilities. These facilities are required to accommodate the expected working population increase within the Borough, and to respond to the associated pedestrian impacts that are expected to occur on the Borough's footways. There are also aspirations to significantly increase the number of people cycling to, from and within the Borough, as has been outlined in the Local Plan.

1.1.8 An enhanced public realm area would be provided as part of the Proposed Development. This public realm would be complimentary to the public realm proposed as part of the refurbishment proposals set out at 1 Southwark Bridge Road (Financial Times Office Building). Together, the two public realm schemes would provide a superior public offering. The two adjacent public realm schemes would provide a new pedestrian access route from the south (Park Street) to the north (River Thames Footway). This pedestrian provision has been developed in coordination between the two sites.

1.1.9 Cyclists would access the Site via Park Street. Once within the Site, cyclists would then be able to access high-quality facilities including cycle parking, changing rooms, and cycle repair facilities. Further details on the access proposals and the landscaping and public realm proposals can be found in Section 3 of this report.

1.1.10 The Proposed Development would be car-free; however, one accessible blue badge parking space would be provided within the loading bay area as part of the proposals. This space would be provided at ground floor level within the service yard and would be accessed from Park Street.

1.1.11 The proposals seek to provide an uplift in office and retail floorspace at the Site and, as such, there will be a commensurate increase in the number of trips to / from the Site. The arrival / departure trip patterns would generally be consistent with existing conditions, as similar land uses are proposed. A summary of the trip generation is provided in Section 5 of this report.

1.1.12 This TA assesses the predicted transport impacts of the proposed redevelopment of Red Lion Court and is structured as follows, in line with Transport for London (TfL) Healthy Streets guidance:

- Chapter 2: Transport Planning for People
- Chapter 3: Site and Surroundings
- Chapter 4: Active Travel Zone
- Chapter 5: London-Wide Network
- Chapter 6: Construction
- Chapter 7: Outcome Statement

1.1.13 In addition, the following transport related documents are provided as Appendices:

- A Policy Review
- A Framework Delivery and Servicing Plan
- A Framework Construction Logistics Plan
- A Framework Travel Plan

1.2 Planning Context

1.2.1 To ensure the assessment is undertaken with appropriate consideration of national and local transport policy, transport policies relevant to the study area have been examined. Appendix A provides a detailed summary of the relevant policies that have been considered in the preparation of this TA. At a national level, the following policy, legislative and guidance documents have been considered:

- National Planning Policy Framework (2021)
- Use Class Order (2020)
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009)
- Equality Act (2010)
- Waste Management Plan for England (2021)

1.2.2 At a regional level, the TA has been prepared in full consideration of the following GLA policy and guidance documents:

- The London Plan (2021)
- Vision Zero Action Plan (2018)
- The Mayor's Transport Strategy (2018)

- Freight and Servicing Action Plan (March 2019)
- Guide to the Healthy Streets Indicators (2017)
- London Environment Strategy (2018)
- Transport Assessment: Best Practice Guidance (TfL, 2014)

1.2.3 The TA has also been prepared in consideration of the following London Borough of Southwark policy and guidance documents:

- London Borough of Southwark, Southwark Plan (2022)
- London Borough of Southwark Cycling Strategy (2015)
- London Borough of Southwark Movement Plan (2019)
- London Borough of Southwark Sustainable Modes of Transport Strategy (2009-2019)
- London Borough of Southwark Transport Plan (2011)

1.3 Site Context and Planning History

LOCATION

1.3.1 The Site is located at 46-48 Park Street, London, SE1 9EQ. It currently consists of a single building, bordered by the Thames River Footway to the north, The Anchor Inn Public House to the east, Park Street to the south, and 1 Southwark Bridge Road (the former FT building) to the west. The Site location is shown in Figure 1.1.

1.3.2 The Site is within the London Borough of Southwark and is located close to the Borough Market Conservation Area, which lies to the southeast of the Site.

EXISTING SITE USES

1.3.3 The existing building on the Site, Red Lion Court, was originally constructed in 1989. It is seven stories in height above ground level and comprises office space. There is also an existing basement to the building. The existing building has a total GIA of 17,335 sqm.

1.3.4 While the building was previously used for commercial office space, the entire property has now been let on a meanwhile use to Aspire Via Studio who are a unique property-based charity, sourcing and managing artist's studios and event spaces.

PRE-APPLICATION MEETINGS

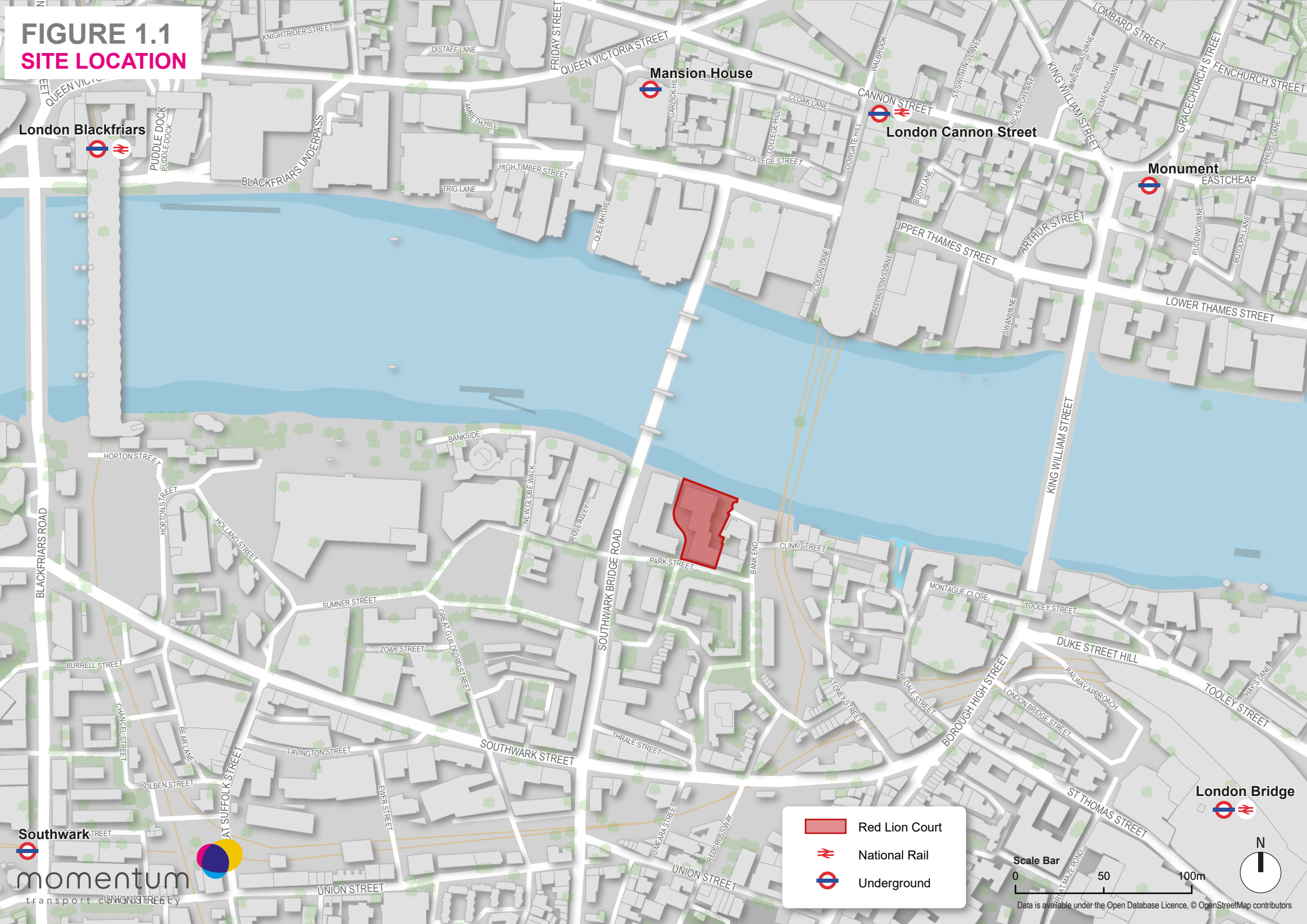
1.3.5 A pre-application meeting was held with London Borough of Southwark on 18/11/2021 to discuss highway issues.

1.3.6 A further pre-application meeting with LBS was held on 14/01/2022 to discuss transport and highway issues.

1.3.7 A pre-application meeting with TfL was held on 21/01/2022, with a response received from TfL on 08/03/22.

1.3.8 Another pre-application meeting was then held with LBS on 10/03/2022, again to discuss transport and highway issues.

FIGURE 1.1
SITE LOCATION



2. TRANSPORT PLANNING FOR PEOPLE

2.1 Local Context

2.1.1 The Proposed Development is located in the London Borough of Southwark. The Site is situated on the south bank of the River Thames between Southwark Bridge and Cannon Street Rail Bridge.

2.1.2 Several London Underground (LU) stations are located in proximity to the site, including Mansion House, Monument, Bank, London Bridge, Borough, Southwark, and Blackfriars. Nearby rail stations include Cannon Street, London Bridge, and Blackfriars. Further options for rail exist at Liverpool Street, Waterloo, and Waterloo East.

2.1.3 These stations facilitate medium to long commutes into central London for work and leisure purposes.

2.1.4 Local buses near the Site also facilitate shorter journeys by public transport.

2.1.5 Journeys to be made by foot or cycle are facilitated by the Site's central location and the consequent proximity to the surrounding area and mixed land-uses.

2.1.6 A total of 11 TfL cycle hire stations are located within 640m of the Site which provide up to 331 cycles for hire, facilitating co-mobility between different modes.

2.2 Types of Users

2.2.1 The Proposed Development would generally attract the following groups:

- Office workers and visitors
- Staff of the proposed restaurant
- Staff of the proposed retail
- Staff of the proposed wellness centre
- Visitors to the proposed restaurant, retail and wellness centre

2.2.2 Based on the proposals outlined in Section 1, office staff and visitors would constitute the majority of regular visitors to the Proposed Development.

2.2.3 In order to understand the travel behaviours of anticipated users of the Proposed Development and future visitors, analysis of the usual residence of people working in the London Borough of Southwark has been undertaken.

2.2.4 Census 2011 data (data reference: RF03EW) was selected and filtered to workers in Southwark. Table 2.1 outlines the results.

Table 2.1: Usual Place of Residence for the LB Southwark Working Population

Rank	% Share of Southwark working population	Origin Location (London)
1	22.1%	Southwark
2	12.4%	Lambeth
3	5.9%	Lewisham
4	5.5%	Wandsworth
5	4.4%	Westminster
6	3.8%	Greenwich
7	3.7%	Tower Hamlets
8	3.4%	Bromley
9	3.2%	Kensington & Chelsea
10	2.9%	Camden
11	2.9%	Croydon
12	2.4%	Hackney
13	2.4%	Barnet
14	2.2%	Islington
15	2.1%	Richmond upon Thames
16	1.9%	Hammersmith & Fulham
17	1.8%	Merton
18	1.6%	Redbridge
19	1.6%	Hillingdon
20	1.5%	Newham
21	1.5%	Haringey
22	1.5%	Enfield
23	1.5%	Bexley
24	1.3%	Hounslow
25	1.2%	Kingston upon Thames
26	1.0%	Ealing
27	0.9%	Brent
28	0.9%	Waltham Forest
29	0.7%	Harrow
30	0.7%	Barking & Dagenham
31	0.6%	Sutton
32	0.4%	Havering

2.2.5 According to TfL's Transport Classification of Londoners, presented in Appendix B, boroughs have a variable share of the following categories of residents:

- Affordable transitions
- City living
- Detached retirement
- Educational advantage
- Family challenge
- Settled suburbs
- Students and graduates
- Suburban moderation
- Urban mobility

2.2.6 The share of each category for each borough, as defined by TfL, has been used to obtain a distribution of categories according to the usual place of residence for people working in the London Borough of Southwark. This has resulted in the following split of users for the Proposed Development:

Table 2.2: User Type Categories for the Proposed Development

User Type	London Average	Southwark Residents	Difference
Affordable transitions	6%	1%	-5%
City living	10%	7%	-3%
Detached Retirement	20%	6%	-14%
Educational advantage	7%	12%	+5%
Family challenge	7%	1%	-6%
Settled suburbia	8%	0%	-8%
Students and graduates	13%	23%	+10%
Suburban moderation	18%	7%	-11%
Urban mobility	10%	42%	+32%

2.2.7 Out of the nine categories, the analysis shows that the majority of the users who live in the London Borough of Southwark fall into two categories: "Urban Mobility" and "Students and Graduates".

2.2.8 The categories living in Southwark least likely to reflect future users are "Settled Suburbia", "Family Challenge" and "Affordable Transitions".

2.2.9 Compared to the London resident's average profiles, the likely user types for the proposed Site would see a decrease in the following categories when compared to the Southwark residents: "Affordable Transitions"; "City Living", "Detached Retirement"; "Family Challenge"; "Settled Suburbia" and "Suburban Moderation".

2.2.10 As the site is a workplace destination it is expected that a mix of residential origins would visit the Site, as shown by the distribution of Southwark workers usual place of residence. The central location of the Site in proximity to many public transport hubs also indicates a predominance of the use in active modes for travel and public transport, especially

underground and rail. However, discrepancies in the propensity to change travel habits varies according to each category.

2.3 Travel to the Proposed Development

2.3.1 As outlined above, it is anticipated that the majority of trips to the Site would be by public transport or cycle, with the last leg of public transport journeys made by foot.

2.3.2 Rail will continue to be an attractive transport mode for those visitors coming from outer London and from outside of London.

2.3.3 The proposals also include provision of a disabled parking bay, which would allow a small amount of travel to the Proposed Development by car. Additionally, it is assumed that a small percentage of those visiting the Site would on occasion travel by taxi.

3. SITE AND SURROUNDINGS

3.1 Introduction

3.1.1 In order to appraise the transport impacts associated with the Proposed Development, an understanding of the existing characteristics has been established. This section of the TA describes the existing conditions at the Site, including its current permitted uses, site access, highway network, casualty statistics, public transport accessibility, cycling facilities, car clubs, on-site car parking and servicing & waste management arrangements.

3.2 Pedestrian Facilities and Existing Pedestrian Flows

PEDESTRIAN FACILITIES

3.2.1 Current planning guidance highlights the importance of development in relation to the integration of land-use, transport, and planning decisions. In order to achieve good integration, development should be encouraged in areas with good levels of accessibility to local facilities and employment, as well as to public transport services. This section of the report sets out the current situation at the site and the surrounding area with regard to the provision of pedestrian facilities and transport links.

3.2.2 The Site is bordered to the north by River Thames Footway, which is a wide pedestrianised route. To the east of the Site is Bank End, which is a pedestrian priority route with restricted vehicle access. Park Street borders the Site to the south and Southwark Bridge Road lies just beyond the Site's neighbouring building 1 Southwark Bridge Road (former Financial Times Office Building). Both Park Street and Southwark Bridge Road provide bi-directional pedestrian routes, with steps leading down from the bridge on to the River Thames Footway and an additional staircase leading to Park Street further to the south.

3.2.3 The Thames River Footway is a good quality walking path with places for pedestrians to rest on riverside benches. The footway is generally wide and mostly step free with consistent even surfacing.

3.2.4 Compared with the Thames River Footway, Park Street is generally used for local access. There are dropped kerbs at the western end of the Site to aid pedestrians crossing Park Street.

3.2.5 The western side of the Site on Park Street is not currently accessible to pedestrians. This is due to be improved with the refurbishment of 1 Southwark Bridge Road (former Financial Times Office Building) with a new public realm area between it and the Site, referred to as the Pocket Park. This additional public realm would allow a west route through the Site for pedestrians. The east of the Site also offers limited and restricted accessibility to pedestrians. This is also planned to be improved by the introduction of public realm, referred to as Bankside Square, to the northeast of the Site.

3.2.6 Park Street is quiet with limited traffic using the route and is a designated 20mph zone on all approaches.

3.2.7 The existing pedestrian facilities within the vicinity of the Site are considered reasonable; however, it is acknowledged that pedestrian volumes in London Borough of Southwark are expected to increase in the future. This increase has been considered in the analysis undertaken.

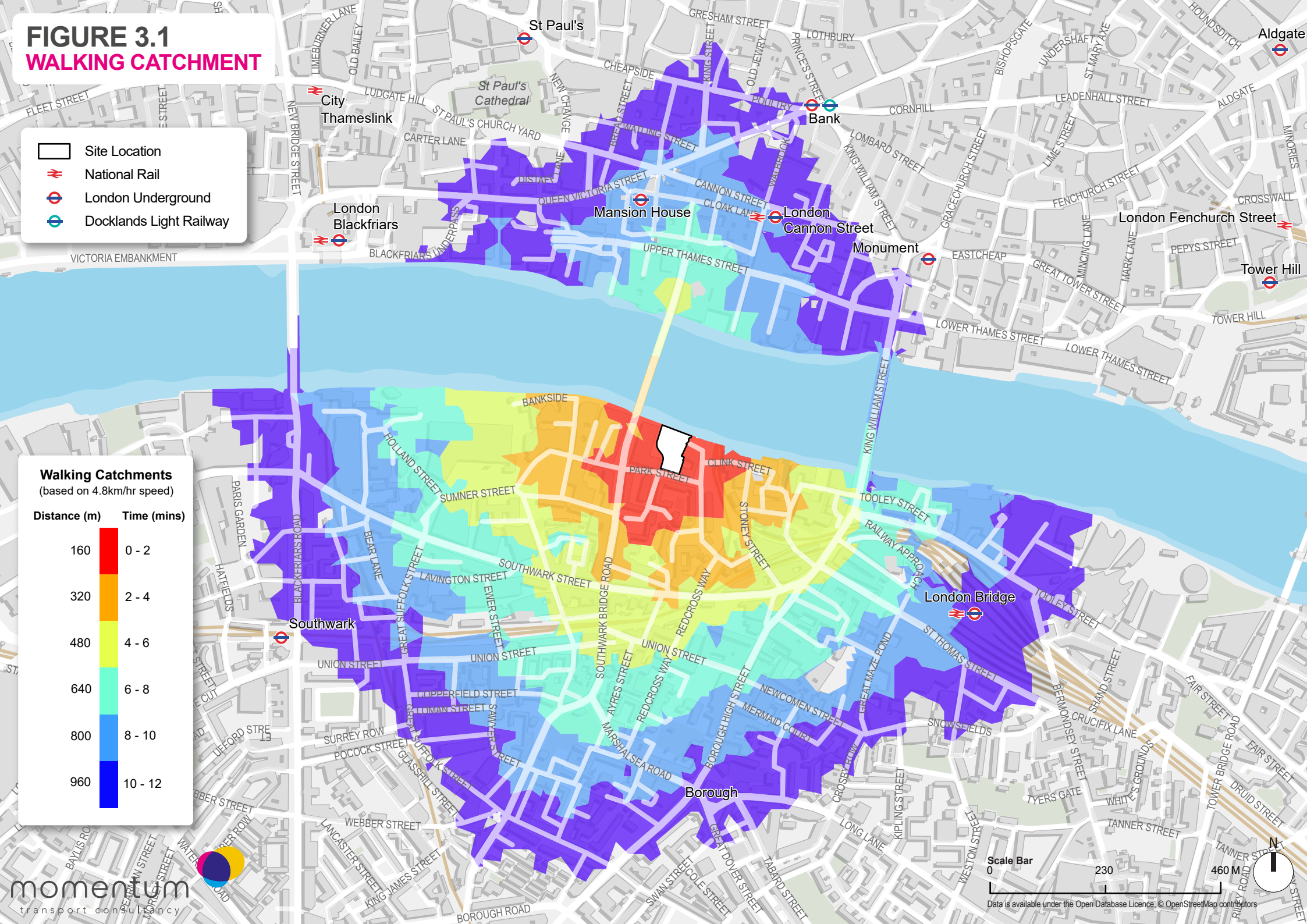
3.2.8 There is currently no publicly accessible pedestrian permeability through the Site, with no routes available between Park Street and Bankside. Therefore, there is potential and intention to improve the pedestrian environment within the vicinity of the Site as part of the proposals by allowing for improved connectivity and permeability.

PEDESTRIAN FLOWS

3.2.9 In assessing pedestrian flows, the methodology undertaken considers the capacity of footway widths on Park Street that allow for a B+ PCL. The assessment considers cumulative flows of the Proposed Development and 1 Southwark Bridge Road. This shows that pedestrian trips from these buildings fall well within modelled pedestrian flow capacity. As such, it was not required by LBS to undertake pedestrian surveys and this alternative methodology approach has been applied and presented to both LBS and TfL.

3.2.10 Figure 3.1 provides an overview of the walking catchment from the Proposed Development.

FIGURE 3.1
WALKING CATCHMENT



momentum
transport consultancy

3.3 Cycle Facilities and Network

3.3.1 Cycleway CS7 is located less than 100m away from the Site to the west. This cycleway links the areas of London north and south of the river Thames, crossing the river along Southwark Bridge, linking Southwark with the City of London. The section of CS7 over Southwark Bridge uses two segregated cycle lanes (one in each direction) clearly marked from the footway with blue paint until the cycleway reaches Upper Thames Street, where it meets cycleway 11 which continues northwards and cycleway CS3 which runs upstream and downstream along the north bank of the river Thames.

3.3.2 To access cycleway CS7 from the Site, cyclists must perform a series of turns, turning right out of the Site onto Park Street, then left onto Emerson Street (after passing underneath Southwark Bridge), then left onto Sumner Street and finally reaching CS7 from Sumner Street on Southwark Bridge Road. To access the Site from CS7, the same series of turns are required in reverse.

3.3.3 Cycleway 4 is located at London Bridge Station and connects the area of Southwark with Rotherhithe and Surrey Quays. To access the cycleway from the Site, cyclists must turn left onto Southwark Street via Park Street and Redcross Way and then turn right onto Tooley Street, where the cycleway begins.

3.3.4 In addition, there is a partially segregated cycle lane along London Bridge, linking the south bank with Cycleway 3, which routes along the River Thames east to west from Lancaster Gate to the River Roding (Barking).

3.3.5 There are 11 Santander TfL Cycle hire docking stations within 640m of the Site providing a total of 331 cycles to hire. The locations of docking stations are shown in the Public Transport Map (Figure 3.2) below.

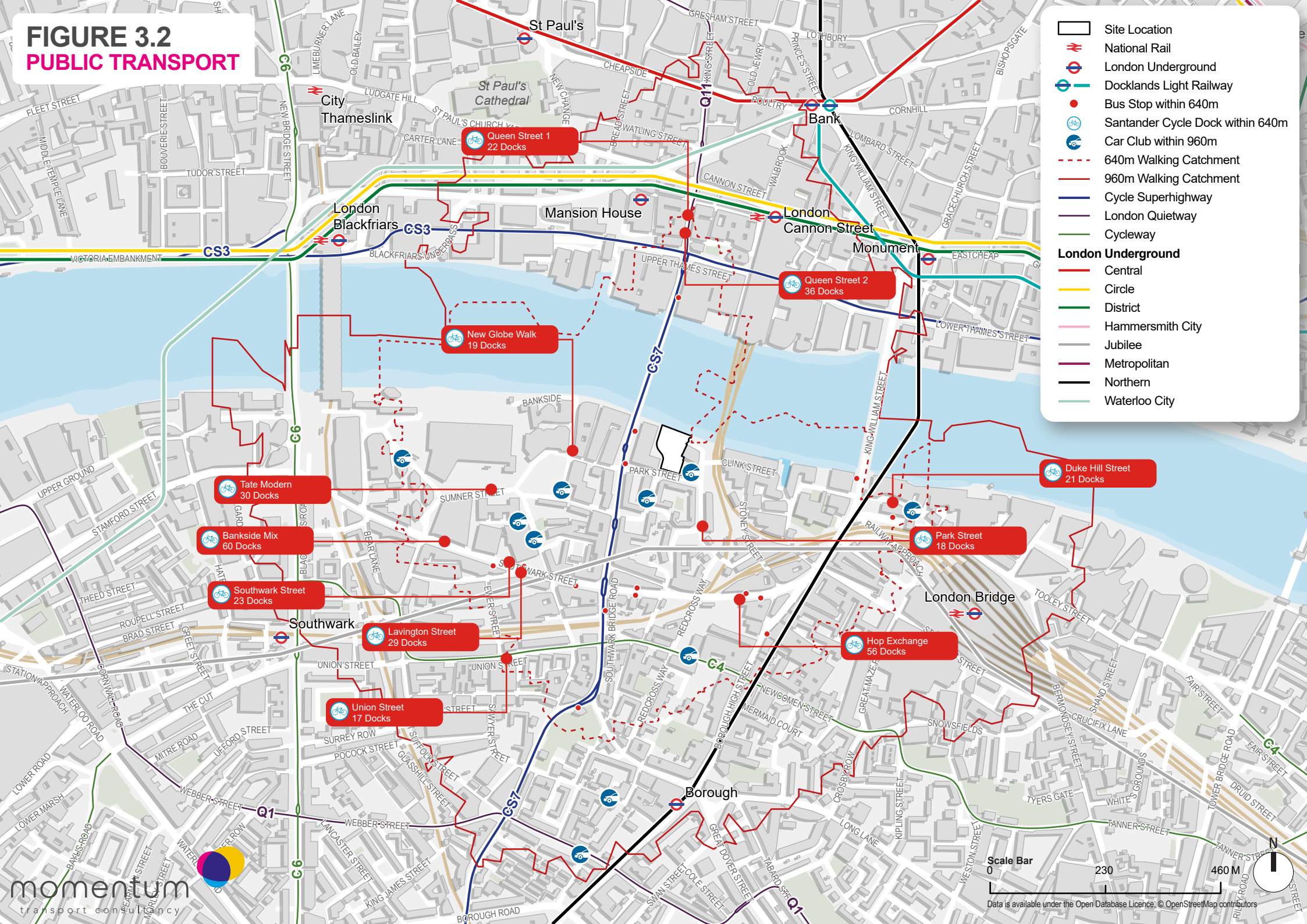
3.3.6 HumanForest, Tier, and Lime currently offer dockless cycle hire within LBS.

3.3.7 Ample short-stay cycle parking in the form of Sheffield stands is also located within the local area. The respective locations are shown in Figure 3.3.

3.3.8 The 20-minute cycling catchment from the Site is shown in Figure 3.4.

3.3.9 On site there are vertical cycle stands providing a total of 52 spaces. These stands are located to the west of the Site. There are currently limited accompanying facilities for these spaces.

FIGURE 3.2
PUBLIC TRANSPORT



momentum
transport consultancy

FIGURE 3.3
LOCAL CYCLE INFRASTRUCTURE

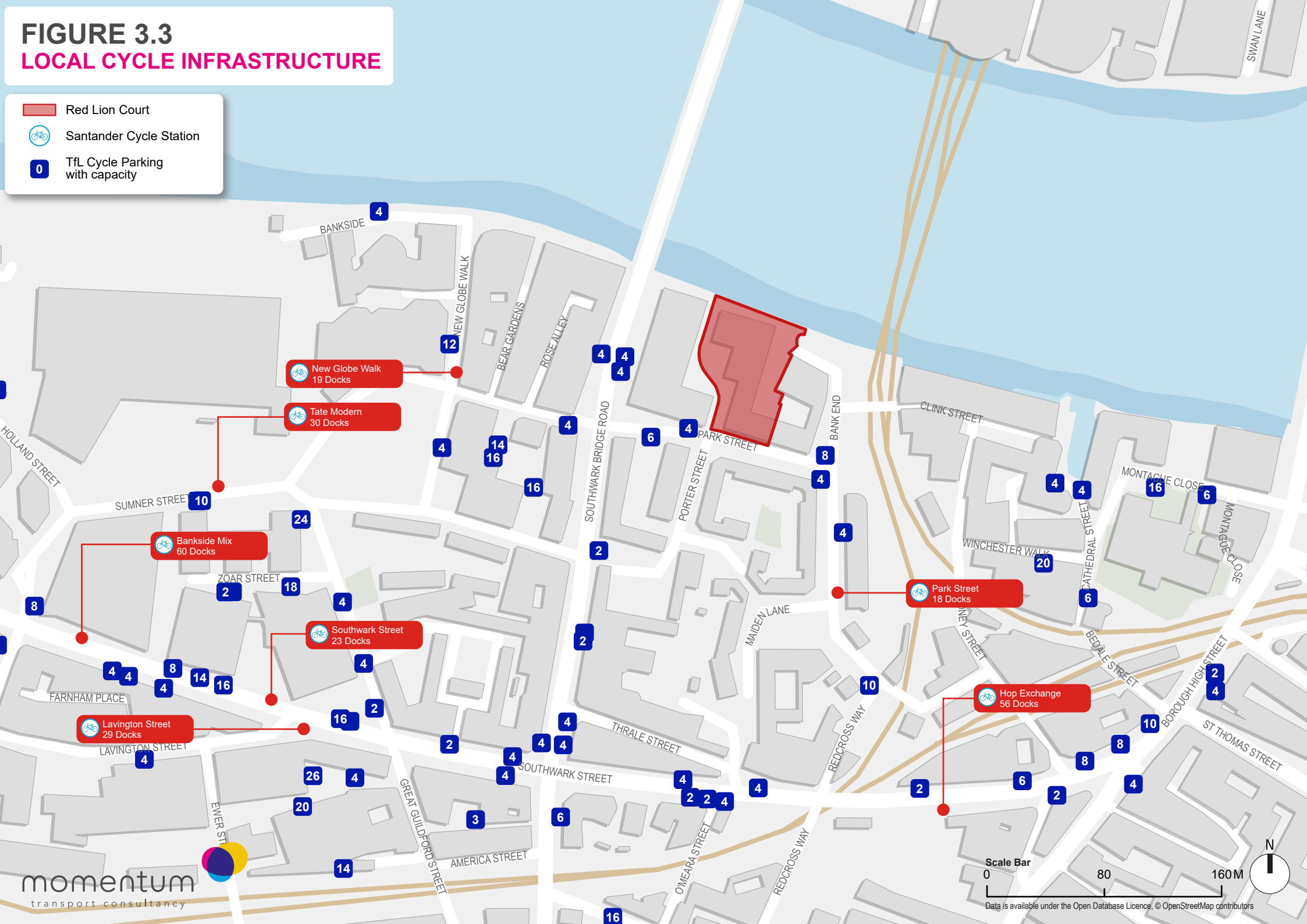
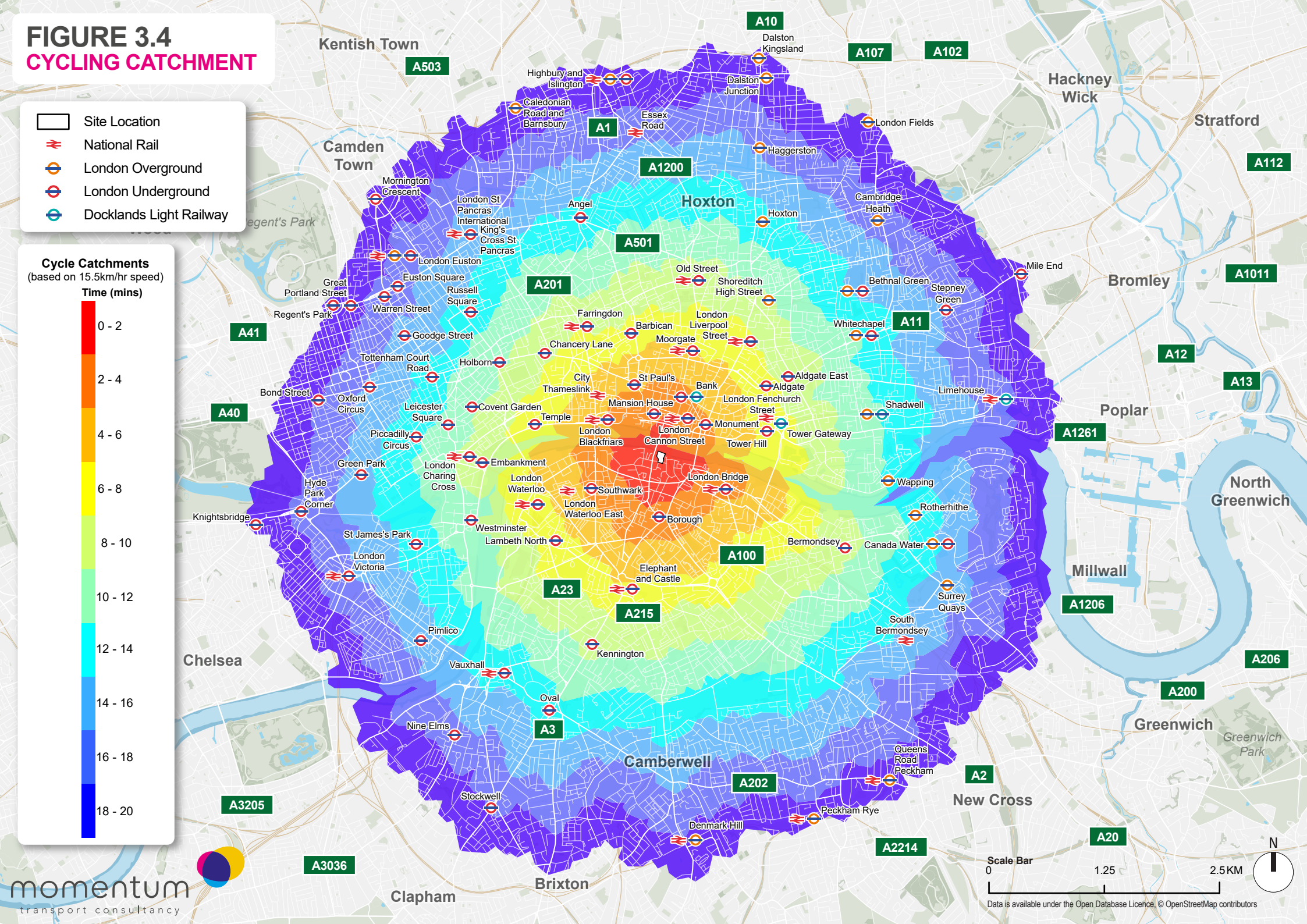


FIGURE 3.4
CYCLING CATCHMENT



3.4 Public Transport Accessibility

3.4.1 The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a point of interest to the public transport network, considering walk access time and service availability.

3.4.2 PTAL is categorised in 6 levels, 1 to 6, where 6b represents a high level of public transport accessibility and 1 a low level of public transport accessibility. The PTAL estimate applies a walking speed of 80m per minute with a maximum walking distance of 640m to bus stops and 960m to rail and Underground stations.

3.4.3 The TfL WebCAT Planning Tool has been used to calculate the PTAL for the Site. The results show that the Proposed Development Site has a PTAL of 6b, equating to a BREEAM accessibility index score over 18, the highest level achievable.

3.4.4 This high PTAL rating reflects the variety of public transport links available to those visiting the Site, including four bus routes and Mansion House, Cannon Street and London Bridge, Underground and National Rail stations as well as Bankside River Pier which are all less than 10 minutes' walking distance.

3.4.5 The full PTAL report can be found in Appendix C and a summary map of key transport links is shown in Figure 3.2.

3.5 London Buses

3.5.1 The Site is currently well served by the local bus network. In accordance with PTAL walking times, TfL states a maximum walking distance to a bus stop is 640m, which equates to an 8-minute journey time by foot. Bus services within the 640m catchment and during the peak AM and PM periods are provided in Table 3.1.

3.5.2 A total of approximately 164 buses serve the Site during the AM peak hour and 166 buses during the PM peak hour. Where bus stops within the 640m catchment zone are served by the same bus routes, services at the closest stop have been included in Table 3.1.

Table 3.1: Bus Services within Walking Distance of the Site

Stop	Distance from Site (m)	Bus Route	AM Service Frequency (08:00 – 09:00) (vph)	PM Service Frequency (17:00 - 18:00) (vph)
Southwark Street / Southwark Bridge Road	395	381	5.75	5.75
Southwark Street / Southwark Bridge Road	39	RV1	6	6
Southwark Bridge Bankside	97	344	10	10
Southwark Street / O'Meara Street	412	17	7.5	7.5
Total			**29**	**29**

3.6 National Rail

3.6.1 In accordance with PTAL walk access times, the maximum walk distance to a rail station is 960m, which equates to a 12-minute journey time by foot.

3.6.2 The Site is situated in close proximity to London Bridge Station and Cannon Street Station, where mainline rail services between Kent, Brighton, Surrey, and the wider southeast region are operated by National Rail Services. Table 3.2 outlines the frequency of services from London Bridge Station in the AM and PM peak. Please refer to the TfL PTAL report for further information (Appendix C).

Table 3.2: Train Frequencies at London Bridge and Cannon Street Station

Station	Distance from Site (m)	Operator	Service Destinations / Origins	Peak Hour Frequency (all directions)
Cannon Street	713	South Eastern Railway	Hastings	9
			Barnehurst	
			Slade Green	
			Cannon Street	
			Dartford	
London Bridge	631	City Thameslink	Bedford	106
			Peterborough	
			Cambridge	
			Rainham	
			Sevenoaks	
			Orpington	
			Horsham	
			Littlehampton	
			East Grinsted	
			Brighton	
		Southern	London Victoria	
			Milton Keynes Central	
			Guildford	
			Wimbledon	
			Epsom Downs	
			Horsham	
			Southampton Central	
			Portsmouth Harbour	
			Tattenham Corner	
			Littlehampton	
			Bognor Regis	
			Brighton	
			Seaford	
			Eastbourne	
			Ashford International	
			Hastings	
			Uckfield	
			East Grinstead	
			Tonbridge	
			Beckenham Junction	

			Reigate	
			Caterham	
		South Eastern Railway	Cannon Street	
			Charing Cross	
			Slade Green	
			Barnehurst	
			Crayford	
			Dartford	
			Strood	
			Sherness-on-Sea	
			Ramsgate	
			Dover Priory	
			Ashford International	
			Tonbridge	
			Hastings	
			Hayes	
			Ore	
Total				**115**

3.7 London Underground

3.7.1 In accordance with PTAL walking access times, the maximum walking distance to a London Underground station is 960m, which equates to an approximately 12-minute journey by foot.

3.7.2 Mansion House is located approximately 605m away from the Site, approximately an 8-minute walk north of the Site facilitating access to London Underground Circle and District Line services.

3.7.3 Cannon Street Station is located 713m away from the site, but for the purposes of this section, it is assumed travellers will use Mansion House as this is served by the same lines as Cannon Street and is located much closer to the Site. It can therefore be assumed that anyone accessing the Circle or District Lines would do so from Mansion House rather than Cannon Street.

3.7.4 London Bridge Station is located 632m away from the Site and is served by the Northern and Jubilee London Underground lines.

3.7.5 Table 3.3 outlines the London Underground services for each station located within 960m of the Site. As London Underground Circle and District Line services are available from both Mansion House and Cannon Street Station, only services from Mansion House have been included due to Mansion House being 100m closer to the Site.

Table 3.3: London Underground Services within Walking Distance of the Site

Station	Distance from Site	Service	Direction	Average AM Weekday Peak Hour Frequency	Average PM Weekday Peak Hour Frequency
Mansion House	605 m	Circle	Inbound	6	6
			Outbound	6	6
		District	Eastbound	22	21
			Westbound	22	22
London Bridge	632 m	Northern (Bank Branch)	Northbound	25	23
			Southbound	24	24
		Jubilee	Northbound	30	30
			Southbound	30	30
Total				**165**	**162**

3.8 Local Highway Network

3.8.1 The Site is within the Congestion Charge and Ultra Low Emission Zones (ULEZ). The key highways forming the highway network in the vicinity of the Site are:

- Park Street to the east and west
- Southwark Bridge Road to the west (via Park Street, Emerson Street and Sumner Street).
- Porter Street to the south

Park Street

3.8.2 Park Street is a two-way road with a speed limit of 20mph. It is a narrow road and there are sections of outbuilt footways to reduce traffic speed down to one lane. The road space is predominantly marked with double yellow lines though there are also some pay and display parking bays.

Southwark Bridge Road

3.8.3 Southwark Bridge Road is a two-way street connecting Southwark to the City of London over the River Thames. This bridge connects the major routes of Southwark Street to the south and Upper Thames Street to the north.

Porter Street

3.8.4 Porter Street is a no through road that allows access to a number of residential properties to the south of the Site. It is however a route for pedestrians and cyclists to access the wider highway network to the south of the Site via Maiden Lane and Gatehouse Square. It is also limited to a 20mph speed restriction.

3.9 Car Parking

3.9.1 The existing building on the Site contains an off-street parking area, accessed via Park Street, which contains six car parking spaces. These spaces are standard bays, so no disabled parking is provided on-site.

3.9.2 Park Street generally facilitates through traffic with double yellow line provisions. Some pay and display parking bays are provided with 10 spaces to the south of the site.

3.9.3 Porter Street also predominantly provides double yellow restrictions with some parking provision for car club members only. There is some additional off-road parking along Porter Street, however, this is for the private properties.

3.9.4 To the west of the Site is Southwark Bridge Road which contains parking spaces for buses, approximately three 12m standard length buses could use this parking bay. There is no car parking available along this section of Southwark Bridge Road.

3.9.5 There are additional car parking bays along Sumner Street though these are predominantly reserved for permit holders throughout the week.

3.10 Taxi Ranks

3.10.1 TfL appointed taxi ranks are located by London Bridge Station, Monument Underground, London Blackfriars Station and London Waterloo Station.

3.10.2 The closest taxi rank to the Site approximately 630m away from the site on the south side of London Bridge Station.

3.11 Car Clubs

3.11.1 There are currently 10 car club designated parking bays located within a 12-minute walk of the Proposed Development.

3.12 Motorcycle Parking

3.12.1 There are two motorcycle parking bays in the vicinity of the Site. The first of which contains space for up to 4 motorcycles and the other for up to 7 (assuming 1.4m requirement per motorcycle as per relevant design standards). No dedicated motorcycle parking is provided on-site.

3.12.2 The Bank End motorcycle parking bay is located on the corner of Bank End and Park Street, approximately 50m to the east of the Site. There is space for up to 4 motorcycles at this parking bay.

3.12.3 In addition, there is a larger motorcycle parking bay on Great Guildford Street approximately 450m to the southwest of the site.

3.12.4 It is assumed that due to its proximity to the proposed development, visitors coming to the Site on motorcycles are most likely to use the motorcycle parking bay on Bank End which can be accessed via Park Street.

3.13 Existing Mode Share

3.13.1 Mode share percentages for office workers that used the Site when it was occupied have been calculated based on 2011 Census data, with trips made by car reassigned across other modes due to the relatively low car parking provision of the existing building. The resulting mode shares are shown in Table 3.4 below.

Table 3.4: Existing Mode Shares

Mode	Census 2011	Amended Existing Mode Share
Underground & Overground	26%	28.4%
Train	45%	48.8%
Bus	9%	10.2%
Taxi	0%	0.3%
Motorcycle	1%	1.6%
Driving a car or van	7%	0.0%
Passenger in a car or van	0%	0.5%
Bicycle	5%	5.7%
On Foot	5%	5.1%
Total	100%	100%

3.14 Existing Trip Generation

3.14.1 The trip generation for the existing site has been calculated based on trip rates generated by the comparable TRICS sites listed below.

- CI-02-A-02 – City of London – 29/11/13
- CN-02-A-03 – Camden, Fitzrovia – 06/12/17
- HM-02-A-01 – Hammersmith and Fulham, Hammersmith – 13/11/17

3.14.2 The trip rates generated by this data is shown in Table 3.5.

Table 3.5: TRICS Office B1 Trips Rates

Land Use	AM Peak (08:30-09:30)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Office B1	3.252	0.364	0.206	2.599

3.14.3 The full TRICS reports can be found in Appendix D.

3.14.4 Table 3.4 mode shares for office workers using the existing site have been applied to the total trips generated by the existing building, based on the rates shown above in Table 3.5, to calculate the distribution of existing trips across transport modes shown in Table 3.6 below.

Table 3.6: Existing Building Trip Generation

Mode	AM Peak 08:30 - 09:30		PM Peak 17:00 - 18:00		Daily	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Underground & Overground	160	18	10	128	516	507
Train	274	31	17	219	886	870
Bus	57	7	4	46	185	182
Taxi	1	0	0	1	5	5
Motorcycle	9	1	1	7	28	28
Driving a car or van	0	0	0	0	0	0
Passenger in a car or van	3	0	0	2	9	9
Bicycle	32	4	2	26	104	102
On Foot	28	3	2	23	92	90
Total	**564**	**64**	**36**	**451**	**1825**	**1793**

3.15 Existing Servicing and Waste Management

DELIVERY AND SERVICING TRIPS

3.15.1 Table 3.7 below outlines the modelled existing delivery and servicing trips to the existing building. These estimates have been modelled using our database of existing servicing trips for similar sites across the City of London, Westminster, and Southwark. These reflect the historical commercial office space land use of the building. This is explained further within the Framework DSP shown in Appendix E.

Table 3.7: Modelled Existing Delivery and Servicing Trips

Land Use	Daily Servicing Trips	Peak Hour Trips
Class E(c) Office	26	3
Total	**26**	**3**

WASTE MANAGEMENT

3.15.2 Table 3.8 below outlines the modelled waste storage requirements for the existing building at Red Lion Court. These storage requirements have been calculated assuming a compaction ratio of three for general waste and recyclables. This is also explained further within Appendix E.

Table 3.8: Existing Waste Storage Requirements for Red Lion Court

Land Use	General (L)	Recyclable (L)	Food (L)	Glass (L)	Total (L)
Class E(c) Office	1,048	1,398	1,048	2,097	5,591
Total	**1,048**	**1,398**	**1,048**	**2,097**	**5,591**

3.16 Proposed Development

3.16.1 The Proposed Development seeks the demolition of the existing building at the Site and the replacement with a single office led development which can be summarised as follows:

"Demolition of the existing above ground building and part-basement and redevelopment of the Site to provide an 11-storey plus basement building providing office, retail, restaurant and wellness uses alongside external terraces, landscaping, public realm works, new plant equipment, cycle parking spaces and other associated works."

3.16.2 The Proposed Development comprises the demolition of the existing building at the Site and construction of a new high quality modern office space with associated cycle parking and other occupier facilities. As part of the Development Proposals, a new integrated public realm space between 46-48 Park Street (the Site) and 1 Southwark Bridge Road (the former FT building) would be created enabling any pedestrian to walk between the Bankside Thames River Path and Park Street.

3.16.3 The Development Proposals also include retail space, a restaurant or café and a Wellness Centre all on the ground floor.

3.17 Proposed Floor Areas and Land Uses

3.17.1 Table 3.9 outlines the proposed land uses and associated floor areas. Whilst the application would be made under Use Class E, for the purposes of the assessments provided within this TA the sub-sections of the Use Class E have been separated as set out in Table 3.9.

Table 3.9: Proposed Development Area Schedule

Land Use	NIA (sqm)	GIA (sqm)	GEA (sqm)
Class E(a) Non-Food Retail	246	377	405
Class E(b) Food Retail	388	595	638
Class E(c) Office	20,867	31,993	34,329
Total	**21,501**	**32,965**	**35,372**

3.18 Pedestrian Space and Public Realm

3.18.1 As part of the Proposed Development, improvements to the public realm and pedestrian experience surrounding the Site would be delivered. The proposed improvements are discussed in further detail below and include:

- Conversion of an existing servicing access road to the Pocket Park
- Opening of a pedestrian route between Park Street and Bankside
- Additional public realm, Bankside Square, at the north-east of the site
- Improved footway widths on Park Street.

3.18.2 The proposed Pocket Park on the western side of the Site would be developed in coordination with that proposed for the neighbouring 1 Southwark Bridge Road site. This unified space would offer a pedestrian connection between Park Street and Bankside, as well as an area of high-quality landscaping for use by the public. This public realm would be

closed from 20:00 to 08:00 in line with the public realm associated with 1 Southwark Bridge Road.

3.19 Cycle Parking

3.19.1 Cycle parking is a key part of the scheme proposals and would be provided in line with the requirements of the Southwark Plan (2022), which itself exceeds requirements in the London Plan (2021). Table 3.10 shows the long stay and short stay cycle parking rates set out in these documents.

Table 3.10: London Plan and Southwark Plan Cycle Parking Requirements

Policy Document	Land Use	Requirement	
		Long Stay	Short Stay
The London Plan (2021)	Class E(c) Office	1 space per 75 sqm (GEA)	First 5,000 sqm: 1 space per 500 sqm. Thereafter 1 space per 5,000 sqm (GEA)
	Class E(b) Food Retail	1 space per 175 sqm (GEA)	1 space per 20 sqm (GEA)
	Class E(a) Non-Food Retail	First 1,000 sqm: 1 space per 250 sqm. Thereafter 1 space per 1,000 sqm	First 1,000 sqm: 1 space per 60 sqm. Thereafter 1 space per 500 sqm
Southwark Plan (2022)	Class E(c) Office	1 space per 45 sqm (GIA)	1 space per 250 sqm (GIA)
	Class E(b) Food Retail	1 space per 175 sqm (GIA)	1 space per 20 sqm (GEA)
	Class E(a) Non-Food Retail	First 1,000 sqm: 1 space per 100 sqm. Thereafter 1 space per 1,000 sqm (GIA)	First 1,000 sqm: 1 space per 60 sqm. Thereafter 1 space per 1,000 sqm (GEA)

3.19.2 These cycle parking rates have been applied to the floor areas shown in Table 3.9 to calculate the required cycle parking provision for the London Plan and Southwark Plan, shown below in Table 3.11

Table 3.11: Cycle Parking Requirements

Land Use	London Plan (2021)		Southwark Local Plan (2022)	
	Requirement		Requirement	
	Long Stay	Short Stay	Long Stay	Short Stay
E(c) Office	458	16	711	128
Retail (E(a) + E(b))	5	116	8	39
Total	463	132	719	167

LONG STAY CYCLE PARKING

3.19.3 The significant cycle requirements have undergone extensive design investigation and the applicant seeks to fully comply with the Southwark Local Plan (2022). Provision for cyclists is seen as a key part of the scheme and it is proposed to provide 719 long stay spaces within the building in the first basement level.

3.19.4 These spaces would be accessed via a dedicated cyclist entrance on the west of the building within the proposed public realm space. This entrance would be located directly off Park Street for easy access. This is also in a prominent area of building frontage and would therefore encourage cycling to the building.

3.19.5 At ground level will be a cycle hub and repair facility. At basement level, changing rooms with 796 lockers and 54 showers would also be provided as part of the overall cycling offer. The facilities would be accessed via two dedicated cycle lifts and a gullied stairwell.

SHORT STAY CYCLE PARKING

3.19.6 It is proposed that 167 short stay cycle parking spaces be provided in compliance with the Southwark Plan (2022). A total of 48 spaces are proposed to be provide at-grade within the site ownership and this targeted number has been discussed at length and agreed in principle with the LBS Highways Officer.

3.19.7 The balance of 119 spaces will be located on the first basement with cycle access from the Park Street entrance. A concierge service is proposed as a supplementary benefit for short term cycle users. The proposed concierge service forms part of a wider cycle entrance experience which also contains the provision of changing rooms, cycle repair facilities, and cycle-related retail in the form of a wellness centre.

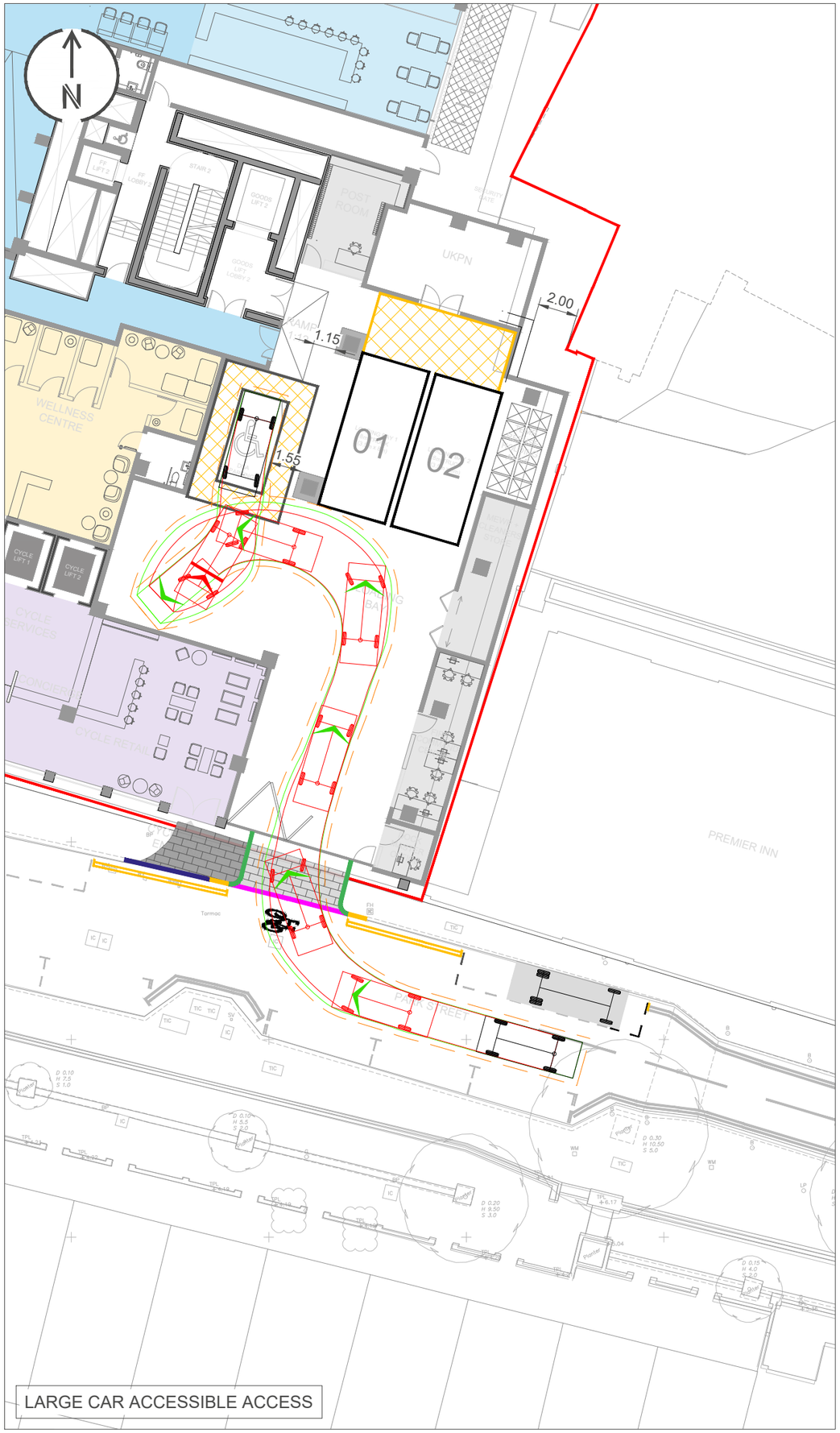
3.20 Car Parking

3.20.1 The Proposed Development seeks to promote sustainable transport and would maximise the opportunities for visitors to travel to the Site by walking, cycling, and by utilising the public transport connections available. The Site's central location provides an excellent opportunity to maximise this potential for sustainable travel.

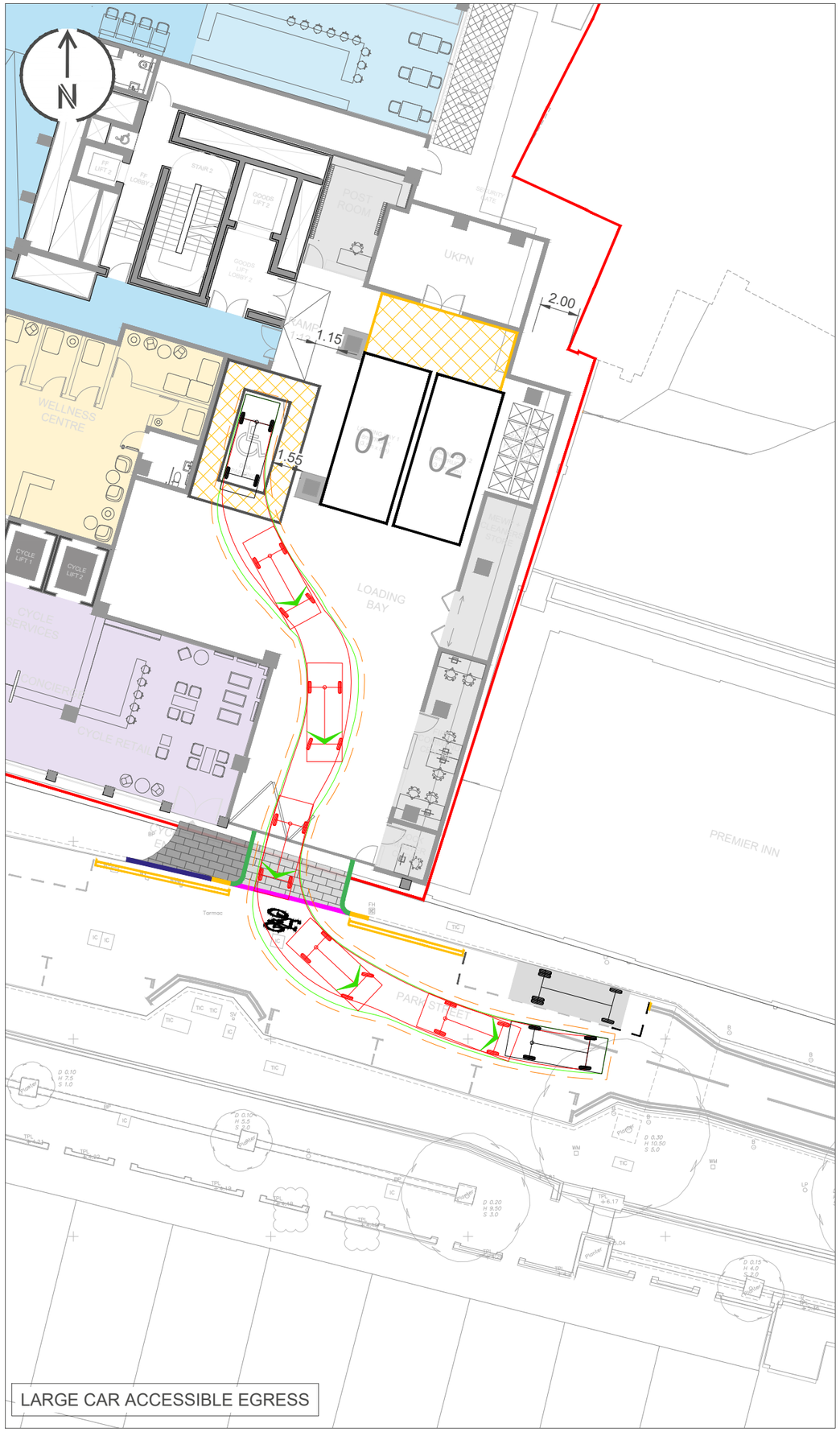
3.20.2 The Proposed Development would be "car-free" with no general car parking spaces provided on the Site for staff or visitors, with the exception of one accessible car parking space for staff, as required by the London Plan (2021). The accessible parking space would be located on-site in the loading bay area which would be accessed via Park Street. Swept path analysis showing the entry and exit of a car into this parking space is shown in Figure 3.5.

3.20.3 The promotion of private vehicle usage, including taxis and ridesharing services, has not formed a key transport strategy for the Proposed Development in line with sustainable transport objectives. It is proposed that taxi drop-offs take place along Park Street, as the forecast number of trips by taxi to the Site would be minimal. This would occur naturally as it does in most urban environments, noting that there may be opportunity to avail of the new kerb lines provided by the removal of the existing service yard access.

ISO FULL BLEED A3 420 X 297 MM



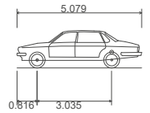
LARGE CAR ACCESSIBLE ACCESS



LARGE CAR ACCESSIBLE EGRESS

NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This drawing is for discussion purposes only.
4. Base Map is based on topographical survey "MSA SURVEY_5504_T_201023_PLANS".
5. Swept path analysis is based on the following vehicles traveling at 5mph.



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

KEY

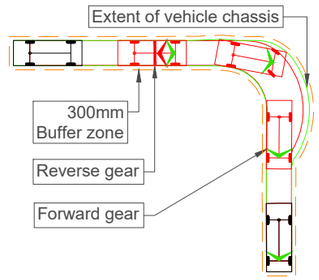


FIGURE 3.5

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
C	27/04/22	SUBMITTED FOR APPROVAL	AD	JT	JM
B	01/04/22	LAYOUT REVISED	IH	JT	JM
A	24/01/22	FIRST ISSUE	AD	NS	JM

momentum transport consultancy

CLIENT: Landsec

JOB TITLE: RED LION COURT

DRAWING TITLE: SERVICE YARD ACCESSIBLE BAY SWEPT PATH ANALYSIS LARGE CAR

STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-TR-024	C	1:250

The way the world moves. By design.

3.21 Deliveries, Servicing and Waste

3.21.1 Full details of the proposed delivery, servicing and waste management arrangements for the Site can be found in the Framework Delivery and Servicing Plan (DSP), which is attached at Appendix E to this TA.

3.21.2 A summary of the proposed delivery and servicing strategy for the Site is provided below.

SERVICING AREA

3.21.3 The proposed servicing area is shown in Figure 3.6. The area would contain two loading bays (each 8m in length and 3.5m in width).

3.21.4 Space would be provided to the rear of the loading bays (3m) to provide sufficient space for safe loading and unloading

PROPOSED DELIVERY STRATEGY

3.21.5 Access into the Site for servicing vehicles would be provided via Park Street, which itself would be accessed via either Sumner Street to the west or Southwark Street to the south. Vehicles would ingress and egress from the Site via Park Street in a forward gear as shown in Figure 3.7. In order to enable these movements in and out of the Site, an existing pay and display parking bay on Park Street would need to be relocated to the east by 1.64 metres.

3.21.6 There is a 3.5m height restriction in place under Southwark Bridge Road to the west of the Site on Park Street. Delivery and servicing vehicles taller than 3.5m would therefore access the Site from the east.

3.21.7 The maximum sized vehicle that would be able to enter the Site would be 8m in length (i.e., no HGVs). The delivery and servicing strategy has therefore been developed around this maximum sized vehicle, which would typically include vehicles such as box panel vans and Ford Transit vans. Vehicles permitted to access the Site would be strictly controlled via a booking system and managed by Facilities management to prevent larger vehicles from accessing the Site.

3.21.8 A proportion of deliveries to the Site would be consolidated at a consolidation centre and then brought into central London in vehicles no larger than 8m in length. LBS and TfL were advised at pre application meetings that 25% consolidation is proposed. Further discussion with LBS and TfL will be required to determine the percentage occupancy of the Proposed Development at which this consolidation is implemented. In line with national, regional and local policy (see Appendix A) consolidation has the effect of reducing vehicle trips in central London and thus increasing air quality for residents and visitors in the area surrounding the Site.

3.21.9 Once inside the Site, vehicles would perform a turning manoeuvre before reversing into one of the loading bays (as demonstrated in Figure 3.7)

.

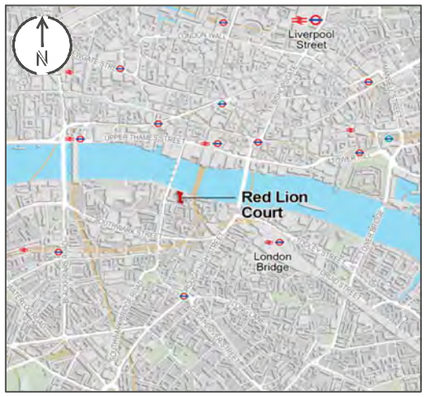
ISO FULL BLEED A3 420 X 297 MM

NOTES

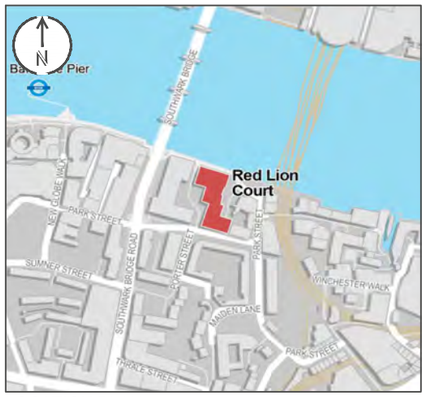
1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. Base Map is based on topographical survey "MSA SURVEY_5504_T_201023_PLANS".
4. Proposed ground floor building layout is supplied by BIG Architect, drawing number PA-40-000
5. For swept path analysis of bays see drawings M000806-2-1-TR-012, 013, 024 & 026

KEY

- Red line boundary
- Structural columns
- Structural columns with protection
- Accessible bay
- 01 Loading bays
- Unloading area
- Bin holding area
- Dock master
- MEWP and cleaners store
- Fire command centre



OVERVIEW PLAN



LOCATION PLAN

FIGURE 3.6

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
A	27/04/22	SUBMITTED FOR APPROVAL	IH	JT	JM

momentum transport consultancy

CLIENT: Landsec

JOB TITLE: RED LION COURT

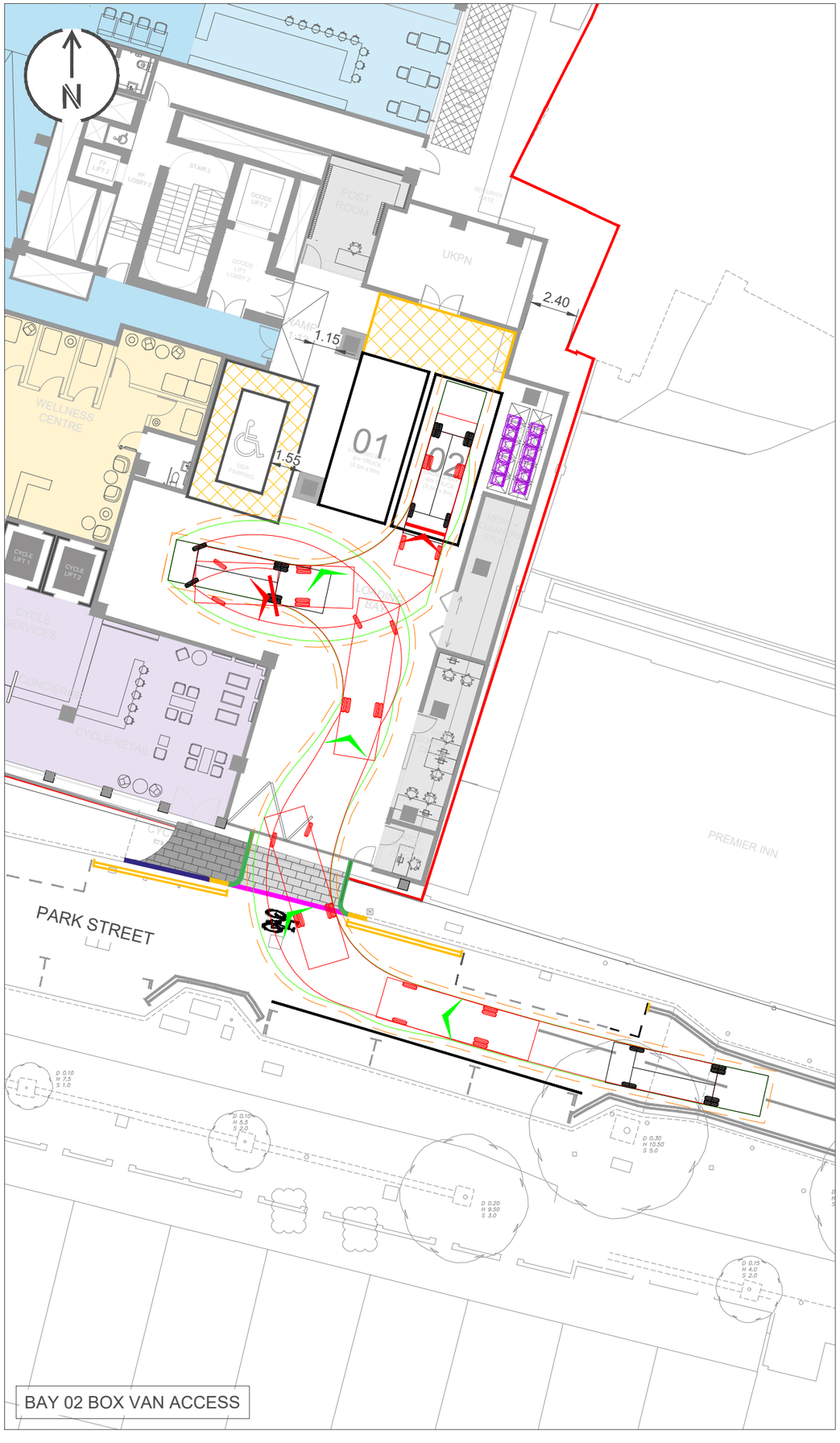
DRAWING TITLE: GENERAL ARRANGEMENT LOADING BAYS

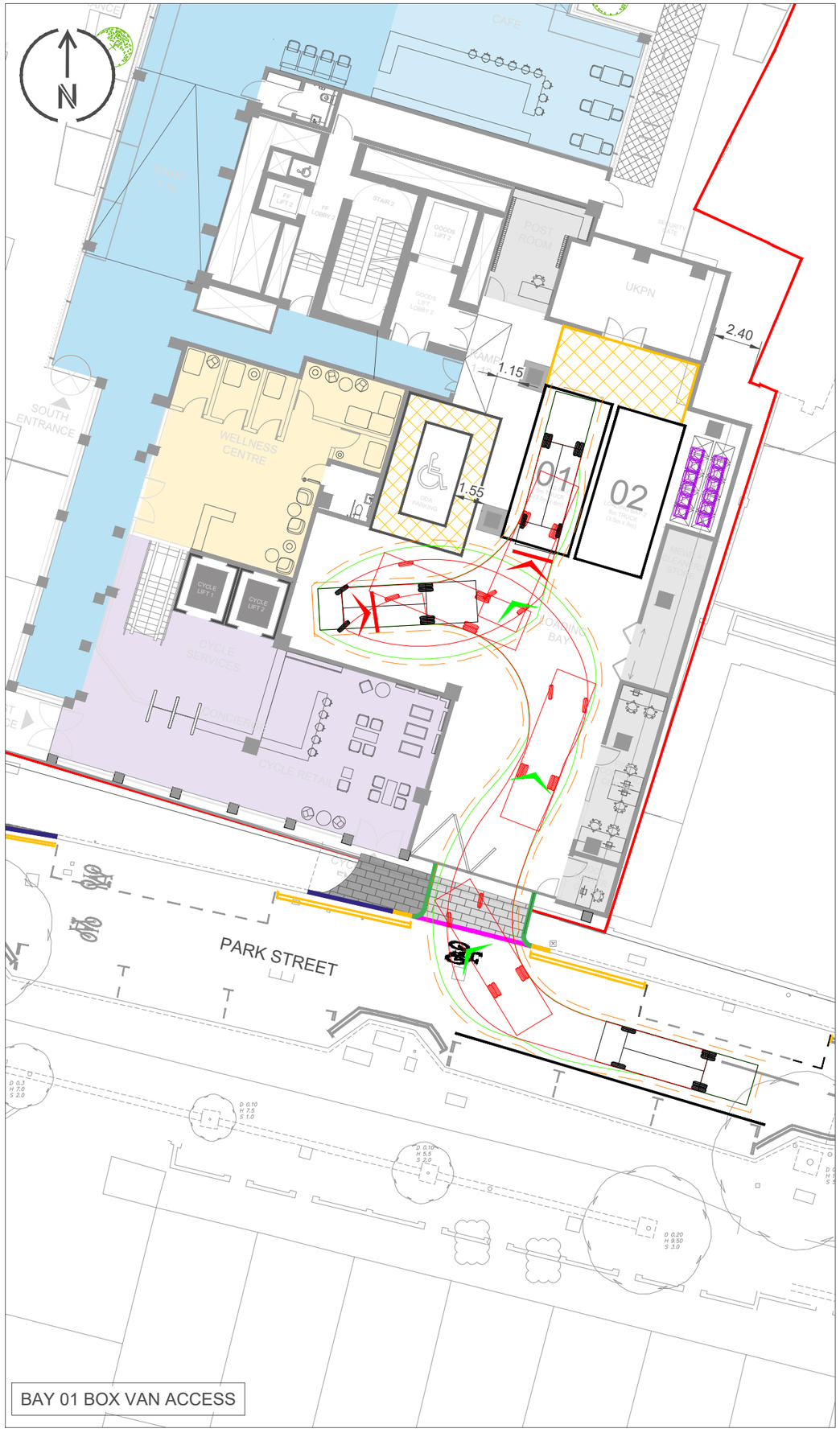
STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-DR-013	A	1:200

The way the world moves. By design.

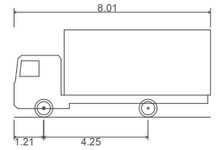
ISO FULL BLEED A3 420 X 297 MM





NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This drawing is for discussion purposes only.
4. Base Map is based on topographical survey "MSA SURVEY_5504_T_201023_PLANS".
5. Swept path analysis is based on the following vehicles traveling at 5mph.



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

KEY

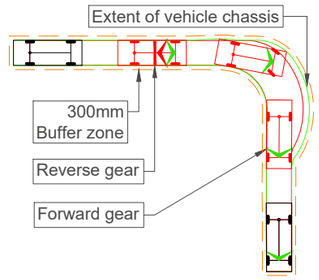


FIGURE 3.7

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
G	27/04/22	SUBMITTED FOR APROVAL	AD	JT	JM
F	01/04/22	LAYOUT REVISED	IH	JT	JM
E	02/02/22	LAYOUT REVISED	AD	NSE	JM
D	21/01/22	LAYOUT REVISED	LT	IRT	JM
C	21/12/21	LAYOUT REVISED	IH	IRT	JM
B	01/10/21	SECOND ISSUE	AT	IRT	JM
A	30/09/21	FIRST ISSUE	AT	IRT	JM

momentum transport consultancy

CLIENT: Landsec

JOB TITLE: RED LION COURT

DRAWING TITLE: PARK STREET
SERVICE YARD ACCESS
7.5T BOX VAN & 7.5T PANEL VAN SWEPT PATHS

STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-TR-012	G	1:250

3.21.10 Table 3.12 below outlines the forecast delivery and servicing trips for the Proposed Development. A consolidation strategy factor of 25% has been applied to these figures.

Table 3.12: Forecast Delivery and Servicing Trips for the Proposed Development

Land Use	Daily Servicing Trips	Peak Hour Trips (Managed)
Class E(c) Office	33	4
Class E(b) Food Retail	6	1
Class E(a) Non-Food Retail	2	1
Total	**41**	**5***

**Differences occur due to rounding*

3.21.11 Deliveries will be taken directly to the respective destination floor once unloaded. Deliveries would be managed by Facilities Management (FM) to ensure that this operation is managed efficiently.

3.21.12 After loading activities are completed, vehicles would exit the servicing area in forward gear via Park Street (as demonstrated in Figure 3.6) before re-joining the highway network.

WASTE

3.21.13 The waste generated by the Proposed Development has been forecast in line with the City of Westminster's Waste Guidance which is commonly used as standard practice within London for waste guidance. This policy guidance has been applied as it provides waste generation rates and no equivalent guidance with respect to waste generation rates are available via LBS policy.

3.21.14 The following have been incorporated within the waste strategy for the Proposed Development:

- Bin store will comply to BS5906 specifications
- All occupants of the development will have access and be required to use the waste storage facilities
- Any area where a refuse vehicle would travel would have a minimum 4.5m clear headroom provided.
- Daily compaction of waste.

3.21.15 The proposed storage provision for the Site is based on an assumption that compacted waste would be collected every day. Waste would be collected by a contractor with appropriately sized refuse vehicles under 8m in length.

3.21.16 Waste would be stored at the second basement level and brought by Facilities Management to the loading bay area via a servicing elevator lift. The proposed layout for the basement level waste storage room is shown in Figure 3.8.

3.21.17 Collections are expected to be made daily but, for contingency, a two-day output has been assumed within the Delivery and Servicing Plan assessment, which can be found in Appendix E.

3.21.18 Please see Table 3.13 below for the forecast waste generation rates of the Proposed Development at Red Lion Court.

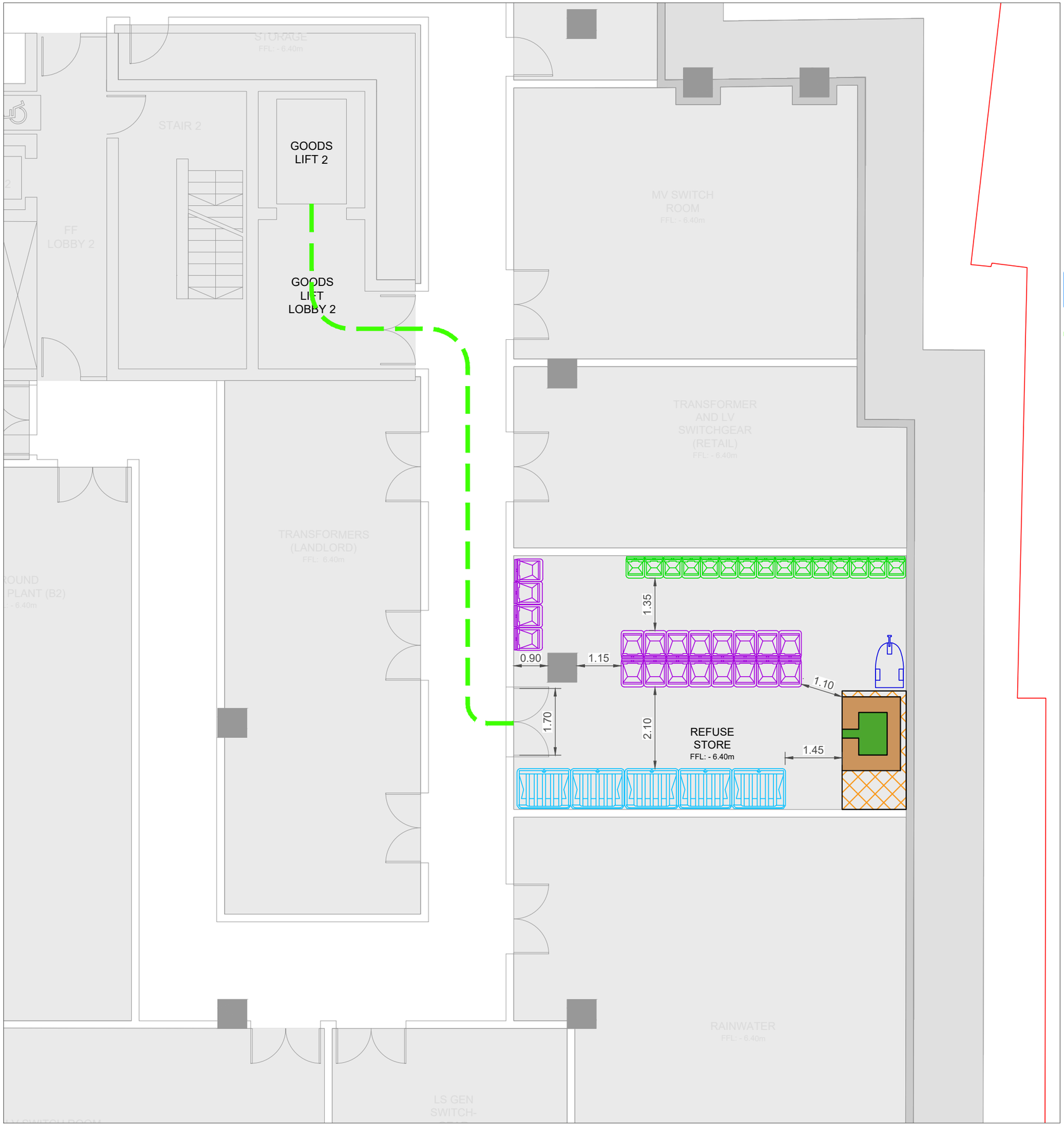
Table 3.13: Forecast Waste Generation of the Proposed Development

Land Use	General (L)	Recyclables (L)	Food (L)	Glass (L)	Total (L)
Class E(a) Non-Food Retail	46	93	46	0	185
Class E(b) Food Retail	64	43	255	64	426
Class E(c) Office	1,962	2,616	1,962	3,923	10,456
Total	**2,072**	**2,751**	**2,263**	**3,987**	**11,073**

3.21.19 Based on the generation rates above, the forecast waste bin requirements for the Proposed Development can be found below in Table 3.14. The bin sizing has been discussed and designed in accordance with the applications Facilities Management advisors.

Table 3.14: Waste Bin Requirements for the Proposed Development at Red Lion Court

Waste Stream	Bin Capacity (L)	Number of Bins
General Waste	1,100	2
Recycling	1,100	3
Glass	240	17
Food Waste	120	19
Total		41

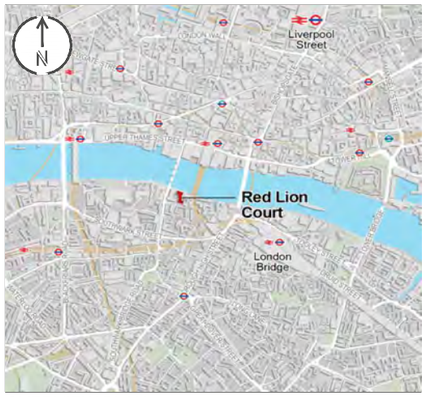


NOTES

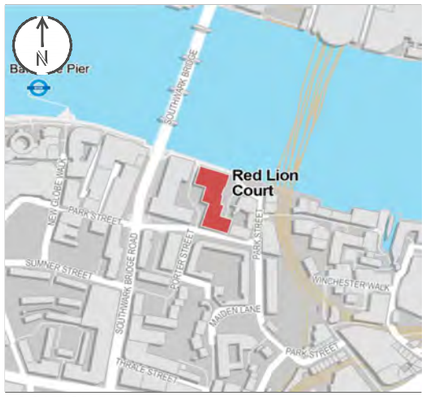
1. Do not scale from this drawing , work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. Proposed basement floor plan supplied by BIG on 04/03/2022, drawing number PA-40-B2.

KEY

- 15x 240L Wheeled bin
- 20x 360L Wheeled bin
- 5x 1100L Eurobin
- Bin route between Refuse Store and Goods Lift 2
- Bin puller
- Waste compactor



OVERVIEW PLAN



LOCATION PLAN

FIGURE 3.8

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
C	27/04/22	SUBMITTED FOR APPROVAL	AD	JT	JM
B	14/04/22	Minor amendments	IH	JT	JM
A	01/04/22	First Issue	IH	JT	JM

momentum transport consultancy

CLIENT: Landsec

JOB TITLE: RED LION COURT

DRAWING TITLE: WASTE STORAGE ARRANGEMENT

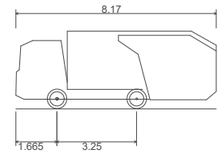
STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-DR-012	C	1:100

SECURITY GATE
POST ROOM
UKPN
STAIR 2
FF LOBBY 2
GOODS LIFT 2
GOODS LIFT LOBBY 2
RAMP 1:12
TEMP REFUSE HOLDING AREA
Bin holding area
01
LOADING BAY 8m TRUCK (3.5m x 8m)
02
LOADING BAY 8m TRUCK (3.5m x 8m)
MEWP + CLEANERS STORE
DDA PARKING
LOADING BAY
Refuse vehicle sits approximately 1.5 - 2.0m outside of bay 02 to allow for refuse bins to move between goods lift and temporary refuse store. This does not impede vehicles accessing or egressing bay 01
Box van. See drawing M000806-2-1-TR-012
ELLNESS CENTRE
CYCLE LIFT 1
CYCLE LIFT 2
CYCLE SERVICES
FIRE COMMAND CENTRE

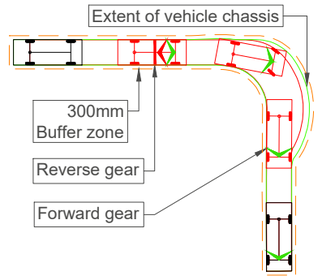
NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This drawing is for discussion purposes only.
4. Base Map is based on topographical survey "MSA SURVEY_5504_T_201023_PLANS".
5. See drawing M000806-2-1-TR-012&013 for swept path analysis of bay 01 & 02
6. Swept path analysis is based on the following vehicles traveling at 5mph.



Phoenix 2-09N (with Elite 2 4x2 chassis)	
Overall Length	8.170m
Overall Width	2.250m
Overall Body Height	3.162m
Min Body Ground Clearance	0.367m
Track Width	2.250m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.550m

KEY



Bin route between Goods Lift 2 and Temporary Refuse Store

FIGURE 3.9

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
B	27/04/22	SUBMITTED FOR APPROVAL	AD	JT	JM
A	14/04/22	FIRST ISSUE	IH	JT	JM

momentum transport consultancy

CLIENT: Landsec

JOB TITLE: RED LION COURT

DRAWING TITLE: PARK STREET SERVICE YARD ACCESS PARKED REFUSE VEHICLE IN BAY 02

STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-TR-026	B	1:100

4. ACTIVE TRAVEL ZONE

4.1 Active Travel Opportunities

4.1.1 As outlined in Section 2, the Proposed Development benefits from active travel opportunities for all people travelling to and from the Site, in particular:

- **People on foot:** The Site exhibits good connectivity to the local area by a set of well-established footways and signalised pedestrian crossings including the Bankside Thames River Path. Some of these crossings facilitate pedestrian desire lines, particularly towards London Bridge Station and Borough Market. The proposed additional pedestrian route through the Site will improve connectivity to the local area.

- **People cycling:** The Site will provide extensive on-Site long-stay cycle parking (719 spaces) plus lockers and showers that will encourage visitors to the Site to cycle. This high level of cycle parking provision alongside the proposed cycle entrance experience will ensure that high numbers of visitors to the Site choose to cycle rather than use other modes. The Site exhibits good connectivity to the local and strategic cycle network which should encourage use of this mode of travel for prospective Site visitors. In addition, TfL cycle hire facilities are located in close proximity to the Site, including on Park Street and New Globe Walk located just outside Shakespeare's Globe Theatre. In total, the existing TfL cycle hire facilities within 500m of the Site provide a capacity of 331 cycles.

- **People travelling by London Underground and Rail Services:** A large variety of London Underground and National Rail services are located within a 500m walk of the Proposed Development Site. Mansion House, Cannon Street and London Bridge provide both London Underground and National Rail Services and provide access to the District, Circle, Northern and Jubilee Lines and national rail services to the south, east and west.

- **People travelling by London Bus:** The Site is served by a total of 4 different bus services operating in all directions. These are served by a variety of bus stops on Southwark Bridge Road and Southwark Street.

- **Accessibility for people travelling by public transport:** An overall PTAL level of 6b, represents the highest level of public transport accessibility. Access to the Site is provisioned by a variety of public footways and signalised crossings.

4.1.2 The development proposals include the provision of the Pocket Park area between the Site and 1 Southwark Bridge Road, allowing for a new unified through route between Park Street and the Bankside Footway. This would improve the permeability of the Site for pedestrians.

4.1.3 These proposals would benefit people cycling as the entry and exit point for cyclists will be located on Park Street. From this location it is a two-minute cycle to segregated cycling infrastructure on Southwark Bridge Road.

4.2 Active Travel Zone

4.2.1 Figure 3.4 illustrates the 20-minute cycle active travel zone (ATZ) surrounding the Proposed Development Site. This map identifies all potential key destinations in the ATZ, including Bus

Stops, LU and National Rail stations and key cycling infrastructure. Other key land uses identified for the Proposed Development Site includes green spaces, hospitals / health clinics, colleges / universities, and schools.

KEY DESTINATIONS CLASSIFICATION

4.2.2 Table 4.1 classifies the key destinations illustrated by figure from low to high priority in terms of active travel and the likelihood of users of the Proposed Development travelling to other key destinations from the Proposed Development.

Table 4.1: ATZ Key Destinations

Key Destinations	Priority	Justifications
Schools	Low	Some site users with children may also visit a local school as part of a linked trip to / from the Site.
Colleges / Universities	Low	Some regular site users may also attend a college / university.
Hospitals / Health Clinics	Low	Site users may attend hospitals / health clinics occasionally.
Green Space	Medium	Long-term site user (e.g., those working within the offices) are likely to visit green spaces during break periods, particularly during the summer months.
Bus Stops	High	A high bus mode share has been forecast for people travelling to and from the Proposed Development. Therefore, bus stops would be key destinations and are classified as high priority.
London Underground / Rail Stations	High	A high London Underground / National Rail mode share for people travelling to and from the Proposed Development indicates that rail stations would be key destinations and are therefore classified as high priority.

4.3 Neighbourhood Active Travel Zone

4.3.1 Based on the priority of key destinations within the ATZ, the Neighbourhood Active Travel Zone shown in Figure 4.1 illustrates the walking and cycling routes to nearby Rail and London Underground stations, segregated cycling infrastructure, bus stops and local key land uses. Figure 4.1 indicates localised clusters of accidents on the local highway / footway network.

CASUALTY ANALYSIS

4.3.2 The Mayor Transport Strategy is committed to Vision Zero to end deaths and serious injury on London's roads and transport networks. The strategy sets out the goal that, by 2041, all deaths and serious injuries would be eliminated from London's road and transport network.

4.3.3 Casualty data recorded within the vicinity of the Proposed Development Site for the three-year period from September 2017 to September 2020 (the most recent data available) has been obtained from TfL.

4.3.4 A review of the casualties on the local highway network surrounding the Site has been undertaken over the three-year period to determine clusters of “killed/seriously injured” (KSI) casualties along key walking and cycling routes within the Neighbourhood ATZ. The boundary of the area examined covers Monument and Mansion House Stations in the north to Southwark Station in the southwest.

4.3.5 A cluster is defined as one or more fatal casualties and two or more serious casualties. Figure 4.1 includes the KSI clusters along the key walking and cycling routes. Seven clusters were identified in the Neighbourhood Active Travel Zone Area. Of the 57 collisions recorded in the study area, 36 involved a cyclist, 13 involved a motorcycle (including a fatal accident), 7 were pedestrians and 1 involved a bus.

4.3.6 One fatality was recorded on key walking and cycling routes within the Neighbourhood ATZ between 2015 and 2019 along with 56 other serious accidents.

4.3.7 The approximate locations of the KSI clusters and potential suggested improvements are set out in Table 4.2 below.

Table 4.2: Summary of Accident Data Analysis

Location	Number of KSIs	Potential Improvements
Mansion House, junction between Bow Lane, Cannon St, and Queen Victoria St	5 serious	Improve cycling infrastructure at junction and increase pedestrian signal priorities. Implement better road markings through the junction. Introduce areas of hatched markings to reduce vehicles blocking visibility in the junction.
Upper Thames Street, Queen St Pl junction	6 serious	Reduce vehicle traffic lanes and improve pedestrian crossings.
Monument Junction	1 Fatal, 13 serious	Improve cycling and walking infrastructure, including cycle lanes. Improve better visibility for vehicles along Gracechurch St. Implement better lane markings for vehicles merging onto and off the junction.
South end of London Bridge	6 Serious	Create underpass for pedestrians along Thames Path. Improve cycling infrastructure.
Southwark Bridge Road, Southwark Street Station	10 Serious	Improve cycle lanes on east / west route at junction.

Southwark Station junction	12	Improve lane markings for vehicles making turning manoeuvres through the junction. Improve cycling infrastructure to include road markings during junction movements.
Southwark Street / Bear Lane junction	3 Serious	Introduce additional pedestrian crossing point on A3200 Southwark Street.

4.4 Active Travel Zone Neighbourhood Key Routes

4.4.1 An Active Travel Survey of walking routes from local railway stations, was undertaken on Wednesday 12th January 2022. These routes were to the destinations listed below:

- Southwark London Underground Station
- Cannon Street Station
- Mansion House Station
- Monument Station
- London Bridge Station
- Blackfriars Station
- Tate Modern Museum (Bankside River Pier & Millennium Bridge)
- Cycleway CS7 northbound
- Cycleway CS7 southbound

4.4.2 The assessment includes photographs taken along the route and an assessment of the route complete with suggested design improvements.

4.4.3 It should be noted however that these design improvements, are suggested as part of wide improvements to be considered by the London Borough of Southwark and TfL. This forms a key purpose of the ATZ key routes methodology and assessment criteria, but it is reiterated that these recommendations do not form part of the proposals for the Proposed Development.

4.4.4 The routes were assessed for the Proposed Development's Neighbourhood ATZ assessment. The outputs of the Neighbourhood ATZ key routes survey are included in Appendix F and summarised below. The Neighbourhood ATZ key routes are indicated in Figure 4.2

4.4.5 The worst section of each route, according to the Healthy Streets indicators, was identified as part of the assessment are set out in Appendix F. Problems identified as part of the assessment are summarised below:

- Lack of greenery / vegetation provided along all routes. There is also a lack of seating provided along key routes.
- Limited crossing opportunities along routes that are busy with vehicular traffic.
- Long wait times at signalised crossings outside Southwark London Underground Station.

- Intimidating and unsafe environment created by poor lighting under rail bridges around areas Southwark located to the south of the Site.
- Street furniture cluttering footway creates obstacles for those with visual impairments and also reduces pedestrian comfort. Bollards on Union Street also create an obstruction and pinch point for cyclists.
- Construction works negatively impacting on pedestrian comfort and reducing visibility of cyclists.
- Lack of dedicated signal phase for cyclists provided at junction of Southwark Bridge Road and Sumner Street.

4.4.6 A number of improvements have been suggested for each constrained point, including:

- Increase the provision of greening and vegetation along all routes, particularly at points, where appropriate whilst maintaining pedestrian comfort levels.
- Improve crossing opportunities particularly along routes that are busy with vehicular traffic including the southern side of London Bridge.
- Improving the lighting along covered sections of the route to improve personal safety under rail bridges.
- Ensure street furniture does not clutter the footway or create an obstruction to pedestrians.
- Ensure that construction works do not impact on pedestrian comfort and where closures of the footway are required ensure they take place avoiding peak pedestrian hours if possible.
- Ensure construction works maintain visibility of cyclists.
- Cycle access from Southwark Bridge Road to the site by providing a wayfinding to Sumner Street and Southwark Bridge Road. It should be noted that these areas are located well outside the site ownership.

4.4.7 Full results of the Active Travel Zone Assessment with suggested improvements can be found in Appendix F.

FIGURE 4.1
NEIGHBOURHOOD ACTIVE TRAVEL ZONE

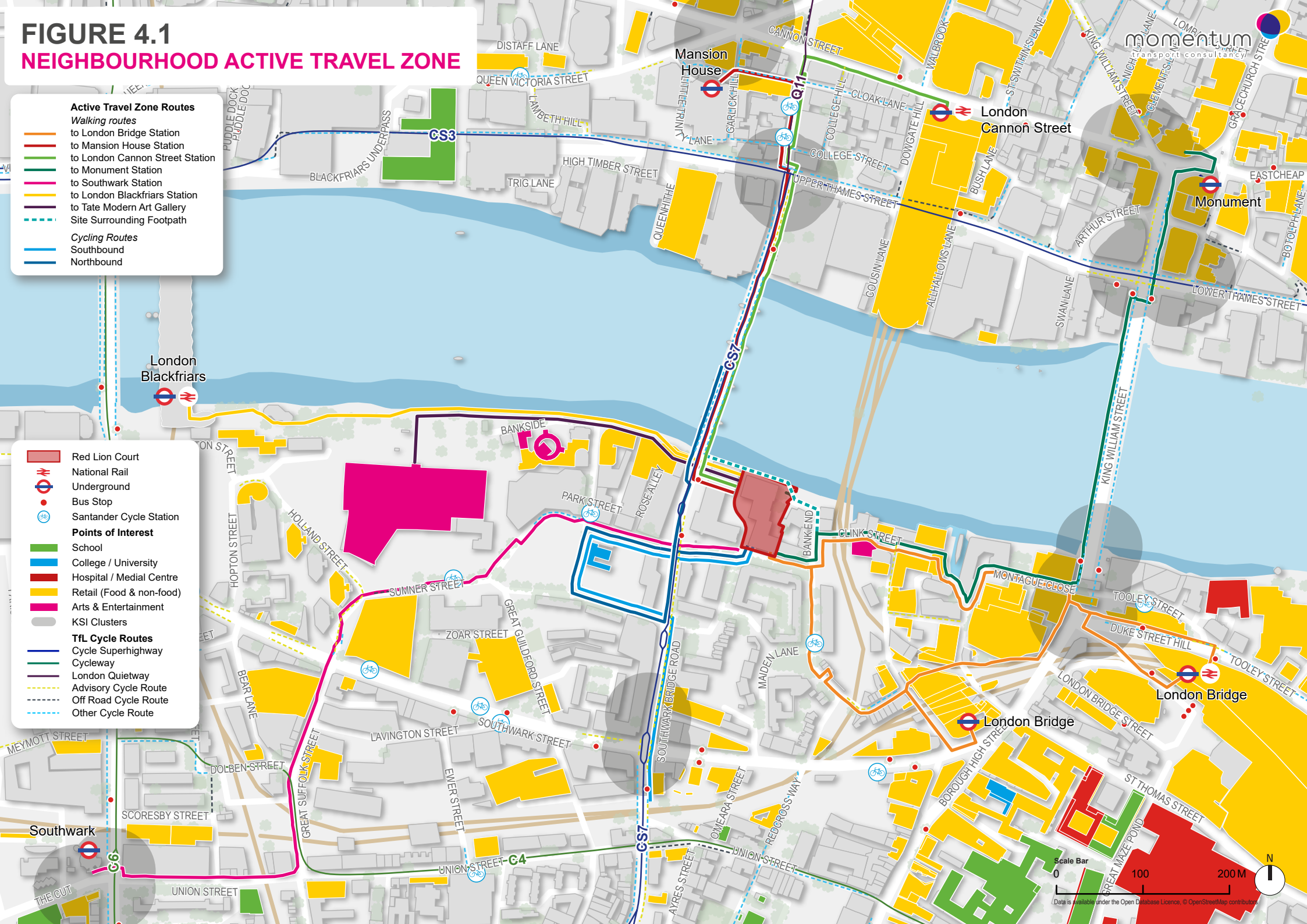
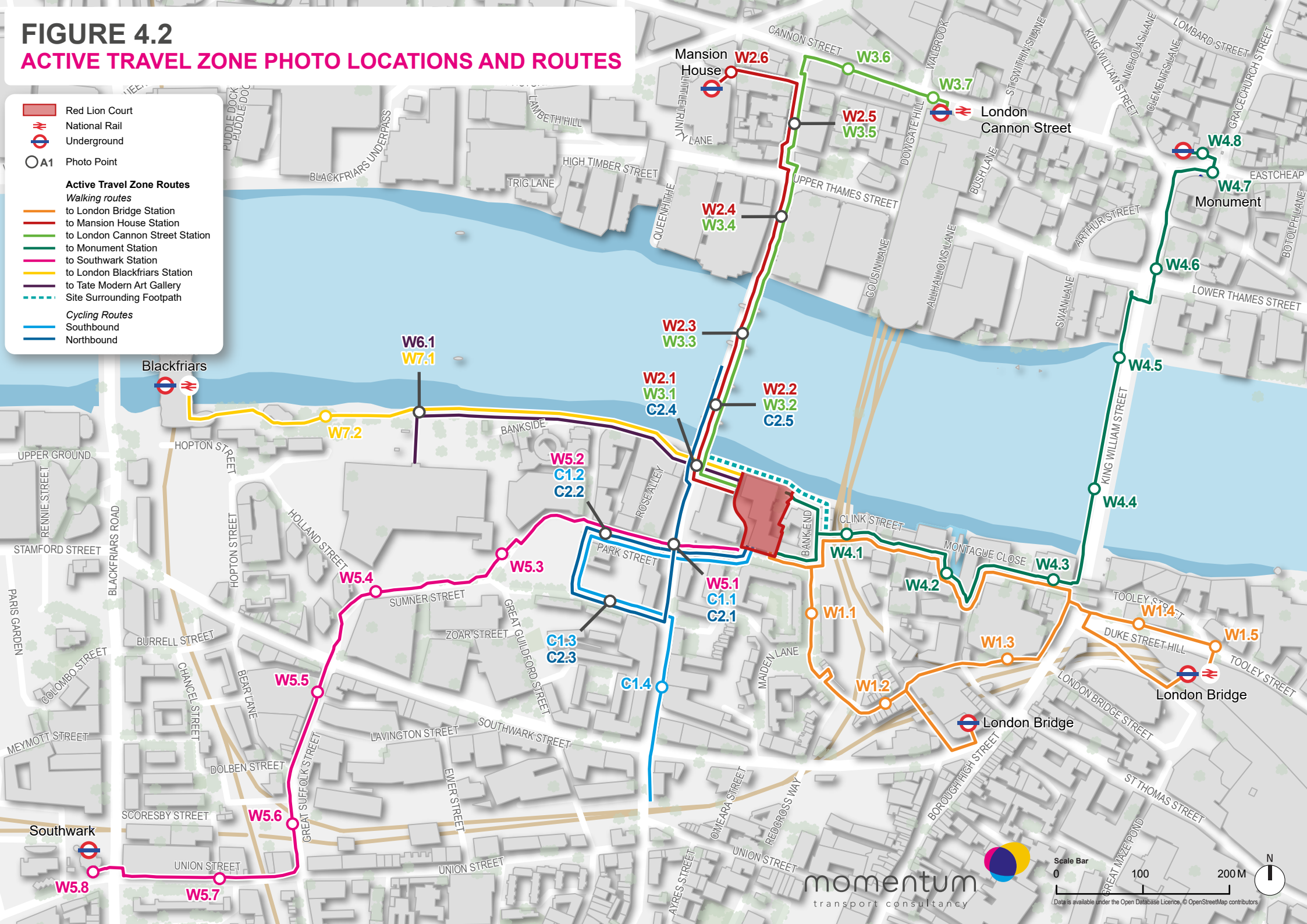


FIGURE 4.2
ACTIVE TRAVEL ZONE PHOTO LOCATIONS AND ROUTES



5. LONDON WIDE IMPACT

5.1 Mode Share

5.1.1 Mode shares have been derived from 2011 travel to work census data for the Middle Layer Super Output Area containing the site. The 2011 data obtained has been reallocated to reflect observed London-wide growth and travel pattern changes since 2011 (the 2011 mode shares have been amended to reallocate private vehicle trips to public transport, cycling and walking). The "work mainly at or from home" category has been excluded.

5.1.2 To provide a robust estimate of the number of trips made to and from the Site by Riverboat, it has been assumed that all trips within the category "other method of travel to work" are by Riverboat. These trips have been factored into trip generation calculations due to the proximity of Bankside Pier to the Site.

5.1.3 The 2011 census mode shares and proposed mode shares are presented below in Table 5.1.

Table 5.1: Mode Shares

Mode	Census 2011	Proposed Mode Share
Underground & Overground	25.9%	26.0%
Train	44.4%	44.6%
Bus	9.3%	9.3%
Taxi	0.2%	0.2%
Motorcycle	1.4%	1.4%
Driving a car or van	7.4%	0.0%
Passenger in a car or van	0.4%	0.0%
Bicycle	5.2%	13.1%
On Foot	4.6%	5.1%
Other (assumed Riverboat)	0.3%	0.3%
Total	100%	100%

5.2 Trip Generation

TRIP RATES

5.2.1 The TRICS database 7.8.3 has forecast trips associated with the future land uses at the Site. To forecast trips associated with the proposed land uses, the TRICS database was interrogated for comparative sites and the sites listed below were chosen:

- CI-02-A-02 – City of London – 29/11/13
- CN-02-A-03 – Camden, Fitzrovia – 06/12/17
- HM-02-A-01 – Hammersmith and Fulham, Hammersmith – 13/11/17

5.2.2 These sites have a comparable PTAL to the development site (6b), are all city centre locations and have all been surveyed in the last 9 years.

5.2.3 The trip rates generated per 100 sqm office space based on these sites are shown in Table 5.2 below.

Table 5.2: Office Land Use Trip Rates

Land Use	AM Peak (08:30-09:30)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Office E(c)	3.252	0.364	0.206	2.599

Primary Trip Assumptions

5.2.4 Primary Trip Assumptions have been applied to the office land uses. It has been assumed that all trips associated with the users of non-office land uses, i.e., the proposed ancillary facilities associated with the proposed offices would be linked to the office land use or trips made to the Site would already be on the network. This with the exception of staff trips made to and from the non-office land uses, which would be additional trips on the network.

FORECAST TRIP GENERATION

5.2.5 Table 5.3 shows the total arrival and departure trips to the Proposed Development.

Table 5.3: Hourly Office Trips

Time	Arrival Trips	Departure Trips	Total Trips
07:00-08:00	223	42	265
08:00-09:00	940	95	1035
09:00-10:00	736	131	867
10:00-11:00	316	222	538
11:00-12:00	205	212	417
12:00-13:00	226	359	585
13:00-14:00	310	300	610
14:00-15:00	142	138	280
15:00-16:00	78	215	293
16:00-17:00	96	305	401
17:00-18:00	66	832	898
18:00-19:00	27	454	481
Total	**3365**	**3305**	**6670**

Peak Hour Trips per Mode

5.2.6 Table 5.4 outlines the peak hour trips to the Proposed Development by mode.

Table 5.4: Peak Hour Trips per Mode

Mode	AM		PM		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Underground	272	30	17	217	883	868
Train	468	52	29	373	1516	1489
Bus	98	11	6	78	317	312
Taxi	2	0	0	2	8	8
Motorcycle	15	2	1	12	48	48
Bicycle	137	15	9	110	445	438
On Foot	53	6	3	43	173	170
Other (assumed Riverboat)	3	0	0	3	10	10
Total	1049	117	66	837	3401	3341

Net Trips per Mode

5.2.7 The net trips per mode generated by the proposed development are shown below in Table 5.5. These have been calculated by subtracting the trip generation of the existing site, from the forecast trip generation.

Table 5.5: Net Peak Hour Trip Generation per Mode

Mode	AM		PM		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Underground	111	12	7	88	359	353
Train	190	21	11	151	617	606
Bus	40	4	2	32	129	127
Taxi	1	0	0	1	3	3
Motorcycle	6	1	0	5	20	19
Bicycle	105	12	7	84	340	334
On Foot	25	3	1	20	80	79
Other (assumed Riverboat)	3	0	0	3	10	10
Total	**480**	**53**	**29**	**382**	**1558**	**1532**

5.3 Transport Impacts

5.3.1 This section of the report considers the impact of the additional trips generated and attracted by the Proposed Development, on the public highway and public transport networks. This assessment has been carried out with consideration of additional trips generated by the 1 Southwark Bridge Road scheme.

5.3.2 There are more trips expected during the AM peak jour (08:30-09:30) than the PM peak hour (17:00-18:00), so the impact of 533 net trips; 480 arrivals and 53 departures, in the AM peak hour has been assessed.

IMPACT ON PEDESTRIAN NETWORK

5.3.3 The recognised indicator used to assess the pedestrian conditions on key routes is the Pedestrian Comfort Level (PCL), developed by TfL. PCLs classify the level of comfort based on the level of crossing and pedestrian experiences on differing characteristics of street environment, largely based on pedestrian flows and footway context.

5.3.4 During the pre-application process, LBS stated the aspiration to improve footway widths along Park Street along the building frontage. Improvement of this footway width has been discussed at various meetings and a 2.7 metre footway is understood to be the preferred position for LBS, to be maintained across the width of the Proposed Development.

5.3.5 In response to this aspiration, the design of the Proposed Development has been designed to provide a street level frontage that allows a footway width ranging from 4.5 metres on the west of the Site, to 2.7 metres on the east. This is an improvement when compared to the existing conditions.

5.3.6 As shown in Figure 5.1, a structural column protrudes from the façade of the Proposed Development within the site ownership, meaning the Park Street footway has a minor pinch point of 2 metres in one location only. This is located east of the new service yard access.

5.3.7 This narrowing facilitates the integration of the site with the existing Premier Inn building to the east, where the footway is 2.0m. A PCL assessment has been undertaken to inform the improved footway provisions. This is shown in Figure 5.2.

5.3.8 While this pinch point is less than the 2.7 metres requested by LBS, a footway of this width (2 metres) can support over 1,000 hourly pedestrian trips while maintaining a good PCL of B+. The footway on the opposing side of Park Street has a minimum width of 2.1 metres, meaning it can support approximately 1,100 hourly pedestrian trips with a PCL of B+. Park Street can therefore support a total of 2,100 hourly pedestrian flows while maintaining a PCL of B+.

5.3.9 Furthermore, a high-level analysis of the likely walking routes to rail, London Underground, and bus services at nearby stations and stops has been undertaken. These routes have been examined in combination with frequencies of services to these stations and stops in order to calculate the likely proportions of visitors to and from the Site using these routes. This analysis accounts for cumulative trips generated both by the Proposed Development, and from the neighbouring 1 Southwark Bridge Road development.

5.3.10 The analysis shows that, during the AM peak period, approximately 1,000 trips generated by both sites would be via Park Street (north and south footways) with most other trips made via the Thames River Footpath. This level of pedestrian flow would be well accommodated by Park Street while maintaining a high PCL, with space for an additional 1,100 hourly pedestrians along the north and south footways.

5.3.11 In addition, to supporting likely pedestrian flows, the proposed Park Street footway widths are sufficient to meet accessibility requirements.

5.3.12 In summary, the development delivers improved footway widths and it has been demonstrated that pedestrian volumes would be readily accommodated. The Park Street footway improvement should be considered as a link which demonstrates the overall improvement. The highway improvements therefore deliver a positive impact and support the development proposals.

FIGURE 5.1
EXISTING Vs PROPOSED
PARK STREET FOOTWAY WIDTHS

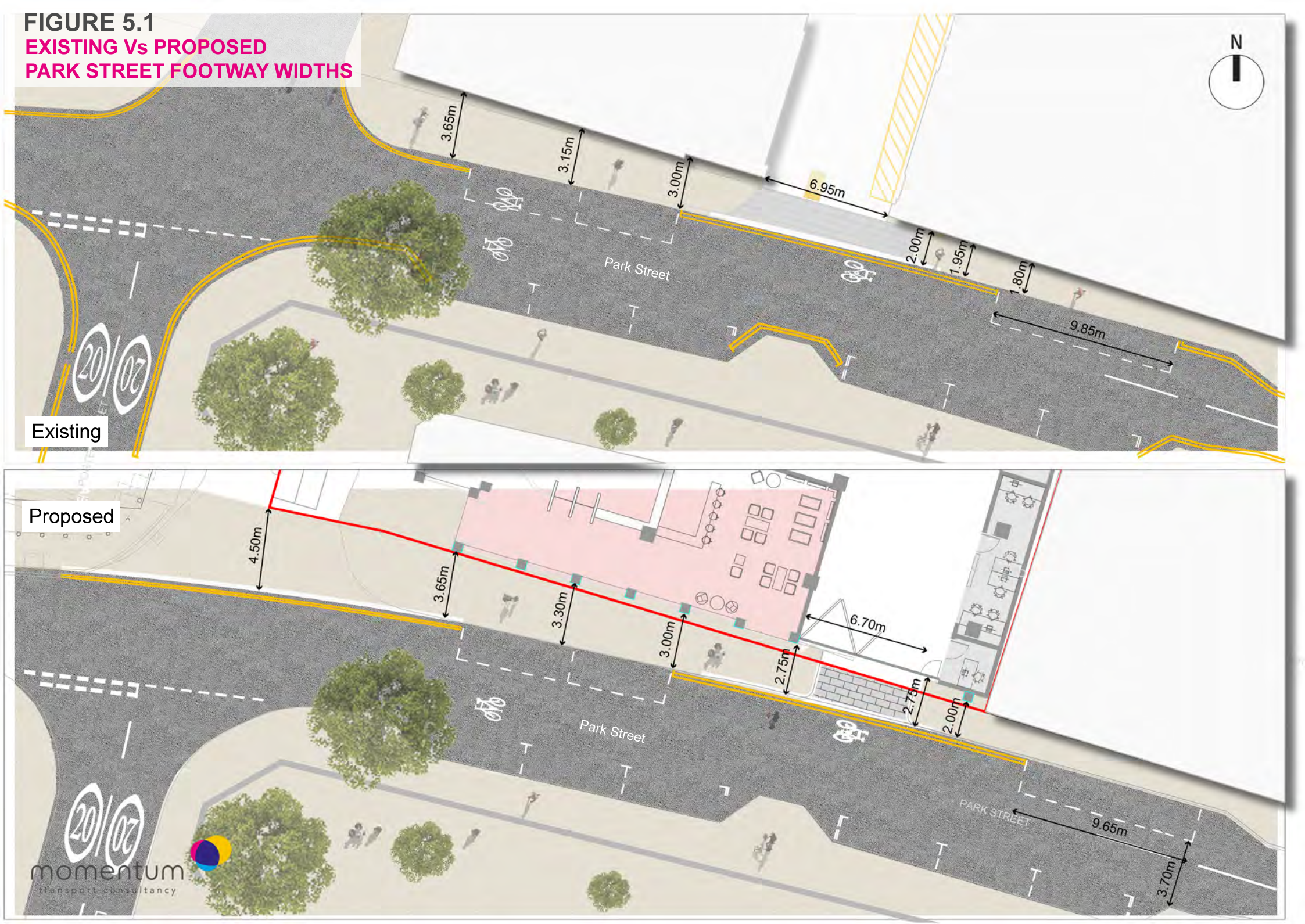
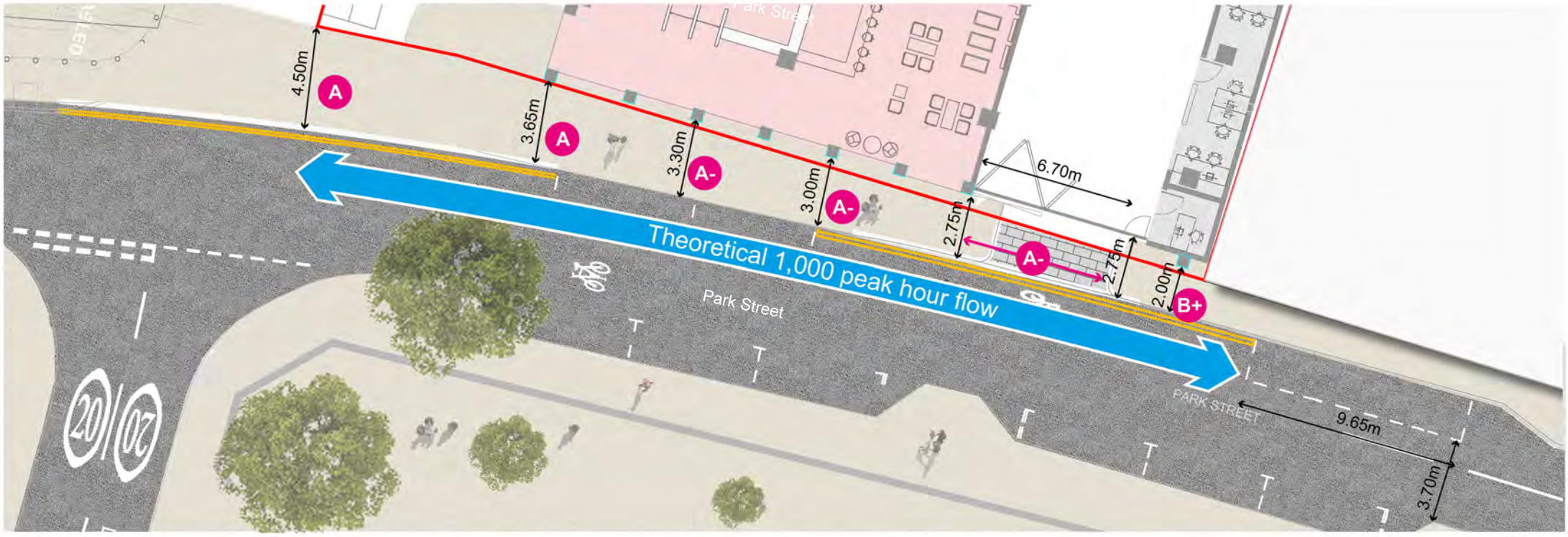


FIGURE 5.2
PROPOSED PARK STREET
PCL CAPACITY



Proposed

momentum
transport consultancy

IMPACT ON CYCLE INFRASTRUCTURE

5.3.13 As described in section 3.3, the Site is well served by cycle infrastructure, with easy access to CS7 provided from Park Street.

5.3.14 It is forecast that the proposed development would generate an additional 117 two-way cycle trips during the AM peak and 91 two-way trips during the PM peak. This equates to approximately two trips per minute during the peak hours across the local network. The impact on the network of these trips is not considered enough to warrant any mitigation.

5.3.15 The refurbishment of 1 Southwark Bridge Road is expected to generate an additional 18 two-way cycle trips during the AM peak and 15 during the PM peak. When added to the forecast trips generated by the Proposed Development, this does not significantly increase the estimated two trips per minute during peak hours.

IMPACT ON BUS SERVICES

5.3.16 It is forecast that the proposed development would generate an additional 44 two-way trips by bus during the AM peak, and 34 during the PM peak, with a total of 256 daily two-way trips.

5.3.17 As shown in section 3.5, the Site is served by 29 buses over four routes during the AM peak period. The additional bus trips generated by the proposed development would equate to approximately two trips per bus during the AM peak period.

5.3.18 The refurbishment of 1 Southwark Bridge Road is expected to generate an additional 33 bus trips during the AM peak period. When added to the forecast trips generated by the Proposed Development, the total increase in bus trips equates to less than three additional passengers per bus during the AM peak period.

IMPACT ON LONDON UNDERGROUND NETWORK

5.3.19 It is forecast that the proposed development would generate an additional 123 two-way trips made via the London Underground during the AM peak and 95 two-way trips during the PM peak.

5.3.20 Visitors travelling to and from the Site by Underground are most likely to use London Bridge and Mansion House stations. As shown in Table 3.3, these two stations have a combined service frequency of 165 during the AM peak hour and 162 during the PM peak hour. Split across these services, the additional London Underground trips generated by the development equate to less than one additional passenger per train in both peak periods.

5.3.21 This calculation assumes that no trips are made to or from any other London Underground stations. In reality, people may use additional stations based on personal preference. This would mean the trips were spread over yet more services, meaning the estimate shown here is a worst-case-scenario.

5.3.22 The impact on the network of less than one additional passenger per train is not considered enough to warrant any mitigation.

5.3.23 The refurbishment of 1 Southwark Bridge Road is forecast to generate an additional 92 trips by Underground during the AM peak, and 73 during the PM peak. In combination with the additional trips generated by the Proposed Development, this would equate to under two passengers per service in both peak periods.

IMPACT ON RAIL NETWORK

5.3.24 It is forecast that the proposed development would generate an additional 211 two-way trips by rail during the AM peak and 163 two-way trips during the PM peak. As shown in Table 3.2, there are 115 rail services running from nearby Cannon Street and London Bridge stations during peak hours.

5.3.25 The trips by rail generated by the Proposed Development split between these 115 rail services equates to less than two additional passengers per train during both peak periods. The impact on the network of these trips is not considered enough to warrant any mitigation.

5.3.26 The refurbishment of 1 Southwark Bridge Road is forecast to generate an additional 159 rail trips during the AM peak, and 126 during the PM peak. In combination with the additional trips generated by the Proposed Development, this would equate to under approximately three additional passengers per service in both peak periods.

SUMMARY

5.3.27 The Site is well served by public transport as evidenced by its PTAL of 6b. It also has good access to TfL Cycleways via CS7 on Southwark Bridge Road. As such, it is estimated that no additional capacity would be required on the rail, underground, bus, and road networks to accommodate trips generated by the proposed development.

5.4 Design Solutions and Mitigations

PUBLIC REALM

5.4.1 These proposals include the provision of an increase in public realm on the Site. This will consist of the development of the western service access into the Pocket Park to connect with that being provided as part of the refurbishment of the adjacent 1 Southwark Bridge Road Site. The resulting public realm would be a densely planted area containing seating, designed to be a destination for both users of the building and other members of the public. This public realm would also offer a new through route between Park Street and Bankside.

5.4.2 Additionally, Bankside Square would be provided to the east of the Site, adjacent to the Anchor Inn public house, with vastly improved landscape proposals.

5.4.3 Park Street will see improved footway widths which range from 3.4 metres to 2.0 metres in width.

SAFETY – REDUCED VEHICLE CROSSOVERS

5.4.4 The conversion of the space between the Proposed Development and 1 Southwark Bridge Road would result in the reduction of the total number of vehicle crossovers on the Park Street footway. This would improve safety for pedestrians using the footway, and with it their experience of using the footway.

MAYOR OF LONDON CIL

5.4.5 The Mayoral Community Infrastructure Levy 2 (MCIL2) for the Central London CIL Charging Area is £185/sqm for office floorspace, £165/sqm for retail floorspace, £140/sqm for hotel floorspace (none proposed) and £80/sqm for all other uses. These rates are subject to indexation.

LONDON BOROUGH OF SOUTHWARK CIL

5.4.6 The Site is located within Zone 1 of the Southwark CIL Charging area, and as such is subject to rates of £76/sqm for office floorspace and £136/sqm for retail floorspace. These rates are subject to indexation.

6. CONSTRUCTION

6.1.1 This chapter of the TA provides a summary of the construction impacts of the proposed construction programme.

6.1.2 The demolition and construction programme are currently programmed to commence in January 2024 for a period of 42 months, completing in June 2027. Although once the envelope is installed after 36 months the impact to the local community will be significantly reduced.

6.1.3 The main site access and egress point for vehicles would be on Park Street. Vehicles would approach the site by either heading northwards on Redcross Way before joining Park Street (if they are over 3.5m in height) or by turning onto Sumner Street from Southwark Bridge Road and then onto Emerson Street and Park Street (if they are under 3.5m in height). For reference, there is a low bridge (3.5m height max) located to the west of the Site on Park Street.

6.1.4 Redcross Way is a one-way (southbound only) street and will be managed during the construction program with traffic marshals to allow vehicles to use Redcross Way in the reverse (northbound) direction. Due to the constraints of the local area, this has been deemed to be the safest and most effective way of allowing vehicles to access the Site. This follows the same approach that is currently being taken at the refurbishment works at the neighbouring Site located at 1 Southwark Bridge Road

6.1.5 The proposed pitlane would be required to the south of the Site on the northern side of Park Street. It is important to note that whilst there is currently no overlap in timelines between the refurbishment works at 1 Southwark Bridge Road and Red Lion Court, the pit lanes for both projects can operate independently of each other should a small overlap arise in future.

6.1.6 A detailed heavy goods vehicle analysis has been undertaken and based upon this we expect average vehicle numbers per day to be 25, with peak vehicle numbers during the basement construction and excavation to reach approximately 50 per day across three peak periods totalling approximately four weeks.

6.1.7 The Construction Logistics Plan sets out how construction of the Proposed Development would take place with minimal disruption to the surrounding area. All relevant policy has been reviewed and the construction process would be compliant with all requirements. This CLP also accounts for any potential cumulative impacts from the construction of both 1 Southwark Bridge Road and the Proposed Development. However, as these construction programmes are not expected to overlap, these are estimated to be minimal. Should an overlap occur, co-ordination measures can be put in place to minimise disruption to residents.

6.1.8 Full details of the proposed construction programme are discussed in the Construction Logistics Plan CLP in Appendix G.

7. OUTCOME STATEMENT

7.1.1 This Healthy Streets Transport Assessment (TA) has been prepared by Momentum Transport Consultancy on behalf of LS Red Lion Court Limited ('the Applicant') in support of an application for full planning permission and the redevelopment of the existing building Red Lion Court ('the Site') within the London Borough of Southwark ('LBS').

7.1.2 The proposals contribute to Healthy Streets as follows:

- Additional public realm to both the west and east of the Site.
- Improved and additional Park Street footway width facilitating appropriate pedestrian comfort conditions.
- Increased pedestrian permeability through the Site with the addition of a secondary pedestrian route between the Site and 1 Southwark Bridge Road.
- Provision of 719 long stay cycle parking for staff / visitors of the Site as per the Southwark Plan (2022).
- Provision of 167 short stay cycle parking spaces as per the Southwark Plan (2022). 48 of these would be provided at grade within the proposed public realm.
- The development would be a car-free development, with the exception of blue badge parking, provided as per London Plan (2021) requirements.
- Improvement and management of the servicing activity through the provision of appropriately sized off-street loading bays.
- Reduction of the total number of servicing trips associated with the Proposed Development as a result of a consolidation strategy.

7.1.3 The Proposed Development is expected to generate 1,166 (two way) net visitor trips in the AM peak hour and 903 net visitor trips in the PM peak hour. A transport impact assessment has been undertaken, concluding that the impact of the Proposed Development would be accommodated by the existing pedestrian, cycle and public transport infrastructure.

7.1.4 The following documents are appended to this Transport Assessment:

- Framework Delivery and Servicing Plan
- Framework Construction Logistics Plan
- Framework Travel Plan
- Key Routes Survey

7.1.5 The outcome statement in Table 7.1 below sets out the key transport impacts and issues together with the suggested design solutions or mitigations identified as part of the Transport Assessment.

Table 7.1: Key Transport Issues & Potential Solutions

	Key transport impacts / issues	Design solutions / mitigation
Site and surroundings	• Increased forecast number of delivery and servicing vehicles • Increase in the quantity of waste to be generated by the Proposed Development Site • Lack of public space on footways within the vicinity of the Site	• Introduction of a service yard area for off street deliveries and of a delivery booking system • A consolidation strategy to be implemented • Two cargo bike spaces provided to accommodate this sustainable delivery mode and provide spare capacity if needed • Introduction of waste compactors at the Site to minimise the number of waste vehicles servicing the Site • Improved public realm area through the provision of widened and more attractive routes and footways
Active Travel Zone	• The navigation of local roads to access the nearest segregated cycle route • Poor pedestrian movement and connectivity around the Site	• An additional north to south pedestrian route will be provided within the site • Consideration for improved way finding • The provision of a widened and additional footway on Park Street along the development frontage
London-wide Network	• Negligible impacts London-wide	• No mitigation required.
Construction	• Construction traffic associated with the Proposed Development and its impacts upon the surrounding highway network • Cumulative construction traffic due to neighbouring 1 Southwark Bridge Road refurbishment	• The proposed construction routes have been mapped to encourage construction vehicles to use suitable routes for larger-sized vehicles • Construction programmes do not overlap, so there should be no cumulative construction traffic. Any overlap caused by delays would be minimal

APPENDIX A – POLICY REVIEW

momentum
transport consultancy

RED LION COURT

Policy Review

27/04/2022

The way the world moves. By design.

1. PLANNING POLICY & STANDARDS

1.1 National Planning Policy and Legislation

NATIONAL PLANNING POLICY FRAMEWORK (2021)

1.1.1 The National Planning Policy Framework (NPPF) has been produced by the Department for Communities and Local Government, published in July 2021.

1.1.2 The framework sets out the Government's planning policies and how these are expected to be applied. The NPPF replaces almost all existing national guidance in the form of Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs), although the accompanying guides largely remain in force.

1.1.3 The NPPF requires the following to be ensured when assessing any development proposals:

- "Appropriate opportunities to promote sustainable transport modes can be, or have been taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree".

1.1.4 The NPPF requires all developments that will generate significant amounts of movement to provide a travel plan, and the application should be supported by a transport statement or transport assessment so the likely impacts of the proposal can be assessed. A travel plan is required to ensure that the occupant will promote the use of sustainable transport.

USE CLASSES ORDER (2020)

1.1.5 The Use Classes Order was updated by Government in Autumn 2020.

1.1.6 The update amalgamates use classes that were previously distinct into a new Class E. These amalgamated classes are A1, A2, A3, B1 and parts of D1. Those parts of D1 not included in Class E will be included in a new Class F1, which includes non-commercial galleries, museums, education, libraries, places of worship and law courts. New Class F2 is created for community uses, including some types of corner shops, swimming pools and outdoor recreation areas.

GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS (2009)

1.1.7 The 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (DfT & Communities and Local Government, 2009) outlines the role and benefits of travel plans in the planning process, the way to secure them and their interrelationship with transport assessments.

1.1.8 The Guidance states that travel plans are an essential tool for delivering sustainable access to new development.

1.1.9 In accordance with the guidelines, a Framework Travel Plan is appended to the Transport Assessment which considers both staff and visitor movements.

EQUALITY ACT (2010)

1.1.10 The Equality Act legally protects people from discrimination in the workplace and wider society.

1.1.11 The Equality Act 2010 requires public service vehicles, rail vehicles, new buildings, and the area around new buildings to be accessible safely and without unreasonable difficulty for people who are mobility impaired. The development proposals should have proper regards to the Act, including a sufficient level of disabled parking, in suitable locations and suitable access to buildings.

WASTE MANAGEMENT PLAN FOR ENGLAND (2021)

1.1.12 The construction, demolition and excavation sector has been the largest contributor to waste, with approximately 120.3 million tonnes generated in 2016. To reduce the amount of waste produced by this sector, this document has outlined the necessary actions and process in regard to waste management.

1.1.13 The arrangements put in place coincide with the government's localism agenda in supporting local authorities to provide sufficient waste disposal infrastructure. It also describes how waste management plans must include measures to be taken so that by, 2035: the preparing for re-use and the recycling of municipal waste is increased to a minimum of 65% by weight and the amount of municipal waste landfilled is reduced by 10% or less of the total amount of municipal waste generated (by weight).

1.1.14 The plan also sets out a waste hierarchy whereby prevention is highest, followed by preparation for reuse, recycling, other recovery and finally the disposal of waste.

1.2 Regional Planning Policy

LONDON PLAN (2021)

1.2.1 The London Plan 2021 was published in March 2021. Similar to the London Plan (2016), the document sets out the integration between housing, social, economic, cultural, environmental and transport policies to achieve what the Mayor refers to as "Good Growth" for London. Through the London Plan, the Mayor emphasises the importance of achieving "Good Growth" for London by promoting greater equality and creating a sustainable city.

1.2.2 Policy T5 comprises policies that are associated with cycling.

1.2.3 The London Plan cycle parking requirements for Red Lion Court have been outlined in Table 1.1:

Table 1.1: London Plan Cycle Parking Requirements

Land Use	Long Stay	Short Stay
Class E(a) (formerly A1) – Non-Food Retail	• 1 space per 250 sqm for the first 1,000 sqm • 1 space per 1000 sqm (GEA) thereafter	• 1 space per 60 for the first 1,000 sqm • 1 space per 500 sqm (GEA) thereafter
Class E(b) (formerly A3) – Food Retail	From a threshold of 100 sqm, 1 space per 175 sqm.	1 space per 20 sqm
Class E(c) (formerly B1) – Business Offices	1 space per 75 sqm	First 5,000 sqm: 1 space per 500 sqm, thereafter 1 space per 5,000 sqm

1.2.4 The London Plan states that 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.

1.2.5 The plan advises in locations with a PTAL 4 – 6 onsite provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches, and deliveries / servicing.

1.2.6 The London Plan includes standards for the allocation of blue-badge parking for leisure and recreational facilities, as shown in Table 1.2.

Table 1.2: London Plan Blue Badge Parking Requirements.

Building Type	Designated Bays (% of total parking provision)	Enlarged Bays
Workplace	5%	5%
Retail, recreation, hotels, and leisure facilities	6%	4%

1.2.7 The London Plan also states that "*all proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided."*

1.2.8 According to the London Plan, new developments should be designed to limit the number of deliveries and freight trips during peak hours, as to reduce the negative externalities linked to freight.

1.2.9 Policy T7 stipulates that freight strategies should be developed through policy or through masterplans for planning applications.

1.2.10 The Plan demonstrates the importance of reducing road mileage of particularly large vehicles via consolidating construction delivery and servicing vehicles. This will reduce potential conflicts between these types of vehicles and road users.

THE MAYOR'S TRANSPORT STRATEGY (2018)

1.2.11 The Mayor's Transport Strategy has been published in March 2018. The document compromises of transport policies and proposals for London in the next two decades. The strategy is centred around a bold vision to promote a reduction in the reliance on private cars. By 2041, the Mayor has a target to achieve 80% of travel to be made by sustainable modes of transport, in combination with achieving a minimum of 20 minutes daily active travel.

VISION ZERO ACTION PLAN (2018)

1.2.12 The Vision Zero Action Plan published in July 2018 sets out Policy Three of the Mayor's Transport Strategy. The document details the proposed strategies to adopt Vision Zero and for road danger in London, being zero people killed in or by a London Bus by 2030 and all deaths and serious injuries from road collisions to be eliminated on London's roads by 2041.

FREIGHT AND SERVICING ACTION PLAN (2019)

1.2.13 The Freight and Servicing Action Plan published in March 2019 seeks to ensure the Construction Logistic Plans are developed of a high quality and are produced to minimise the impact of construction logistics on the road network.

1.2.14 The Plan includes detailed advice on writing each section of a CLP and advises that well planned construction logistics will reduce environmental impact, road risk, congestion, and cost.

TRANSPORT ASSESSMENT: BEST PRACTICE GUIDANCE (TFL, 2014)

1.2.15 TfL updated its Transport Assessment Best Practice Guidance in October 2014 to assist those submitting planning applications for major developments in London that are deemed to be strategically important, and which are referred to the Mayor of London under the Town and Country Planning (Mayor of London) Order 2008.

1.2.16 The guidance is intended to ensure that all TfL requirements are fulfilled, and applications can be reviewed and assessed comprehensively.

LONDON ENVIRONMENT STRATEGY (2018)

1.2.17 The Strategy sets out the objectives to improve London's environment by reducing greenhouse gas emissions. It introduces several policies and principles to improve London's sustainability and quality of life by 2050, by having the best air quality of any major city.

1.2.18 Policy 7.3.2 aims to reduce the impacts of waste management activities, with special consideration of waste transported by road.

1.2.19 This strategy aligns with other regional plans and supports the reduction of vehicles on the roads of London. It also emphasizes a transition towards the widespread use of zero-emission vehicles.

1.3 Local Policy

SOUTHWARK PLAN (2022)

1.3.1 Policies contained within the Southwark Plan will seek to:

- Prioritise and encourage active travel
- Reduce motor traffic (and associated accidents)
- Create of world-class public realm and safe streets that are accessible to all.

1.3.2 The Southwark Plan is in general conformity with the current London Plan 2021.

LONDON BOROUGH OF SOUTHWARK CYCLING STRATEGY 2015

1.3.3 The LBS Cycling Strategy was adopted in 2015 to encourage the use of the cycling throughout the borough.

1.3.4 This strategy emphasises a need to encourage people away from public transport and towards more active forms of travel.

LONDON BOROUGH OF SOUTHWARK MOVEMENT PLAN 2019

1.3.5 The LBS Movement Plan (2019) revisited transport and active travel throughout the borough and put people and accessibility to all at the heart of the new movement approach.

1.3.6 Aims included to make streets more social spaces, increase physical wellbeing through healthy travel and healthy streets and increase mental wellbeing with open street spaces.

1.3.7 In addition, an emphasis was put on equality and traffic reduction, whilst also helping local businesses to prosper.

LONDON BOROUGH OF SOUTHWARK SUSTAINABLE MODES OF TRANSPORT STRATEGY 2009-2019

1.3.8 The LBS Sustainable Modes of Transport Strategy was first introduced in 2019 with the four following main objectives:

- Objective one: support and contribute to the health and wellbeing of children and young people, particularly the most vulnerable.
- Objective two: facilitate parents, carers, and guardians to establish a safe and appropriate journey to, from and between schools, settings and extended services using sustainable modes of transport.
- Objective three: ensure that the views of children, young people and their parents / carers are listened to and acted on, in making improvements to infrastructure that meets their needs.
- Objective four: develop, implement, and monitor travel plans in all schools and further education institutions.

LONDON BOROUGH OF SOUTHWARK TRANSPORT PLAN 2011

1.3.9 The LBS Transport Plan was adopted in 2011 and sets out how sustainable transport measures in the borough will positively influence social, economic, and environmental outcomes.

1.3.10 The main objectives of the plan include increasing walking and cycling, reducing the number and severity of pedestrian related accidents in the borough, and additionally decreasing annual average CO_2 emissions.

APPENDIX B – TFL CLASSIFICATION OF LONDONERS

FEBRUARY 2017

Transport Classification of Londoners (TCoL)

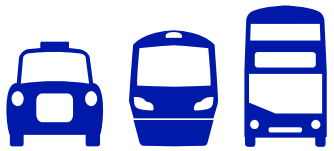
Presenting the Segments

EVERY JOURNEY MATTERS

Transport Classification of Londoners – Presenting the Segments

The Transport Classification of Londoners (TCoL) is a multi-modal customer segmentation tool developed by TfL that has been designed to categorise Londoners on the basis of the travel choices they make, and the motivations for making those decisions. 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.

This report is the third of three reports documenting the development of the segmentation. Here, we present and profile each of the nine TCoL segments, and provide guidance for their use.



Transport Classification of Londoners – Summary of Methodology

The Transport Classification of Londoners was developed using the following steps:

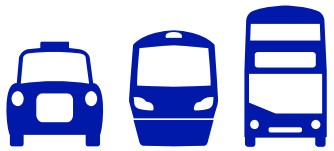
1. Collation of data, including the London Travel Demand Survey 2012-2015, Segmentation survey 2015, and the London Output Area Classification (LOAC).

2. Exploration of data to identify the most suitable defining (key) variables (i.e. those which exhibited the greatest differentiation between types of people).

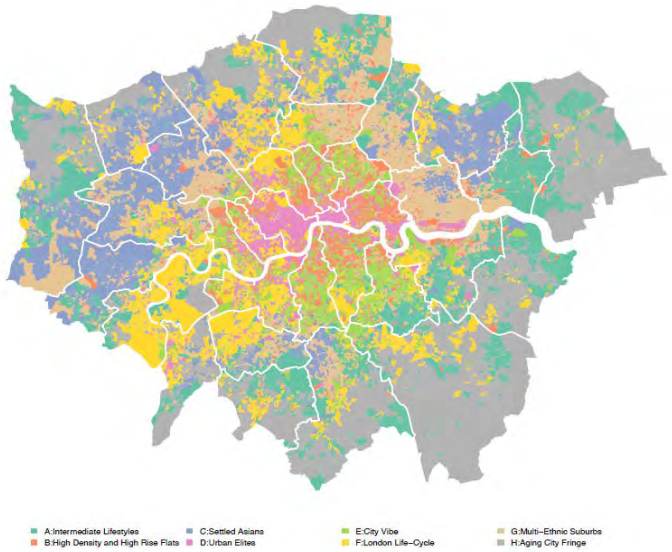
3. LOAC Sub Groups were then grouped on the basis of these key variables to form the initial TCoL segments.

4. The initially created groupings were then tested by examining how well they discriminated on the key variables and the secondary variables, and also in terms of population size. This stage involved trying out some different ways of grouping those LOAC Sub Groups which fitted less clearly into a segment, or were too small to justify their own segment.

5. Having defined and refined the segments, the final stage was to analyse the various datasets (including the Segmentation survey and LTDS) by segment. Profiling enabled us to understand each segment in more detail and devise suitable names.



The structure of LOAC forms the basis of TCoL, enhanced by LTDS and bespoke survey data



LOAC - the London Output Area Classification – was developed by the GLA using data from the 2011 Census to classify all census-level output areas in London.

TCoL uses this classification as its starting point, supplemented by additional data, including:

- London Travel Demand Survey data from 2012-15 – this is an annual household travel survey carried out with over 8,000 London households each year.
- Segmentation survey data from 2015 – this was a bespoke survey with more than 5,000 individuals across London collecting information on travel behaviours, preferences and attitudes.

Analysis of the available data identified the key variables to help develop the segmentation

There were approximately seven key variables used to help determine the initial TCoL segmentation. These included composite variables, developed using a combination of segmentation survey variables. The seven variables were as follows:

- Propensity to change travel (a composite variable based on recent changes to travel behaviour)
- Mode usage and Dominant mode (a composite variable based on use of different modes
- Lifestage (a composite variable of age, household structure and employment status)
- Income
- Ethnicity
- Changes in behaviour motivated by health / fitness
- Use of mobile phones for email

LOAC Sub Groups were then grouped on the basis of these key variables to form the TCoL segments

There were 48 LOAC Sub Groups which were then grouped into two levels:

- Low level tier of 32 segments (essentially the LOAC Sub-Groups with some aggregation of smaller groups)
- High level tier of 9 segments

These groupings were then tested by examining how well they discriminated on the seven key variables shown on the previous page, and also in terms of population size. There were further iterations to this process, involving trying out different ways of grouping those LOAC Sub Groups which fitted less clearly into a segment, or were too small to justify their own segment.

Once the segments were finalised, the final stage was to analyse the various datasets (including the Segmentation survey and LTDS) by segment. Profiling enabled us to understand each segment in more detail and devise suitable names. The outcome of this analysis is now shown on the following pages.

Transport Classification of Londoners – Segment Summary

Affordable Transitions
New jobs & families
Low car, high bus, walk, cycle
Highest level of change

City Living
High incomes
High PT esp Tube/active travel
Average level of change

Detached Retirement
'Empty nest'/retired
Very high car
Very low levels of change

Educational Advantage
Well educated, high income
High PT/active, low car
Higher level of change

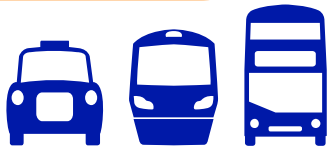
Family Challenge
Low income families
High bus, average others
Higher level of change

Settled Suburbia
Lower income families
High car
Below average level of change

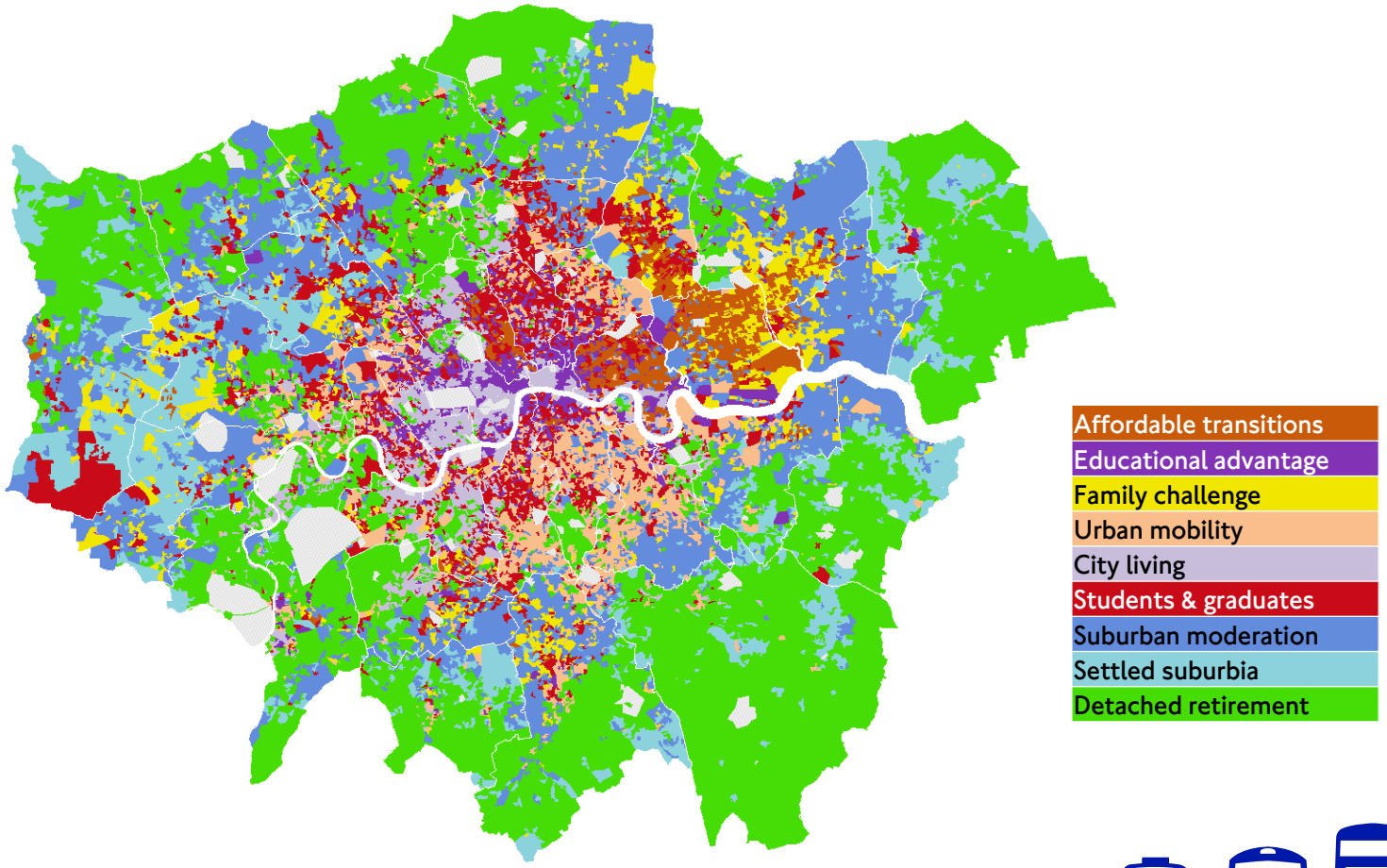
Students & Graduates
Students & young grads
Low car, high bus/walk
Average level of change

Suburban Moderation
Families with children
High car, some bus
Average level of change

Urban Mobility
Young workers, good incomes
Low car, high cycle/PT
Above average change

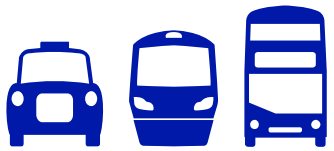


Transport Classification of Londoners Map



Transport Classification of Londoners – Guidance on Use (I)

- The Transport Classification of Londoners should be treated as a model designed to reflect the population of London and as such should be treated with some caution.
- In particular, by dividing the population into a set of nine segments does miss some of the more subtle differences between groups. Thus, within each segment there are different sub-segments.
- These sub-segments typically share many similar characteristics while still differing on some of the less influential attributes (such as attitudes or use of other modes). In some cases it may be worth examining these sub-segments, for example if the area being examined is dominated by a single TCoL segment.
- This can be done most easily by referring to the individual sub-segments or by using another variable for which there is good data: gender has been used as a way of subdividing the segments and the same principle can be adopted for other variables.



Transport Classification of Londoners – Guidance on Use (2)

- TCoL treats everyone within an Output Area as being from the same segment (on average representing 300 people) and this, while generally being the case, is a limitation.
- This is most likely to be the case in an area going through a rapid change, such as gentrification: if a change is in progress then there may be a mix of people within an Output Area.
- In general though, this is only an issue when using the segmentation at a very disaggregate level, such as individual streets. In practice, it can be considered as a source of noise in the data, with experience indicating that it is very rarely a substantive issue.
- Also, the data that has been combined with LOAC (primarily the 2015 Segmentation survey and LTDS) to produce TCoL also have limitations of their own in that they are sample surveys (albeit comparatively robust ones).

Transport Classification of Londoners – Guidance on Use (3)

- Bearing in mind these limitations it is recommended that the segmentation is used in the following ways:
  - At an early stage to help formulate strategy and as a stimulus for thought
  - As an objective means of comparing and prioritising options
  - To help brief marketing communications agencies (who often use this type of tool)
  - As an input into forecasts or an evaluation
  - To understand a particular locality or area in order to tailor a policy or programme
  - Generally, as part of a package of information rather than on its own.
- It is also worth bearing in mind that there is a wealth of additional data underlying the segmentation which can be utilised when there is a desire to go into greater depth or detail, perhaps when looking at a particular policy intervention.

Segment Profiles

TCoL Segment Profiles

The following pages summarise key facts and statistics about the nine TCoL segments. The information provided includes the following:

- Location
- Demographic information
- Current travel behaviour
- Attitudes to different modes
- Propensity to change travel behaviour
- Motivations for behaviour change

Affordable Transitions

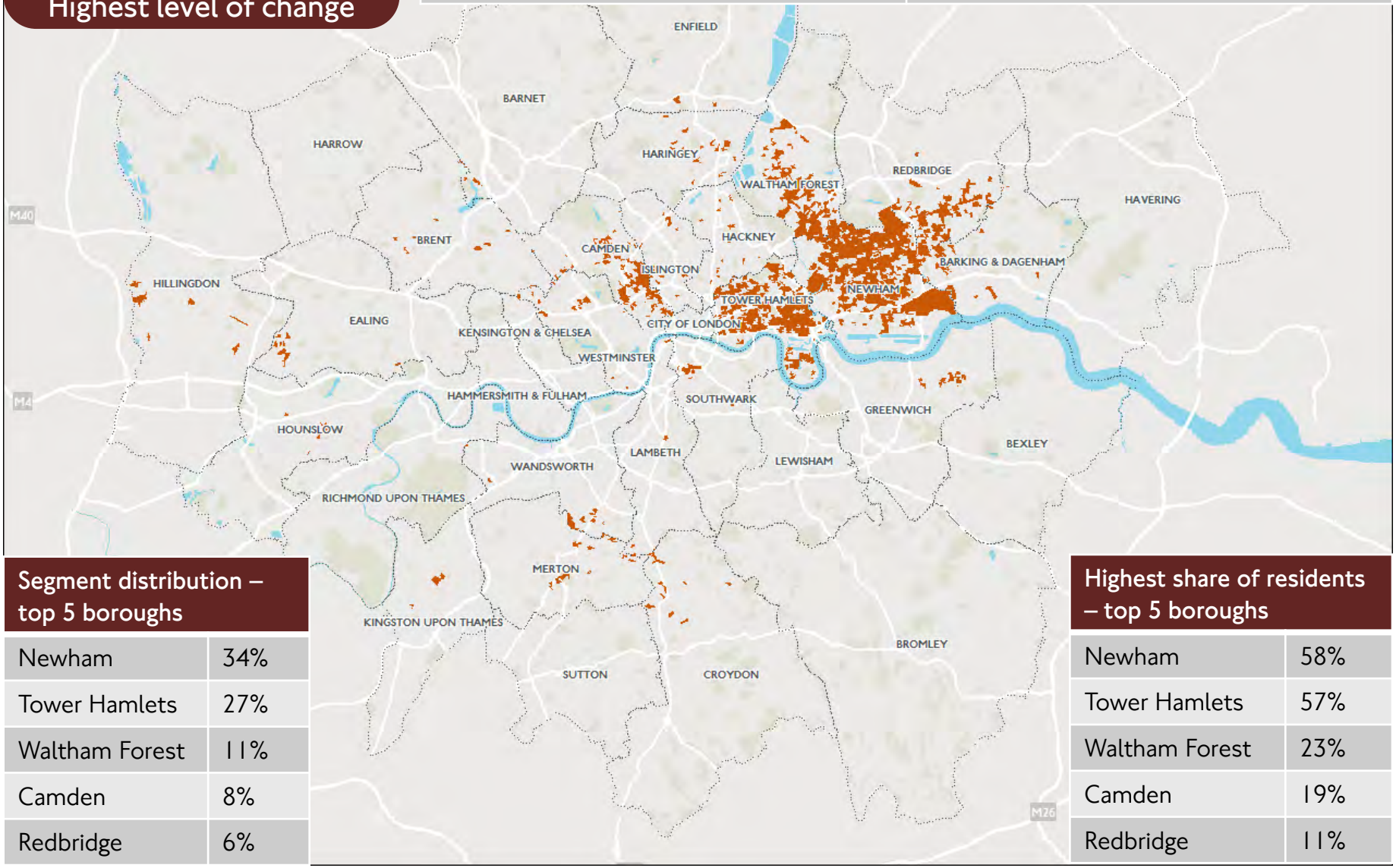
New jobs & families
Low car, high bus, walk, cycle
Highest level of change

Summary Profile

People in this segment are likely to be experiencing life transitions such as starting a first job or a new family. As a consequence they exhibit the most change of any segment.

Summary of travel

Their car use is generally quite low and use of public transport correspondingly high. Walking is average but cycling above average.



Segment distribution – top 5 boroughs

Newham	34%
Tower Hamlets	27%
Waltham Forest	11%
Camden	8%
Redbridge	6%

Highest share of residents – top 5 boroughs

Newham	58%
Tower Hamlets	57%
Waltham Forest	23%
Camden	19%
Redbridge	11%

Affordable Transitions

New jobs & families
Low car, high bus, walk, cycle
Highest level of change

Share of London population: 11%

Ethnicity: 32% White, 46% Asian, 16% Black

47% of over 16s hold a driving licence (average = 63%)

Car ownership: 57% no car, 38% 1 car, 5% 2 or more cars

Annual HH Income: £39,500

Current mode use

Car driver	Well below average
Bus	Above average
Rail	Well above average
Tube	Above average
Walk	Average
Cycle	Well above average

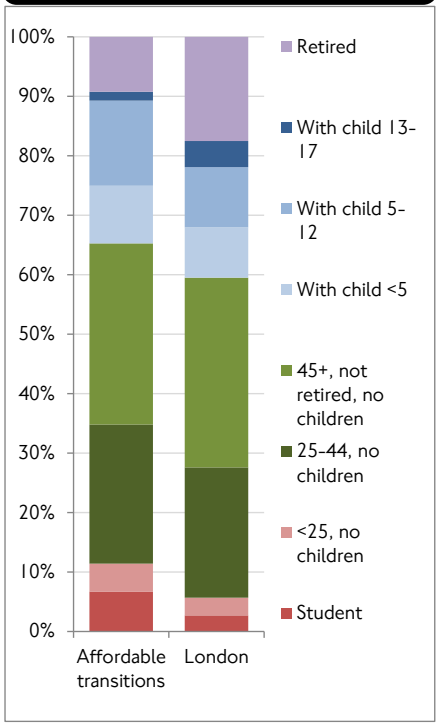
Attitudes

Car travel is stress-free	Above average
Cycling is safe	Well above average
Cycling is stress-free	Well above average

Propensity to change behaviour

Any change	Well above average
Reduce car	Well above average
Increase walking	Above average
Increase cycling	Well above average

Lifestage



Motivations for behaviour change:

1. Money
2. Health & Fitness
3. Lifestyle changes
4. Changes to PT
5. Changes to roads & driving

City Living

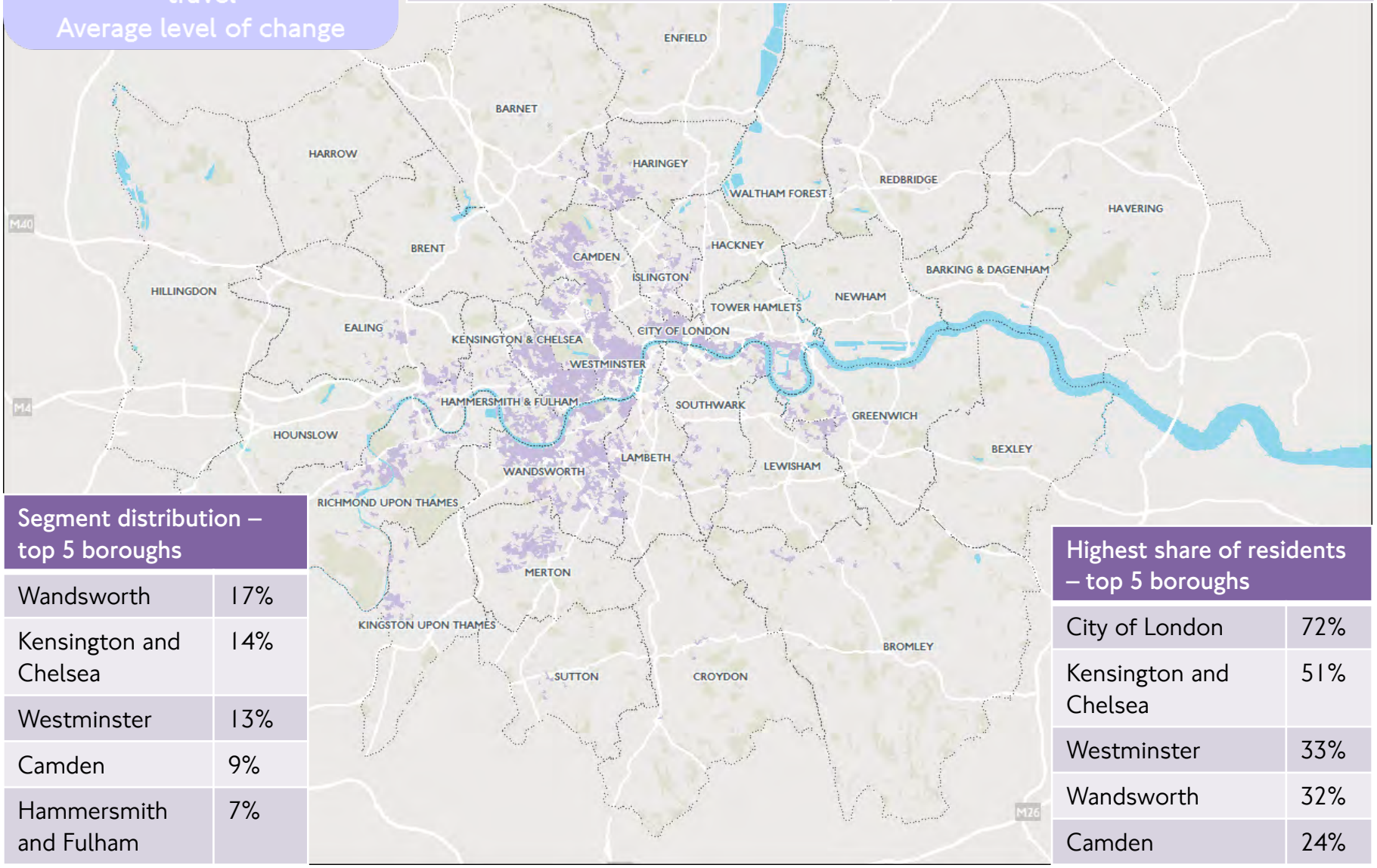
High incomes
High PT esp Tube/active travel
Average level of change

Summary Profile

The City Living segment is characterised by very high incomes and locations in trendy parts of London (Westminster / Kensington / Chelsea).

Summary of travel

Those in the City Living segment have very high levels of Undergound use while also above average use of bus, rail, walking and cycle hire.



Segment distribution – top 5 boroughs

Wandsworth	17%
Kensington and Chelsea	14%
Westminster	13%
Camden	9%
Hammersmith and Fulham	7%

Highest share of residents – top 5 boroughs

City of London	72%
Kensington and Chelsea	51%
Westminster	33%
Wandsworth	32%
Camden	24%

City Living

High incomes
High PT esp Tube/active travel
Average level of change

Share of London population: 7%

Ethnicity: 82% White, 9% Asian, 3% Black

74% of over 16s hold a driving licence (average = 63%)

Car ownership: 47% no car, 45% 1 car, 8% 2 or more cars

Annual HH Income: £62,000

Current mode use

Car driver	Below average
Bus	Above average
Rail	Above average
Tube	Well above average
Walk	Well above average
Cycle	Above average

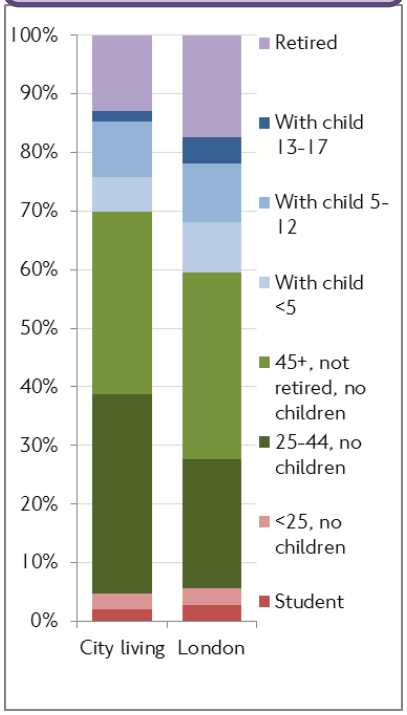
Attitudes

Car travel is stress-free	Below average
Cycling is safe	Below average
Cycling is stress-free	Below average

Propensity to change behaviour

Any change	Average
Reduce car	Below average
Increase walking	Below average
Increase cycling	Average

Lifestage



Motivations for behaviour change:

1. Lifestyle changes
2. Health & fitness
3. Changes to roads and driving
4. Changes to PT
5. Money

Detached Retirement

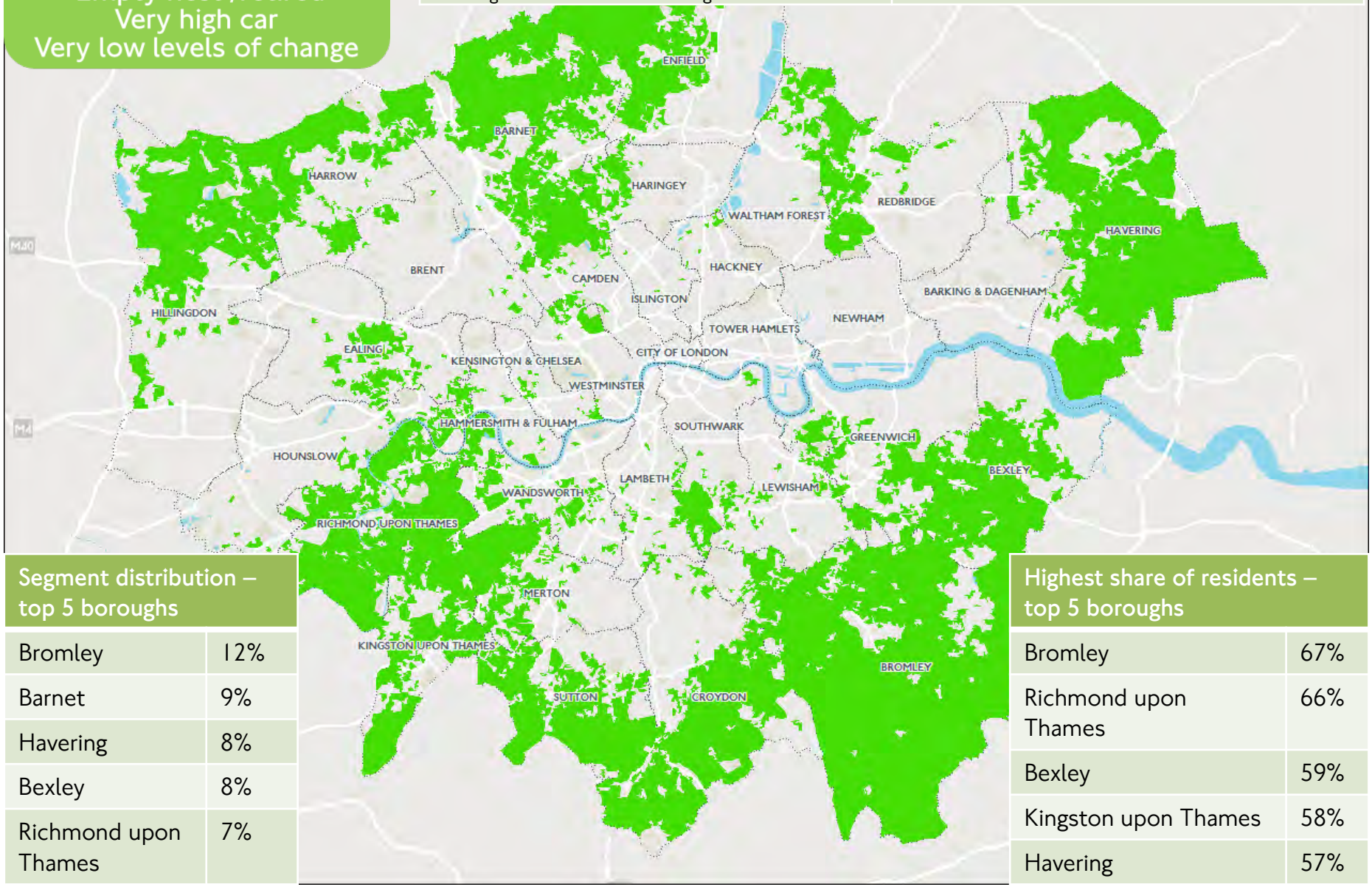
'Empty nest'/retired
Very high car
Very low levels of change

Summary Profile

Typically in the "emptry nest" or retired lifestage groups, the Detached Retirement segment is looking to live in greener suburbs on the fringes of London.

Summary of travel

Travel is dominated by the car with some use of rail, but very little bus or active modes.



Segment distribution – top 5 boroughs

Bromley	12%
Barnet	9%
Havering	8%
Bexley	8%
Richmond upon Thames	7%

Highest share of residents – top 5 boroughs

Bromley	67%
Richmond upon Thames	66%
Bexley	59%
Kingston upon Thames	58%
Havering	57%

Detached Retirement

'Empty nest'/retired
Very high car
Very low levels of change

Share of London population:
21%

Ethnicity:
83% White, 10% Asian, 3% Black

80% of over 16s hold a driving licence (average = 63%)

Car ownership:
19% no car, 53% 1 car, 29% 2 or more cars

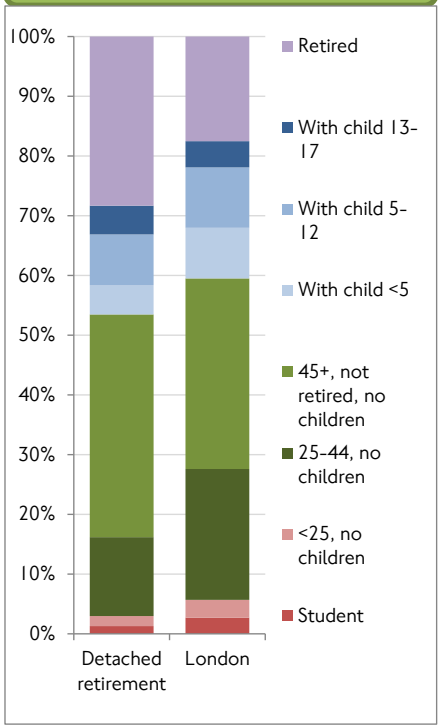
Annual HH Income:
£55,700

Current mode use	
Car driver	Well above average
Bus	Well below average
Rail	Average
Tube	Well below average
Walk	Below average
Cycle	Below average

Attitudes	
Car travel is stress-free	Below average
Cycling is safe	Well below average
Cycling is stress-free	Well below average

Propensity to change behaviour	
Any change	Well below average
Reduce car	Well below average
Increase walking	Well below average
Increase cycling	Well below average

Lifestage



Motivations for behaviour change:

1. Changes to roads and driving
2. Health & fitness
3. Changes to PT
4. Lifestyle changes
5. Money

Educational Advantage

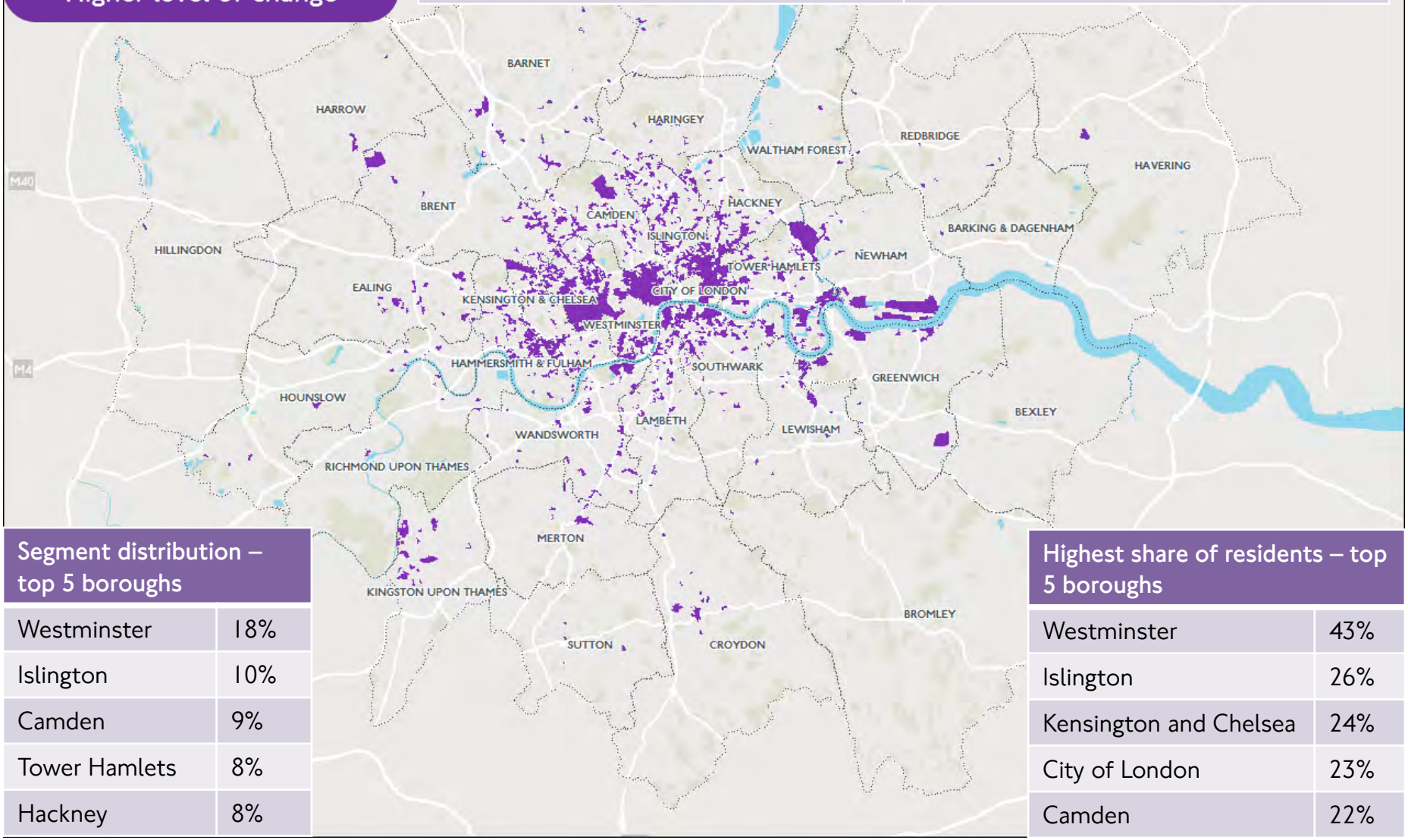
Well educated, high income
High PT/active, low car
Higher level of change

Summary Profile

Mainly living in central London, people in this segment tend to be highly educated and have above average incomes. They have a low incidence of having children living in the household.

Summary of travel

This segment relies on public transport and walking, with very low car use. They have a high propensity for change.



Segment distribution – top 5 boroughs

Westminster	18%
Islington	10%
Camden	9%
Tower Hamlets	8%
Hackney	8%

Highest share of residents – top 5 boroughs

Westminster	43%
Islington	26%
Kensington and Chelsea	24%
City of London	23%
Camden	22%

Educational Advantage

Well educated, high income
High PT/active, low car
Higher level of change

Share of London population:
6%

Ethnicity:
58% White, 19% Asian, 13% Black

53% of over 16s hold a driving licence (average = 63%)

Car ownership:
74% no car, 24% 1 car, 3% 2 or more cars

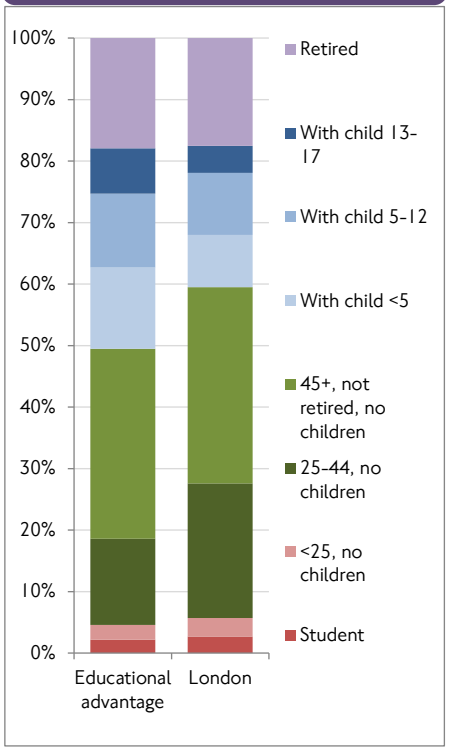
Annual HH Income:
£45,400

Current mode use	
Car driver	Well below average
Bus	Well above average
Rail	Average
Tube	Well above average
Walk	Well above average
Cycle	Above average

Attitudes	
Car travel is stress-free	Below average
Cycling is safe	Below average
Cycling is stress-free	Below average

Propensity to change behaviour	
Any change	Above average
Reduce car	Well below average
Increase walking	Well above average
Increase cycling	Above average

Lifestage



Motivations for behaviour change:

1. Health & fitness
2. Lifestyle changes
3. Money
4. Changes to PT
5. Changes to roads and driving

Family Challenge

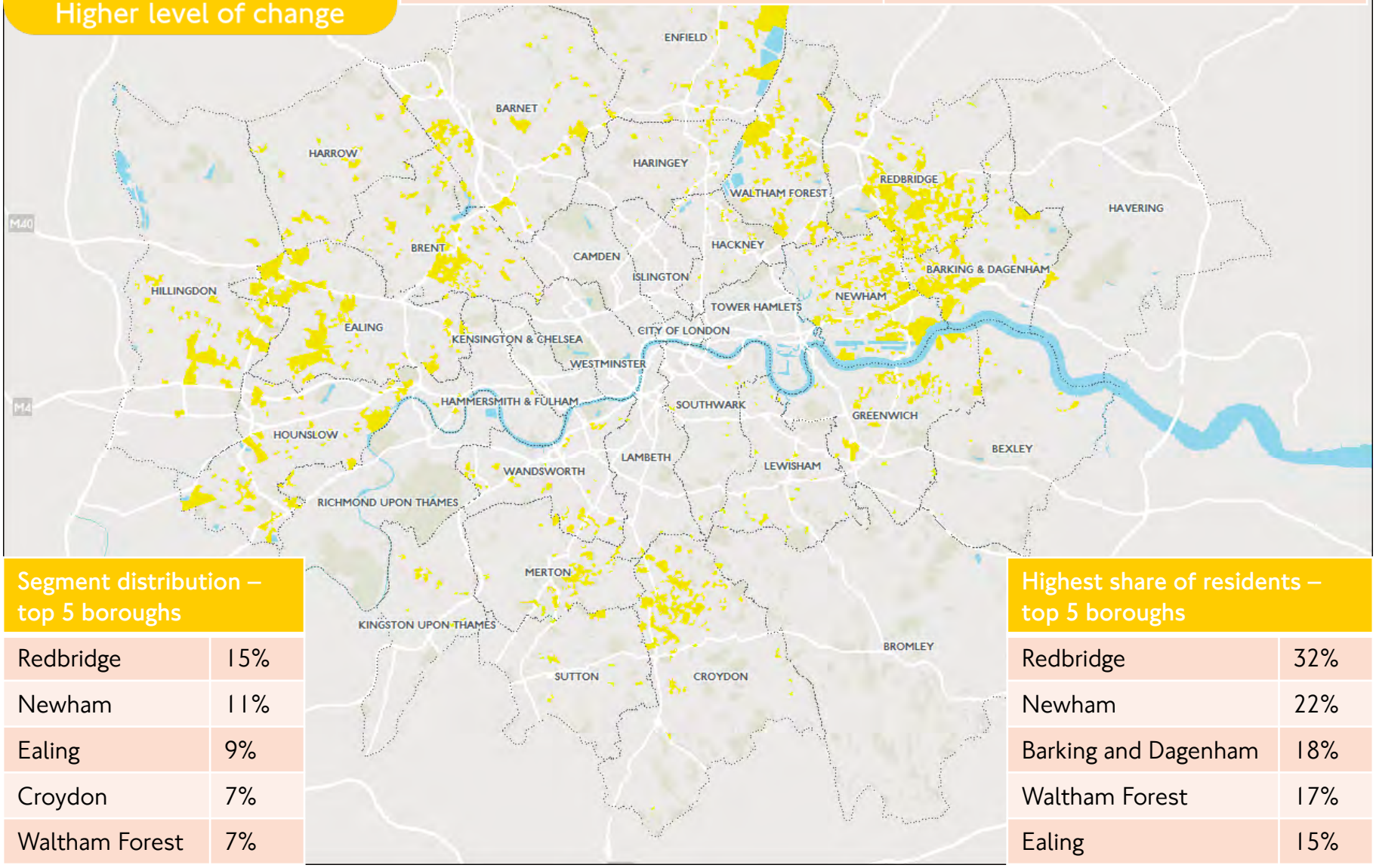
Low income families
High bus, average others
Higher level of change

Summary Profile

The Family Challenge segment includes a high proportion of young families. With average to low incomes, finances are tough for this segment.

Summary of travel

Car ownership and use is around the average for this segment, as is their use of active modes, while bus use is well above average.



Segment distribution – top 5 boroughs

Redbridge	15%
Newham	11%
Ealing	9%
Croydon	7%
Waltham Forest	7%

Highest share of residents – top 5 boroughs

Redbridge	32%
Newham	22%
Barking and Dagenham	18%
Waltham Forest	17%
Ealing	15%

Family Challenge

Low income families
High bus, average others
Higher level of change

Share of London population: 7%

Ethnicity: 38% White, 28% Asian, 26% Black

47% of over 16s hold a driving licence (average = 63%)

Car ownership: 50% no car, 41% 1 car, 9% 2 or more cars

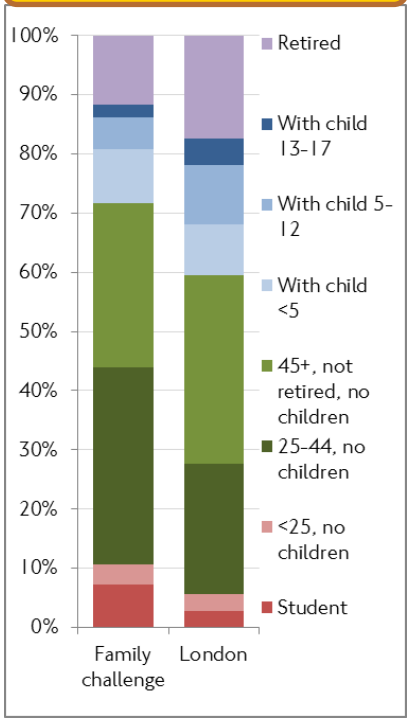
Annual HH Income: £31,500

Current mode use	
Car driver	Below average
Bus	Above average
Rail	Below average
Tube	Average
Walk	Average
Cycle	Average

Attitudes	
Car travel is stress-free	Above average
Cycling is safe	Well above average
Cycling is stress-free	Above average

Propensity to change behaviour	
Any change	Above average
Reduce car	Above average
Increase walking	Well above average
Increase cycling	Well below average

Lifestage



Motivations for behaviour change:

1. Changes to PT
2. Lifestyle changes
3. Money
4. Health & fitness
5. Changes to roads and driving

Settled Suburbia

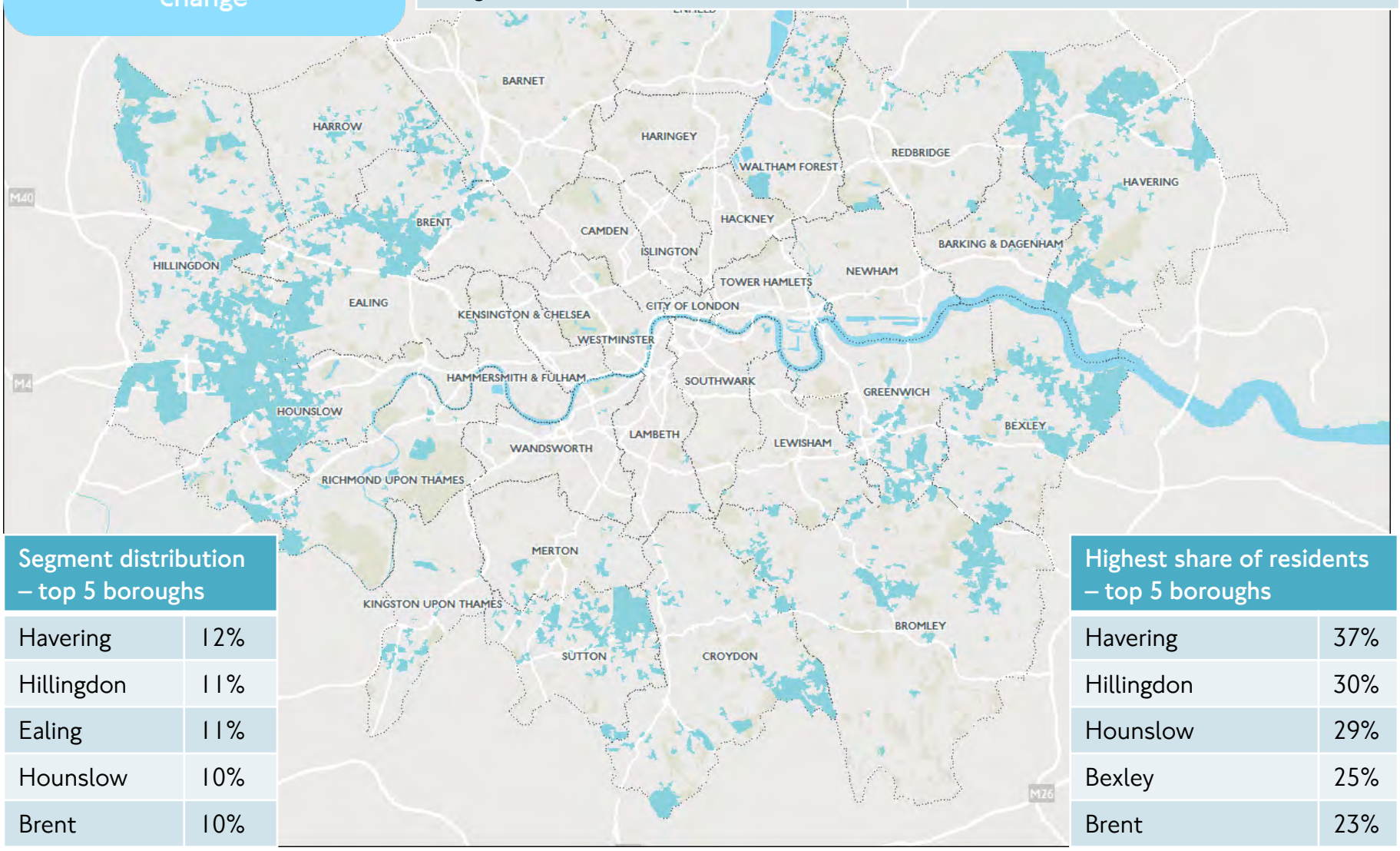
Lower income families
High car
Below average level of change

Summary Profile

This segment is most commonly found across outer London, and is likely to have at least one child at home, lower incomes and lower levels of change.

Summary of travel

Car use is high and use of active modes particularly low. Use of bus, rail and Underground also well below average.



Segment distribution – top 5 boroughs

Havering	12%
Hillingdon	11%
Ealing	11%
Hounslow	10%
Brent	10%

Highest share of residents – top 5 boroughs

Havering	37%
Hillingdon	30%
Hounslow	29%
Bexley	25%
Brent	23%

Settled Suburbia

Lower income families
High car
Below average level of change

Share of London population: 9%

Ethnicity: 59% White, 26% Asian, 8% Black

62% of over 16s hold a driving licence (average = 63%)

Car ownership: 35% no car, 47% 1 car, 18% 2 or more cars

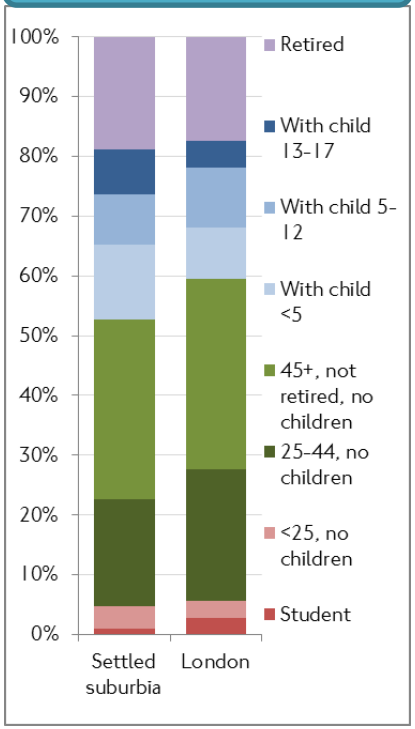
Annual HH Income: £36,400

Current mode use	
Car driver	Above average
Bus	Well below average
Rail	Below average
Tube	Below average
Walk	Below average
Cycle	Below average

Attitudes	
Car travel is stress-free	Well above average
Cycling is safe	Well above average
Cycling is stress-free	Above average

Propensity to change behaviour	
Any change	Below average
Reduce car	Below average
Increase walking	Well below average
Increase cycling	Well below average

Lifestage



Motivations for behaviour change:

1. Changes to roads and driving
2. Changes to PT
3. Money
4. Lifestyle changes
5. Health & fitness

Students & Graduates

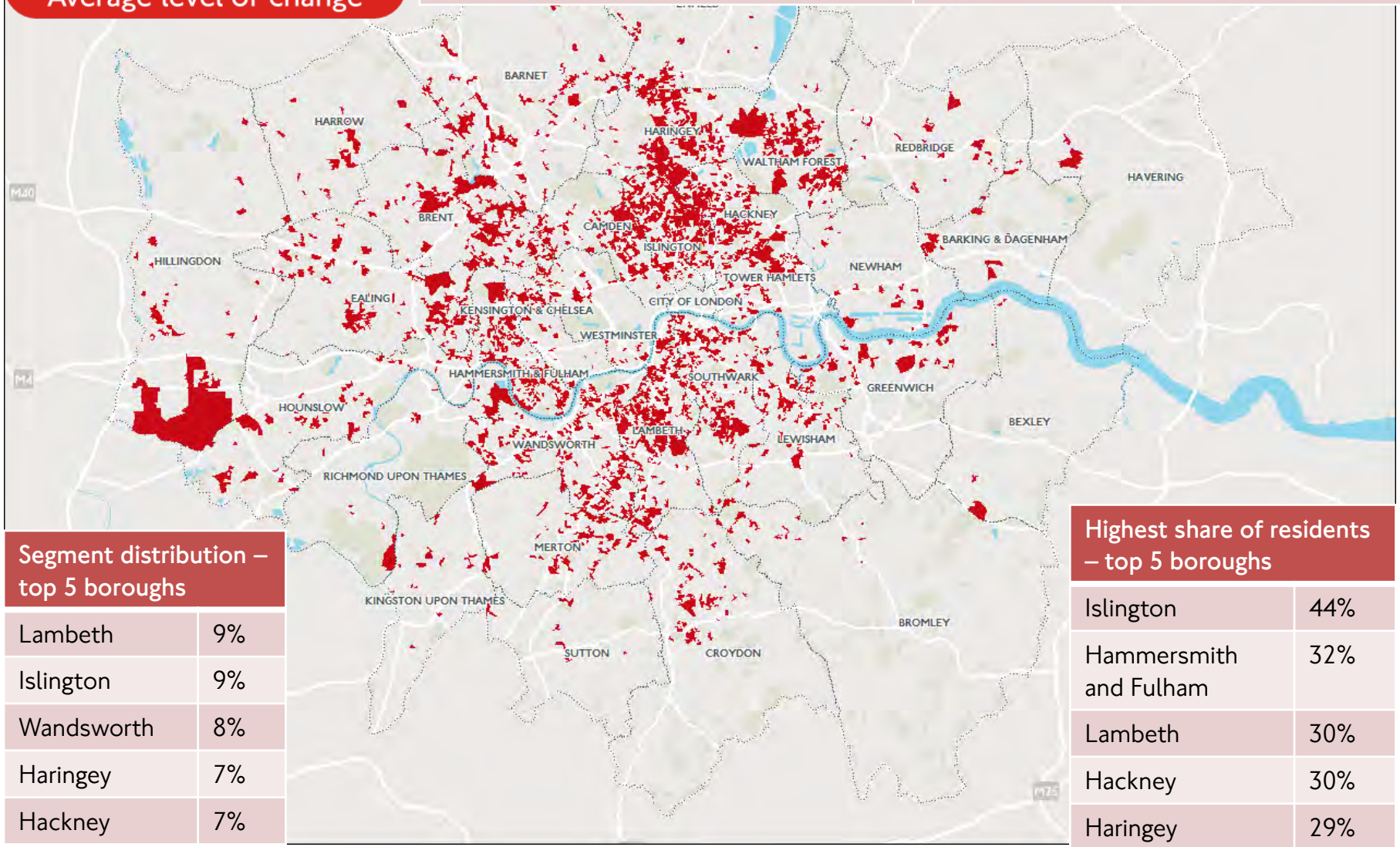
Students & young grads
Low car, high bus/walk
Average level of change

Summary Profile

Based mainly in inner London, this segment includes a relatively high proportion of students and recent graduates. Incomes are average, as are their levels of change.

Summary of travel

Car use low so rely on public transport and active modes for travel, particularly bus and walk.



Segment distribution – top 5 boroughs

Lambeth	9%
Islington	9%
Wandsworth	8%
Haringey	7%
Hackney	7%

Highest share of residents – top 5 boroughs

Islington	44%
Hammersmith and Fulham	32%
Lambeth	30%
Hackney	30%
Haringey	29%

Students & Graduates

Students & young grads
Low car, high bus/walk
Average level of change

Share of London population: 13%

Ethnicity: 61% White, 14% Asian, 18% Black

47% of over 16s hold a driving licence (average = 59%)

Car ownership: 58% no car, 36% 1 car, 6% 2 or more cars

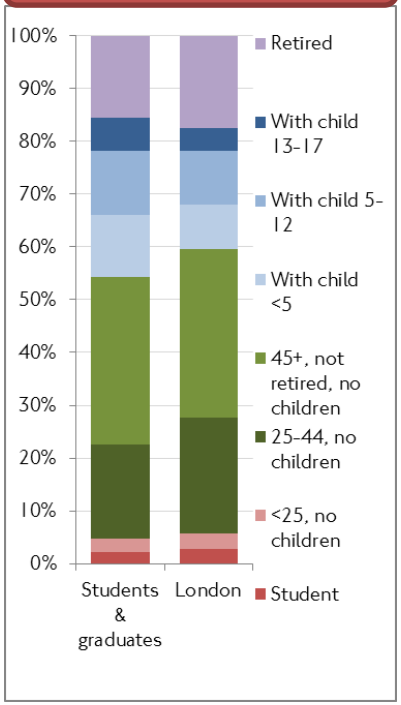
Annual HH Income: £43,200

Current mode use	
Car driver	Below average
Bus	Above average
Rail	Average
Tube	Above average
Walk	Above average
Cycle	Above average

Attitudes	
Car travel is stress-free	Average
Cycling is safe	Above average
Cycling is stress-free	Above average

Propensity to change behaviour	
Any change	Average
Reduce car	Average
Increase walking	Below average
Increase cycling	Above average

Lifestage



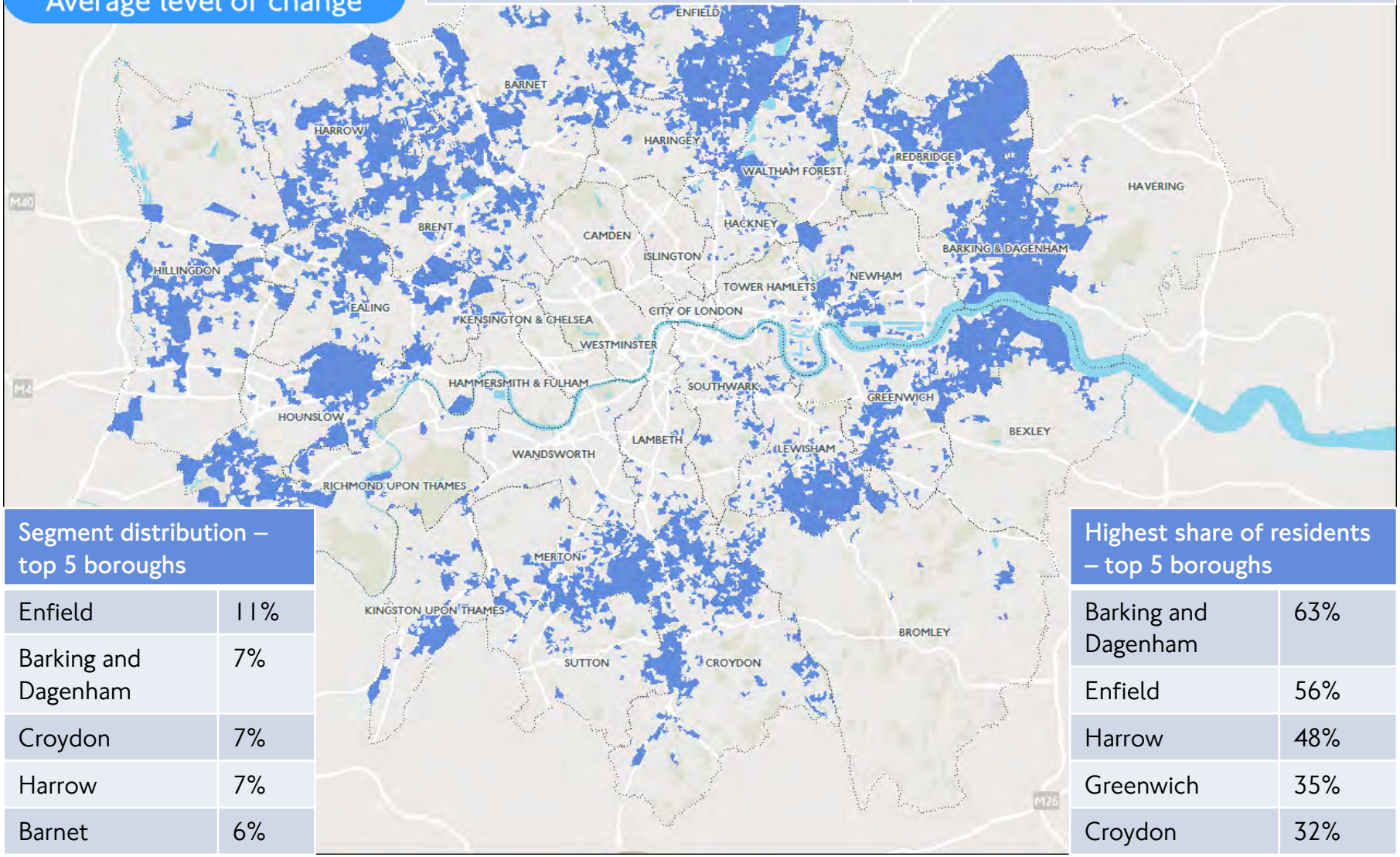
Motivations for behaviour change:

1. Changes to PT
2. Money
3. Lifestyle changes
4. Health & fitness
5. Changes to roads and driving

Suburban Moderation

Families with children
High car, some bus
Average level of change

Summary Profile	Summary of travel
Predominantly located in outer London the Suburban moderation segment is likely to have at least one child at home and has around the average level of change.	Car use is high, with use of public transport and active modes below average.



Segment distribution – top 5 boroughs	
Enfield	11%
Barking and Dagenham	7%
Croydon	7%
Harrow	7%
Barnet	6%

Highest share of residents – top 5 boroughs	
Barking and Dagenham	63%
Enfield	56%
Harrow	48%
Greenwich	35%
Croydon	32%

Suburban Moderation

Families with children
High car, some bus
Average level of change

Share of London population: 19%

Ethnicity: 52% White, 21% Asian, 19% Black

62% of over 16s hold a driving licence (average = 63%)

Car ownership: 36% no car, 47% 1 car, 17% 2 or more cars

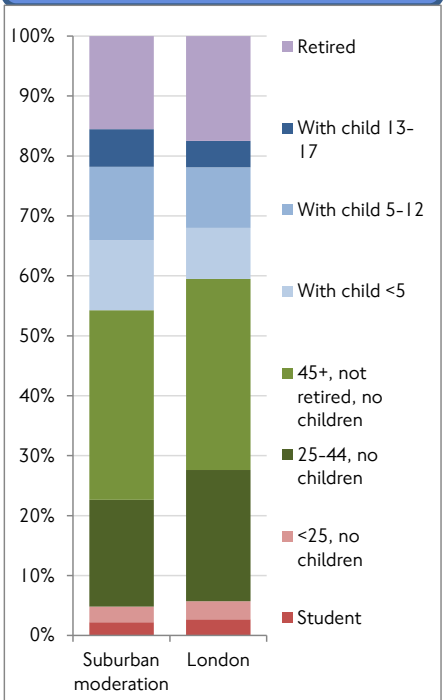
Annual HH Income: £40,700

Current mode use	
Car driver	Above average
Bus	Below average
Rail	Below average
Tube	Below average
Walk	Below average
Cycle	Below average

Attitudes	
Car travel is stress-free	Above average
Cycling is safe	Average
Cycling is stress-free	Above average

Propensity to change behaviour	
Any change	Below average
Reduce car	Average
Increase walking	Below average
Increase cycling	Well above average

Lifestage



Motivations for behaviour change:

1. Changes to roads and driving
2. Money
3. Changes to PT
4. Health & fitness
5. Lifestyle changes

Urban Mobility

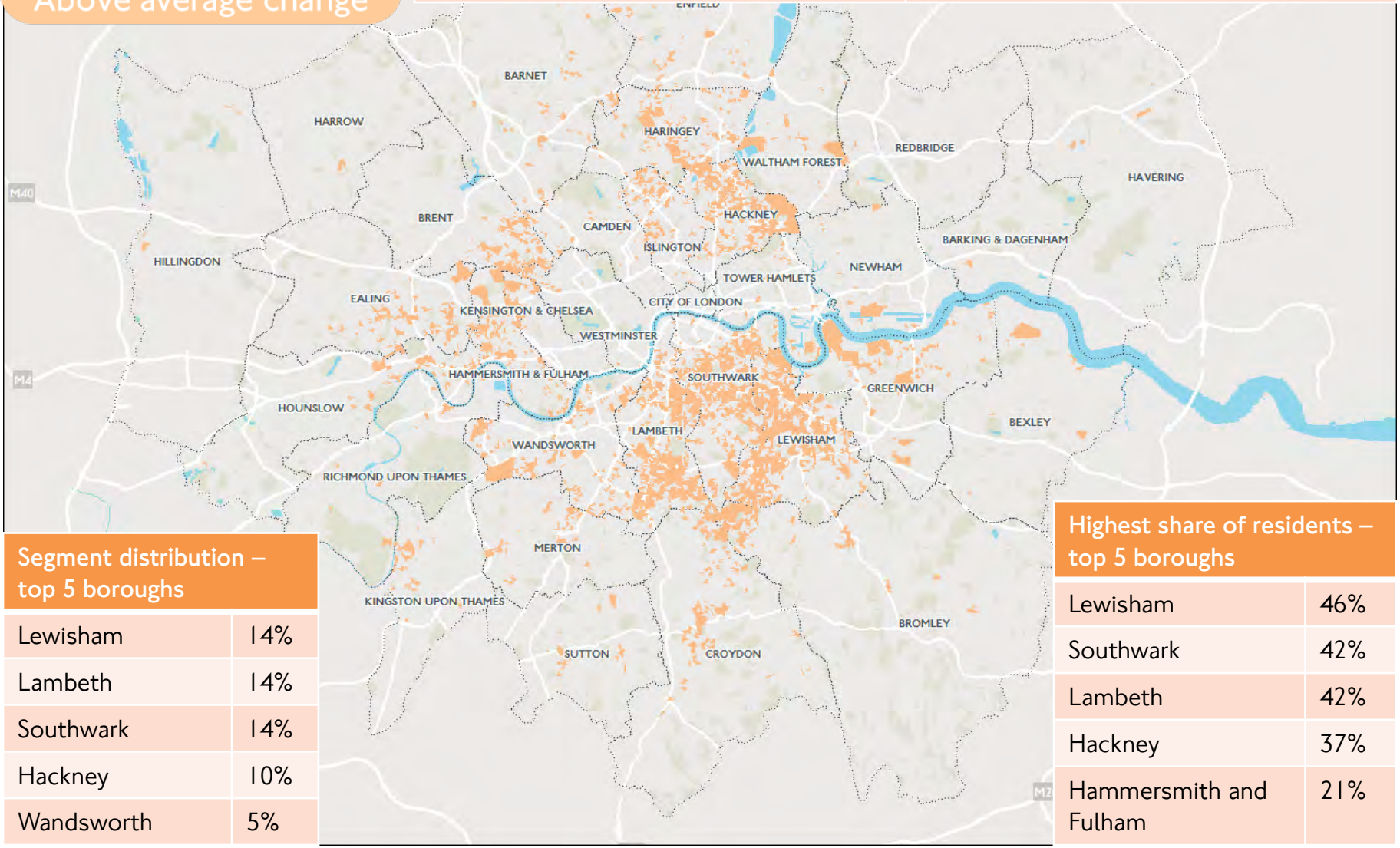
Young workers, good incomes
Low car, high cycle/PT
Above average change

Summary Profile

Typically young working adults with no children and reasonable incomes living in inner (though not central) London.

Summary of travel

The Urban mobility segment has low car use and relatively high levels of cycle use. Bus use is also high, while walking and Underground use is average.



Segment distribution – top 5 boroughs

Lewisham	14%
Lambeth	14%
Southwark	14%
Hackney	10%
Wandsworth	5%

Highest share of residents – top 5 boroughs

Lewisham	46%
Southwark	42%
Lambeth	42%
Hackney	37%
Hammersmith and Fulham	21%

Urban Mobility

Young workers, good incomes
Low car, high cycle/PT
Above average change

Share of London population: 11%

Ethnicity: 55% White, 10% Asian, 26% Black

47% of over 16s hold a driving licence (average = 55%)

Car ownership: 57% no car, 38% 1 car, 5% 2 or more cars

Annual HH Income: £39,500

Current mode use

Car driver	Below average
Bus	Well above average
Rail	Well above average
Tube	Above average
Walk	Above average
Cycle	Above average

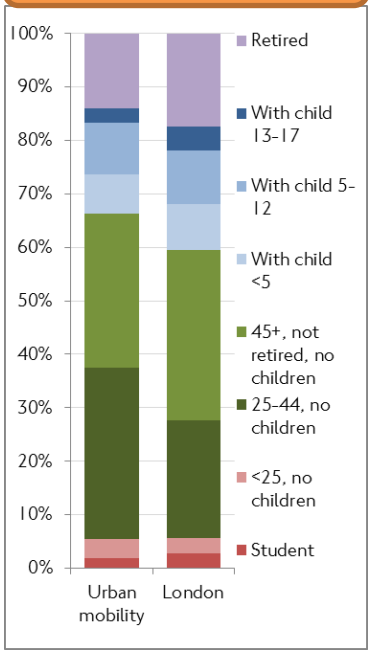
Attitudes

Car travel is stress-free	Average
Cycling is safe	Above average
Cycling is stress-free	Above average

Propensity to change behaviour

Any change	Above average
Reduce car	Well above average
Increase walking	Well above average
Increase cycling	Well above average

Lifestage



Motivations for behaviour change:

1. Lifestyle changes
2. Health & fitness
3. Changes to PT
4. Money
5. Changes to roads and driving

Appendix – TCoL borough profiles

Borough TCoL Profiles

Borough	Affordable transitions	City living	Detached retirement	Educational advantage	Family challenge	Settled suburbia	Students & graduates	Suburban moderation	Urban mobility	Total
Barking and Dagenham	6%	0%	1%	0%	18%	7%	3%	63%	0%	100%
Barnet	0%	1%	45%	3%	9%	3%	10%	25%	4%	100%
Bexley	0%	0%	59%	0%	2%	25%	0%	12%	1%	100%
Brent	1%	1%	2%	3%	13%	23%	20%	27%	11%	100%
Bromley	0%	1%	67%	0%	0%	18%	2%	6%	6%	100%
Camden	19%	24%	6%	22%	0%	0%	23%	0%	4%	100%
City of London	5%	72%	0%	23%	0%	0%	0%	0%	0%	100%
Croydon	1%	0%	29%	1%	12%	9%	6%	32%	8%	100%
Ealing	1%	3%	16%	2%	15%	23%	13%	19%	8%	100%
Enfield	0%	0%	26%	0%	7%	2%	5%	56%	4%	100%
Greenwich	3%	4%	14%	4%	11%	10%	8%	35%	10%	100%
Hackney	2%	2%	2%	16%	4%	0%	30%	8%	37%	100%
Hammersmith and Fulham	0%	21%	3%	18%	1%	0%	32%	5%	21%	100%
Haringey	3%	9%	10%	2%	4%	0%	29%	28%	16%	100%
Harrow	0%	0%	24%	1%	6%	15%	6%	48%	0%	100%
Havering	0%	0%	57%	0%	0%	37%	1%	3%	1%	100%
Hillingdon	1%	0%	31%	0%	7%	30%	4%	26%	0%	100%
Hounslow	1%	3%	11%	2%	13%	29%	8%	30%	4%	100%
Islington	2%	9%	1%	26%	0%	0%	44%	0%	17%	100%
Kensington and Chelsea	0%	51%	3%	24%	0%	0%	12%	0%	10%	100%
Kingston upon Thames	0%	6%	58%	5%	3%	6%	3%	14%	4%	100%
Lambeth	0%	7%	4%	8%	1%	0%	30%	6%	42%	100%
Lewisham	0%	1%	7%	2%	3%	1%	9%	31%	46%	100%
Merton	2%	13%	28%	2%	9%	2%	11%	30%	4%	100%
Newham	58%	0%	0%	4%	22%	0%	3%	11%	1%	100%
Redbridge	11%	1%	18%	1%	32%	3%	3%	31%	0%	100%
Richmond upon Thames	0%	15%	66%	1%	1%	7%	2%	6%	2%	100%
Southwark	1%	7%	6%	12%	1%	0%	23%	7%	42%	100%
Sutton	0%	1%	56%	1%	2%	20%	1%	15%	3%	100%
Tower Hamlets	57%	8%	0%	16%	0%	0%	11%	4%	3%	100%
Waltham Forest	23%	0%	8%	0%	17%	6%	26%	17%	3%	100%
Wandsworth	1%	32%	13%	5%	6%	1%	26%	3%	14%	100%
Westminster	5%	33%	3%	43%	0%	0%	10%	1%	5%	100%
Total	6%	7%	21%	6%	7%	9%	13%	19%	11%	100%

Contact

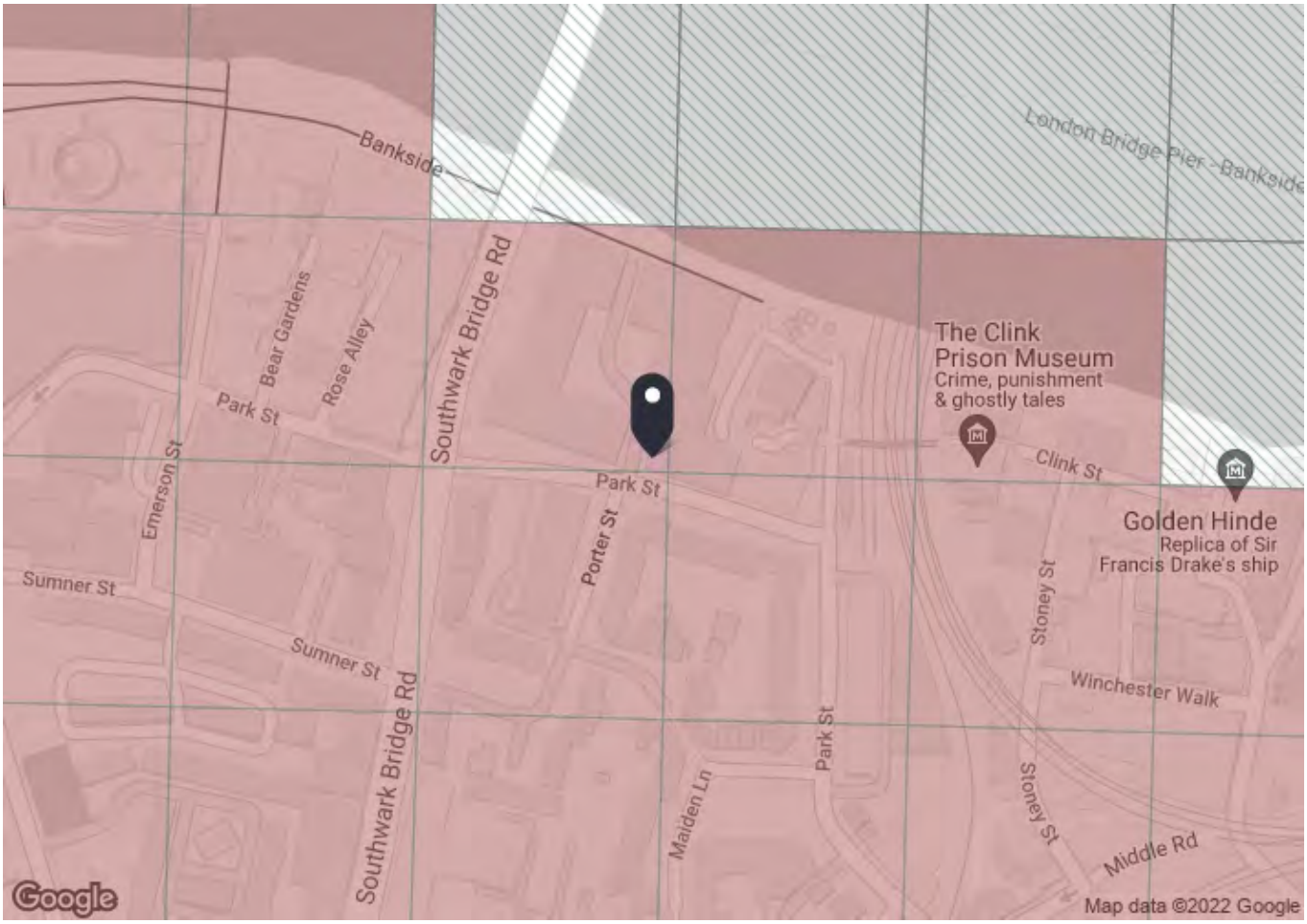
Chris Chinnock and Katherine Blair, Policy Analysis

ChrisChinnock@tfl.gov.uk

KatherineBlair@tfl.gov.uk

APPENDIX C – PTAL REPORT

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

46-48 Park St, London SE1 9EQ, UK
Easting: 532390, Northing: 180400

Grid Cell: 80337

Report generated: 11/01/2022

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	SOUTHWARK ST/S BRIDGE RD	381	395.54	5.75	4.94	7.22	12.16	2.47	0.5	1.23
Bus	SOUTHWARK ST/S BRIDGE RD	RV1	395.54	6	4.94	7	11.94	2.51	0.5	1.26
Bus	SOUTHWARK BDGE BANKSIDE	344	96.66	10	1.21	5	6.21	4.83	1	4.83
Bus	SOUTHWARK ST O'MEARA ST	17	412.52	7.5	5.16	6	11.16	2.69	0.5	1.34
LUL	Mansion House	'Edgware-Hammersmith'	605.57	6	7.57	5.75	13.32	2.25	0.5	1.13
LUL	Mansion House	'Upminster-EalingBwy'	605.57	5	7.57	6.75	14.32	2.1	0.5	1.05
LUL	Mansion House	'EalingBwy-TowerHill'	605.57	0.33	7.57	91.66	99.23	0.3	0.5	0.15
LUL	Mansion House	'EalingBwy-Barking'	605.57	1.33	7.57	23.31	30.88	0.97	0.5	0.49
LUL	Mansion House	'Upminster-Richmond'	605.57	6	7.57	5.75	13.32	2.25	0.5	1.13
LUL	Mansion House	'Richmond-DagEast'	605.57	0.67	7.57	45.53	53.1	0.57	0.5	0.28
LUL	Mansion House	'Wimbledon-Upminster'	605.57	4	7.57	8.25	15.82	1.9	0.5	0.95
LUL	Mansion House	'Wimbledon-DagEast'	605.57	1	7.57	30.75	38.32	0.78	0.5	0.39
LUL	Mansion House	'Barking-Wimbledon'	605.57	0.67	7.57	45.53	53.1	0.57	0.5	0.28
LUL	Mansion House	'TowerHill-Wimbledon'	605.57	2.67	7.57	11.99	19.56	1.53	0.5	0.77
LUL	Mansion House	'DagEast-EalingBwy'	605.57	0.67	7.57	45.53	53.1	0.57	0.5	0.28
Rail	Canon Street	'CANONST-HASTING 1H19'	713.73	0.33	8.92	91.66	100.58	0.3	0.5	0.15
Rail	Canon Street	'HASTING-CANONST 1H55'	713.73	0.33	8.92	91.66	100.58	0.3	0.5	0.15
Rail	Canon Street	'DARTFD-CANONST 2B07'	713.73	2.33	8.92	13.63	22.55	1.33	0.5	0.67
Rail	Canon Street	'BRNHRST-CANONST 2C07'	713.73	1.67	8.92	18.71	27.64	1.09	0.5	0.54
Rail	Canon Street	'BRNHRST-CANONST 2C09'	713.73	1	8.92	30.75	39.67	0.76	0.5	0.38
Rail	Canon Street	'CANONST-SLADEGN 2E25'	713.73	1.67	8.92	18.71	27.64	1.09	0.5	0.54
Rail	Canon Street	'CANONST-CANONST 2O19'	713.73	1.33	8.92	23.31	32.23	0.93	0.5	0.47
Rail	London Bridge	'RAMSGTE-CHRX 2W20'	956.17	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	London Bridge	'LTLHMPT-LNDNBDC 1H80'	956.17	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	London Bridge	'BRGHTN-BEDFDM 1T83'	956.17	0.33	11.95	91.66	103.61	0.29	0.5	0.14
Rail	London Bridge	'GRVSEND-CANONST 1B89'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'STROOD-CANONST 1B91'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'GRVSEND-CANONST 1B97'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'FAVRSHM-CANONST 1G87'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'DOVERP-CANONST 1G89'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'BRSR-CANONST 1G91'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'RAMSGTE-CANONST 1G95'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'CANONST-HASTING 1H11'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CANONST-HASTING 1H21'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'OREE-CANONST 1H93'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'HASTING-CANONST 1H95'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'GLNGHMK-CANONST 2A91'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'SLADEGN-CANONST 2B29'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CRFD-CANONST 2D05'	631.63	2.33	7.9	13.63	21.52	1.39	1	1.39
Rail	London Bridge	'CANONST-DARTFD 2E11'	631.63	2	7.9	15.75	23.65	1.27	0.5	0.63
Rail	London Bridge	'CANONST-BRNHRST 2E23'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CANONST-BRNHRST 2E27'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'SVNOAKS-CANONST 2F07'	631.63	1	7.9	30.75	38.65	0.78	0.5	0.39
Rail	London Bridge	'SVNOAKS-CANONST 2F13'	631.63	1	7.9	30.75	38.65	0.78	0.5	0.39
Rail	London Bridge	'ORPNGTN-CANONST 2F19'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'CANONST-CANONST 2I13'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CANONST-CANONST 2I15'	631.63	1.33	7.9	23.31	31.2	0.96	0.5	0.48
Rail	London Bridge	'HAYS-CANONST 2K09'	631.63	2	7.9	15.75	23.65	1.27	0.5	0.63
Rail	London Bridge	'HAYS-CANONST 2K11'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CANONST-CRFD 2M09'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CANONST-DARTFD 2M11'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CANONST-SLADEGN 2M13'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CANONST-BRNHRST 2M21'	631.63	1	7.9	30.75	38.65	0.78	0.5	0.39
Rail	London Bridge	'CANONST-SLADEGN 2N11'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CANONST-ORPNGTN 2S11'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CANONST-ORPNGTN 2S13'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CANONST-ORPNGTN 2S17'	631.63	1.33	7.9	23.31	31.2	0.96	0.5	0.48
Rail	London Bridge	'CANONST-HAYS 2V09'	631.63	2	7.9	15.75	23.65	1.27	0.5	0.63

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	London Bridge	'RAMSGTE-CANONST 2W89'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'RAMSGTE-CANONST 2W91'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'RAMSGTE-CANONST 2W93'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'FLKSTNC-CANONST 2W95'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'TONBDG-CANONST 2W97'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CANONST-BCKNHMJ 2Y91'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'GRVSEND-CHRX 1D50'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'GLNGHMK-CHRX 1D52'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'GLNGHMK-CHRX 1D54'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CHRX-HASTING 1H10'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'CHRX-HASTING 1H24'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'HASTING-CHRX 1H52'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'OREE-CHRX 1H68'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'GLNGHMK-CHRX 2A08'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'GRVSEND-CHRX 2A22'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'SLADEGN-CHRX 2B14'	631.63	2	7.9	15.75	23.65	1.27	0.5	0.63
Rail	London Bridge	'GRVSEND-CHRX 2C06'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'DARTFD-CHRX 2C08'	631.63	2.33	7.9	13.63	21.52	1.39	0.5	0.7
Rail	London Bridge	'DARTFD-CHRX 2D10'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'GRVSEND-CHRX 2D12'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'GLNGHMK-CHRX 2D14'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'SIDCUP-CHRX 2D16'	631.63	1	7.9	30.75	38.65	0.78	0.5	0.39
Rail	London Bridge	'GLNGHMK-CHRX 2D22'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'SVNOAKS-CHRX 2F06'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'ORPNGTN-CHRX 2F10'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'SVNOAKS-CHRX 2F20'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'CHRX-TUNWELL 2H08'	631.63	1.67	7.9	18.71	26.61	1.13	0.5	0.56
Rail	London Bridge	'CHRX-TUNWELL 2H10'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'TUNWELL-CHRX 2H56'	631.63	1	7.9	30.75	38.65	0.78	0.5	0.39
Rail	London Bridge	'TUNWELL-CHRX 2H60'	631.63	1.67	7.9	18.71	26.61	1.13	0.5	0.56
Rail	London Bridge	'CHRX-GLNGHMK 2L10'	631.63	1.67	7.9	18.71	26.61	1.13	0.5	0.56
Rail	London Bridge	'CHRX-GLNGHMK 2L12'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CHRX-CRFD 2M10'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CHRX-DARTFD 2M14'	631.63	1.33	7.9	23.31	31.2	0.96	0.5	0.48
Rail	London Bridge	'CHRX-SLADEGN 2M16'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CHRX-GRVSEND 2N12'	631.63	1.67	7.9	18.71	26.61	1.13	0.5	0.56
Rail	London Bridge	'CHRX-GRVSEND 2N14'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CHRX-DOVERP 2R10'	631.63	1	7.9	30.75	38.65	0.78	0.5	0.39
Rail	London Bridge	'CHRX-RAMSGTE 2R12'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'CHRX-RAMSGTE 2R18'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CHRX-ASHFKY 2R20'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CHRX-TONBDG 2R90'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CHRX-SVNOAKS 2S10'	631.63	1.67	7.9	18.71	26.61	1.13	0.5	0.56
Rail	London Bridge	'CHRX-SVNOAKS 2S12'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CHRX-ORPNGTN 2S92'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'RAMSGTE-CHRX 2W10'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'RAMSGTE-CHRX 2W12'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CNTBW-CHRX 2W22'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'STROOD-CHRX 2D56'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'LNDNBDC-BRGHTN 1B05'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'LNDNBDC-BRGHTN 1B07'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'BRGHTN-LNDNBDC 1B08'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'BRGHTN-LNDNBDC 1B12'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'BOGNORR-LNDNBDC 1C90'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'UCKFILD-LNDNBDC 1E08'	631.63	1.33	7.9	23.31	31.2	0.96	0.5	0.48
Rail	London Bridge	'LNDNBDC-UCKFILD 1E09'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'UCKFILD-LNDNBDC 1E10'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'LNDNBDC-UCKFILD 1E17'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	London Bridge	'EBOURNE-LNDNBDC 1F80'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'EBOURNE-LNDNBDC 1F82'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'TATNHMC-LNDNBDC 1G98'	631.63	1.67	7.9	18.71	26.61	1.13	0.5	0.56
Rail	London Bridge	'LNDNBDC-SCROYDN 1G13'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'LNDNBDC-ECROYDN 1G15'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'LNDNBDC-ECROYDN 1G23'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'TATNHMC-LNDNBDC 1G44'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'LTLHMPT-LNDNBDC 1H82'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'LNDNBDC-TATNHMC 1P11'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'LNDNBDC-TATNHMC 1P13'	631.63	1	7.9	30.75	38.65	0.78	0.5	0.39
Rail	London Bridge	'LNDNBDC-REIGATE 1R03'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'REIGATE-LNDNBDC 2B16'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'REIGATE-LNDNBDC 1B18'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'TONBDG-LNDNBDC 2B22 '	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'TONBDG-LNDNBDC 2B26 '	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'LNDNBDC-TONBDG 2B29 '	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'LNDNBDC-TONBDG 2B31 '	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'LNDNBDC-TONBDG 2B33 '	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'REIGATE-LNDNBDC 2B34'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'LNDNBDC-HORSHAM 2C51'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'LNDNBDC-HORSHAM 2C53'	631.63	1	7.9	30.75	38.65	0.78	0.5	0.39
Rail	London Bridge	'HORSHAM-LNDNBDC 2C78'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'HORSHAM-LNDNBDC 2C92'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'LNDNBDC-WIMBLDN 2D19'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'WIMBLDN-LNDNBDC 2E62'	631.63	1.67	7.9	18.71	26.61	1.13	0.5	0.56
Rail	London Bridge	'LNDNBDC-EPSM 2E91 '	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'STRHILL-LNDNBDC 2F94'	631.63	1.33	7.9	23.31	31.2	0.96	0.5	0.48
Rail	London Bridge	'LNDNBDC-VICTRIC 2F95'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'CRYSTLP-LNDNBDC 2G14'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'CATERHM-LNDNBDC 2G34'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'BCKNMJC-LNDNBDC 2H60'	631.63	1.67	7.9	18.71	26.61	1.13	0.5	0.56
Rail	London Bridge	'LNDNBDC-BCKNMJC 2H61'	631.63	2	7.9	15.75	23.65	1.27	0.5	0.63
Rail	London Bridge	'WCROYDN-LNDNBDC 2J04'	631.63	2	7.9	15.75	23.65	1.27	0.5	0.63
Rail	London Bridge	'LNDNBDC-WCROYDN 2J09'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'LNDNBDC-WCROYDN 2J13'	631.63	1.33	7.9	23.31	31.2	0.96	0.5	0.48
Rail	London Bridge	'NORWDJ-LNDNBDC 2K06 '	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'LNDNBDC-EGRNSTD 2L75'	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'LNDNBDC-VICTRIC 2N05'	631.63	2	7.9	15.75	23.65	1.27	0.5	0.63
Rail	London Bridge	'SUTTON-LNDNBDC 2U06 '	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'EPSM-LNDNBDC 2U70 '	631.63	1	7.9	30.75	38.65	0.78	0.5	0.39
Rail	London Bridge	'GUILDFD-LNDNBDC 2U98'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'LNDNBDC-CATERHM 2Y07'	631.63	1.67	7.9	18.71	26.61	1.13	0.5	0.56
Rail	London Bridge	'LNDNBDC-CATERHM 2Y11'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'BEDFDM-BRGHTN 1T11 '	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'BEDFDM-BRGHTN 1T15 '	631.63	0.67	7.9	45.53	53.42	0.56	0.5	0.28
Rail	London Bridge	'BRGHTN-BEDFDM 2T02 '	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'BRGHTN-BEDFDM 2T04 '	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'BEDFDM-BRGHTN 2T15 '	631.63	1	7.9	30.75	38.65	0.78	0.5	0.39
Rail	London Bridge	'BEDFDM-BRGHTN 2T25 '	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'VICTRIC-LNDNBDC 2F02'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'VICTRIC-LNDNBDC 2F04'	631.63	0.33	7.9	91.66	99.55	0.3	0.5	0.15
Rail	London Bridge	'VICTRIC-LNDNBDC 2F06'	631.63	1.33	7.9	23.31	31.2	0.96	0.5	0.48
Rail	London Bridge	'VICTRIC-LNDNBDC 2N04'	631.63	2	7.9	15.75	23.65	1.27	0.5	0.63
LUL	London Bridge	'WembleyPark-Stratfo '	631.63	3.67	7.9	8.92	16.82	1.78	0.5	0.89
LUL	London Bridge	'WillesdenGreen-Stra '	631.63	4.33	7.9	7.68	15.57	1.93	0.5	0.96
LUL	London Bridge	'Stratford-Stanmore '	631.63	17	7.9	2.51	10.41	2.88	1	2.88
LUL	London Bridge	'Edgware-Morden '	631.63	9	7.9	4.08	11.98	2.5	0.5	1.25
LUL	London Bridge	'Morden-HighBarnet '	631.63	14.67	7.9	2.79	10.69	2.81	0.5	1.4

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	London Bridge	'Morden-MillHillE'	631.63	4	7.9	8.25	16.15	1.86	0.5	0.93
Rail	London Bridge	'HAYS-CHRX 2K08'	873.92	1	10.92	30.75	41.67	0.72	0.5	0.36
Rail	London Bridge	'CHRX-HAYS 2V10'	873.92	2	10.92	15.75	26.67	1.12	0.5	0.56
Rail	London Bridge	'LNDNBDC-VICTRIC 2F01'	873.92	1.67	10.92	18.71	29.64	1.01	0.5	0.51
Rail	London Bridge	'NORWDJ-LNDNBDC 2G08'	873.92	1.67	10.92	18.71	29.64	1.01	0.5	0.51
Rail	London Bridge	'EGRNSTD-LNDNBDC 2L74'	873.92	1.67	10.92	18.71	29.64	1.01	0.5	0.51
Rail	London Bridge	'BRGHTN-LUTON 2T99'	873.92	0.33	10.92	91.66	102.58	0.29	0.5	0.15
									Total Grid Cell AI:	**67.9**

APPENDIX D – TRICS OUTPUT

Calculation Reference: AUDIT-655801-211125-1148

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	**GREATER LONDON**		
	CI	CITY OF LONDON	1 days
	CN	CAMDEN	1 days
	HM	HAMMERSMITH AND FULHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 2036 to 26639 (units: sqm)
Range Selected by User: 1000 to 100000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 25/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

50,001 to 100,000	2 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

6b (High) Excellent	3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CI-02-A-02 OFFICES CITY OF LONDON
GRACECHURCH STREET
CITY OF LONDON
MONUMENT
Town Centre
Commercial Zone
Total Gross floor area: 9803 sqm
Survey date: FRIDAY 29/11/13 Survey Type: MANUAL

2 CN-02-A-03 PLANNING & ENGINEERING CAMDEN
FITZROY STREET
FITZROVIA

Town Centre
Built-Up Zone
Total Gross floor area: 26639 sqm
Survey date: WEDNESDAY 06/12/17 Survey Type: MANUAL

3 HM-02-A-01 REGUS OFFICES HAMMERSMITH AND FULHAM
QUEEN CAROLINE STREET
HAMMERSMITH

Town Centre
Built-Up Zone
Total Gross floor area: 2036 sqm
Survey date: MONDAY 13/11/17 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	12826	0.185	3	12826	0.034	3	12826	0.219
07:30 - 08:00	3	12826	0.512	3	12826	0.096	3	12826	0.608
08:00 - 08:30	3	12826	1.237	3	12826	0.130	3	12826	1.367
08:30 - 09:00	**3**	**12826**	**1.700**	3	12826	0.166	**3**	**12826**	**1.866**
09:00 - 09:30	3	12826	1.552	3	12826	0.198	3	12826	1.750
09:30 - 10:00	3	12826	0.746	3	12826	0.211	3	12826	0.957
10:00 - 10:30	3	12826	0.561	3	12826	0.364	3	12826	0.925
10:30 - 11:00	3	12826	0.424	3	12826	0.327	3	12826	0.751
11:00 - 11:30	3	12826	0.317	3	12826	0.309	3	12826	0.626
11:30 - 12:00	3	12826	0.322	3	12826	0.353	3	12826	0.675
12:00 - 12:30	3	12826	0.236	3	12826	0.413	3	12826	0.649
12:30 - 13:00	3	12826	0.468	3	12826	0.709	3	12826	1.177
13:00 - 13:30	3	12826	0.533	3	12826	0.551	3	12826	1.084
13:30 - 14:00	3	12826	0.434	3	12826	0.385	3	12826	0.819
14:00 - 14:30	3	12826	0.213	3	12826	0.161	3	12826	0.374
14:30 - 15:00	3	12826	0.229	3	12826	0.270	3	12826	0.499
15:00 - 15:30	3	12826	0.151	3	12826	0.343	3	12826	0.494
15:30 - 16:00	3	12826	0.091	3	12826	0.327	3	12826	0.418
16:00 - 16:30	3	12826	0.172	3	12826	0.400	3	12826	0.572
16:30 - 17:00	3	12826	0.127	3	12826	0.551	3	12826	0.678
17:00 - 17:30	3	12826	0.133	3	12826	1.076	3	12826	1.209
17:30 - 18:00	3	12826	0.073	**3**	**12826**	**1.523**	3	12826	1.596
18:00 - 18:30	3	12826	0.042	3	12826	1.006	3	12826	1.048
18:30 - 19:00	3	12826	0.042	3	12826	0.411	3	12826	0.453
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			10.500			10.314			20.814

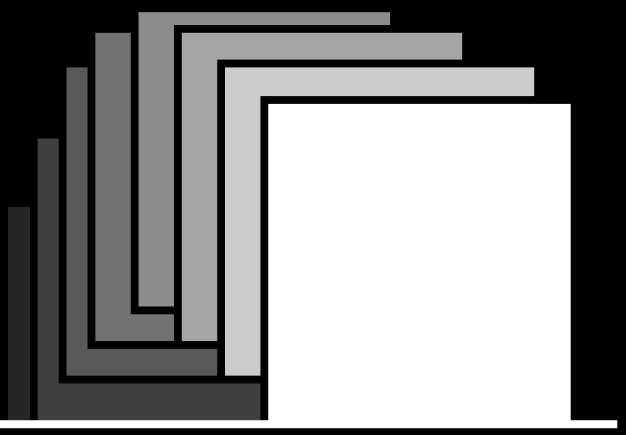
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

APPENDIX E – FRAMEWORK DELIVERY AND SERVICING PLAN

RED LION COURT

DELIVERY & SERVICING PLAN



MOMENTUM TRANSPORT CONSULTANCY

APRIL 2022

CONTACTS

MOMENTUM TRANSPORT CONSULTANCY

Clerkenwell House
23 27 Hatton Wall
London, EC1N 8JJ

T: +44 (0)20 7242 0228

momentum-transport.com

TABLE OF CONTENTS

Tables

Figures

1. INTRODUCTION

1.1 Context and Objectives

1.1.1 This Framework Delivery and Servicing Plan (DSP) has been prepared by Momentum Transport Consultancy (Momentum) on behalf of LS Red Lion Court Limited ('the Applicant'), part of the Landsec group in support of an application for full planning permission for the redevelopment of Red Lion Court ('the Site') within the London Borough of Southwark ('LBS').

1.1.2 The development will provide additional office, restaurant and retail floorspace through the redevelopment of the existing building, together with new external terraces, landscaping, public realm works, new plant equipment, cycle parking spaces and other associated works.

1.1.3 The description of development is as follows:

1.1.4 "Demolition of the existing above ground building and part-basement and redevelopment of the Site to provide an 11-storey plus basement building providing office, retail, restaurant and wellness uses alongside external terraces, landscaping, public realm works, new plant equipment, cycle parking spaces and other associated works."

1.1.5 Full details and scope of the application, please refer to the submitted Planning Statement, prepared by Gerald Eve.

1.1.6 A delivery trip generation exercise has been undertaken to estimate the number and type of vehicles that would be generated by the development. This DSP provides a management strategy which aims to prevent conflicts over available space in the public highway and consequent disruption to the surrounding road network.

1.1.7 This DSP sets out the proposed delivery, servicing, and waste management strategy for the Proposed Development. This DSP should be used to support the design of the servicing arrangements and to identify the operational regimes required to ensure that the servicing of the development operates safely and effectively.

1.2 Delivery and Servicing Plan Objectives

1.2.1 The objectives of the DSP are to minimise the impact of delivery and servicing vehicle movements through planning, sustainable procurement practices, and a reduction in waste generation.

1.2.2 The following benefits are sought through the production of and adherence to this DSP:

- Reduce the number of deliveries through planning and the scheduling of goods to be delivered outside peak periods and the use of consolidation
- Encourage the use of sustainable freight modes or greener vehicles
- The completion of periodical reviews and updates of the DSP and the active management of ongoing developments through developer and tenant participation, implementing procedures to inform the Site occupiers about the DSP in practice
- Good communication between all parties involved in the process (suppliers, staff, the local authority, and development manager)

- The efficient usage of available facilities
- Development of a robust booking system and delivery system

1.2.3 In addition, the aim of the DSP is to provide an outline management strategy to support the proposed design and operation of the loading area. This document would form the basis of the Detailed DSP that would be prepared for the development post planning stage.

1.3 Site Context

1.3.1 The Site is located within the London Borough of Southwark and is situated to the northwest of Borough Market. The Site is bounded by the former Financial Times Building (1 Southwark Bridge Road, "FT Building") to the west, the Bankside Thames Footway to the north, the Anchor Public House to the east, and Park Street to the south.

1.3.2 Vehicular access to the site would be via a new access on to Park Street.

1.3.3 Figure 1.1 details the Site location on the south bank of the River Thames.

1.4 Scope of the Delivery and Servicing Plan

1.4.1 The DSP covers the following:

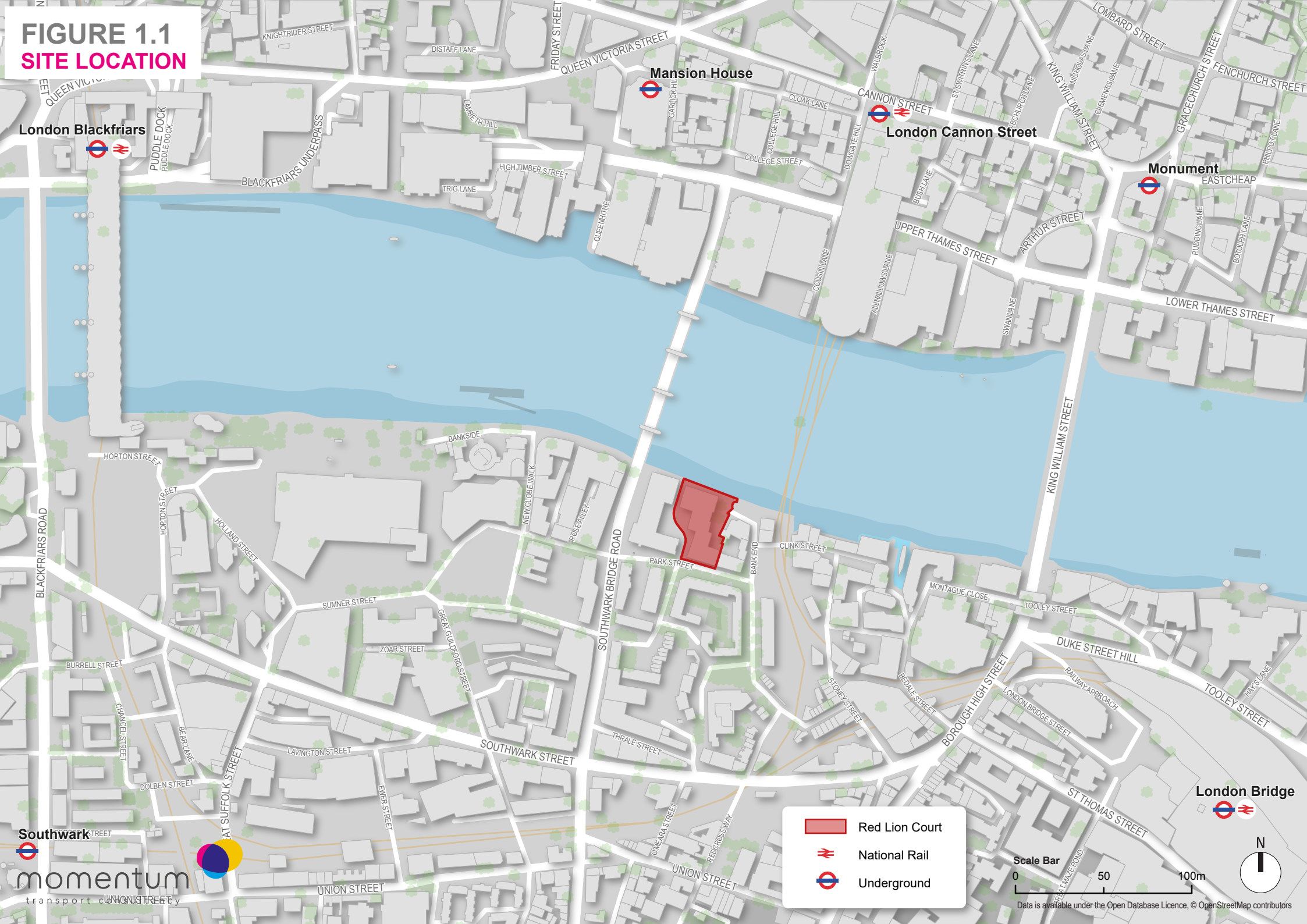
- DSP Objectives
- Policy Context
- Development Proposals
- Proposed Delivery and Servicing Strategy
- Trip Rates and Vehicle Assumptions
- Waste Management Strategy
- DSP Measures
- DSP Management Strategy – Monitoring and Review

1.5 Policy Context

1.5.1 The DSP has been prepared following best practice guidance and policies set out in:

- National Planning Policy Framework (2021)
- Use Classes Order (2020)
- Equality Act (2010)
- Waste Management Plan for England (2021)
- London Plan (2021)
- Freight and Servicing Action Plan TfL (2019)
- London Environment Strategy
- TfL Freight and Servicing Action Plan (2019)
- London Borough of Southwark, Southwark Plan (2022)

FIGURE 1.1
SITE LOCATION



2. POLICY CONTEXT

2.1 National Planning Policy

BREEAM UK NEW CONSTRUCTION: NON-DOMESTIC BUILDINGS – TECHNICAL MANUAL (2018)

2.1.1 This BREEAM document is an update on the preceding 2014 version and describes an environmental performance standard against which buildings in the UK can be assessed, rated, and certified. A key metric BREEAM assesses is operational waste, for non-residential use only.

2.1.2 The aim of minimum standards regarding waste is to recognise and encourage the provision of dedicated storage facilities for a building's operational-related recyclable waste streams so that this waste is diverted away from landfill or incineration.

2.1.3 The key parameters to achieve compliance include the segregation of stored waste and an adequate and accessible waste storage area for each waste type.

2.2 Regional Planning Policy

THE LONDON PLAN (2021)

2.2.1 The document sets out the integration between housing, social, economic, cultural, environmental and transport policies for London over the next 25 years.

2.2.2 According to Policy T7, "Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance" to facilitate sustainable freight and servicing. Additionally, "Delivery and Servicing Plans should demonstrate how the requirements of the site are met, including addressing missed deliveries" (10.7.5).

2.2.3 The Mayor of London is responsible for producing a planning strategy for London. FALP made alterations to The London Plan (2011), replaced the previous strategic planning guidance for London (known as RPG3). FALP sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

THE MAYOR'S TRANSPORT STRATEGY (2018)

2.2.4 The Mayor's Transport Strategy was adopted in March 2018 and outlines a vision to reduce Londoners' reliance upon use of private cars by encouraging a modal shift to walking, cycling and public transport uses. A central aim of the Mayor's Transport Strategy is for 80% of Londoners to make trips by these modes by 2041. In addition, the Transport Strategy includes targets to significantly reduce total traffic by 10-15% by 2041, and freight traffic in Central London by 10% by 2026.

2.2.5 Plans for delivery and servicing look to promote planning permissions to secure delivery and servicing plans in support of off-peak (including night-time) deliveries. Additionally, support is shown for waste consolidation implementation through use of a formal commercial waste zone framework. Introduction of regional consolidation and distribution centres were proposed, potentially in conjunction with micro-distribution centres within inner and outer London.

THE FREIGHT AND SERVICING ACTION PLAN (2019)

2.2.6 The Freight and Servicing Action Plan set out the steps that need to be taken to address the increase in demand for freight and servicing. The plan contains proposals to deliver improvements to the operational efficiency, environmental impacts and safety of freight and logistics within Greater London, alongside other proposals designed to improve understanding of freight issues and contribute to the longer-term process of addressing London's transport needs. Key projects supporting the delivery of the plan are:

- Efficient Deliveries Toolkit
- Freight Operator Recognition Scheme (FORS)
- HGV Safety Direct Vision Standards
- Construction Logistics and Community Safety Standard (CLOCS)
- Delivery and Servicing Plans
- Construction and Logistics Plan
- The Ultra-Low Emission Zone (ULEZ)

2.2.7 The efficient deliveries toolkit includes guidance for businesses on how to time deliveries outside the peak hours, reduce personal deliveries to the workplace and implement waste consolidation. The plan outlines different types of consolidation centres, including:

- Micro-consolidation facilities – facilitating efficient last-mile deliveries via zero-emissions vehicles such as electric vans and e-Cargo bikes, particularly within Central London
- Construction consolidation centres – enabling the efficient and timely deliveries of bulky construction materials outside of the peak hours
- Waste consolidation centres – making the use of river and rail servicing to transport bulky wastes by other means than road transport

2.2.8 FORS employs a tiered set of membership levels to address fleet and freight vehicle operational efficiency, improving all areas of sustainable distribution to reduce CO2 emissions, congestion, collisions and operator costs.

2.2.9 FORS recognises legal compliance as the base 'bronze' level and promotes the uptake of best practice covering: fuel efficiency, alternative fuels and low carbon vehicles, management of road risk, legal record keeping and reducing penalty charge notices through the higher 'silver' and 'gold' levels. The level for future development operators would be further discussed with LBS as part of the detailed DSP post planning.

2.2.10 FORS also recognises operator achievements with rewards that encourage operators to raise standards to reduce CO2 emissions and to improve vehicle facilities designed to improve HGV safety, primarily through reducing risks to cyclists.

2.2.11 The Direct Vision Standard (DVS) for HGVs was created by the Mayor of London to improve the safety of all road users. The DVS uses a star system to rate HGVs above 12 tonnes on the visibility available to the driver directly through the cab windows. The star rating system has the range zero to five.

2.2.12 The DVS came into force in March 2021. The DVS forms part of the proposed HGV Safety Permit, which requires all HGVs over 12 tonnes, which enter or operate within Greater London to hold a safety permit.

2.2.13 All HGVs over 12 tonnes with a zero-star rating are banned from London unless they prove a Safe System. From 2024 all zero to two-star HGVs would be banned unless they prove a Progressive Safe System is in place. A Safe System is a series of measures which reduce the risks HGVs present to vulnerable road users. The core requirements are blind spot elimination and minimisation, warning of intended manoeuvre, minimising physical impact of a hazard. The Progressive Safe System would be the same as the Safe System, but it would consider technological improvements and equipment available by 2024.

2.2.14 The CLOCS standard aims to ensure that clients ensure that construction sites are suitable for vehicles fitted with enhanced safety features, including Direct Vision-enabled vehicles.

2.2.15 The Freight and Servicing Action Plan sets out how Delivery and Servicing Plans (DSPs) can improve freight and logistics efficiency.

2.2.16 The ULEZ aims to improve air quality within Central London through introducing stricter emissions limits to vehicles entering the congestion charging zone 24 hours a day, 7 days a week since April 2019, with an expansion to cover the area within the north and south circular roads proposed by October 2021. This would require freight operators to select cleaner vehicles, with an anticipated shift from the usage of diesel vehicles to cleaner alternatives.

VISION ZERO ACTION PLAN (2018)

2.2.17 The Vision Zero Action Plan published in July 2018 sets out Policy 3 of the Mayor's Transport Strategy. This document details the proposed strategies to adopt Vision Zero for road danger in London, being zero people killed in or by a London Bus by 2030 and all deaths and serious injuries from road collisions to be eliminated on London's roads by 2041.

2.2.18 Chapter five describes how reducing the dominance of motor vehicles includes both reducing their numbers and also the dangers that they pose to vulnerable road users. A focus is placed upon larger vehicles such as Buses and HGVs, of which Direct Vision standards are to be implemented to improve the safety of HGVs.

2.2.19 It further demonstrates the importance in reducing road mileage of large vehicles, in particular, via consolidating construction delivery and servicing vehicles which would further help to reduce the potential for conflicts between these types of vehicles and vulnerable road users.

2.3 Local Policy

LONDON BOROUGH OF SOUTHWARK, SOUTHWARK PLAN 2022

2.3.1 The Southwark Plan 2022 was adopted in February 2022 and sets out the Borough's vision, objectives, strategy, and policies for planning up to 2026 and beyond. The overarching strategy of the Local Plan is to support sustainable development that both reduces waste creation and improves servicing solutions for waste collection, reducing traffic and the associated negative externalities that it causes.

2.3.2 Policy P62 (Reducing Waste) details the Borough's strategy for waste reduction.

2.3.3 Under P62 developments must:

1. Demonstrate how the following waste management hierarchy will be applied during construction:

- Avoid creating waste; then

- Reduce the amount of waste produced; then
- Prepare waste materials for re-use; then
- Recycle and compost waste materials; then
- Recover energy from waste materials; then
- Dispose waste materials in landfill; and

2. Provide adequate recycling, composting and waste disposal, collection, and storage facilities on site; or
3. Provide a suitable site waste management strategy that does not adversely impact amenity, access, or the environment where on site waste management provision is not possible.
4. Major referable developments should submit a Circular Economy Statement (this is provided by the sustainability consultants for the project which in this case are Arup).

2.3.4 Policy P14 (Design Quality) details that proposed developments must ensure that adequate provision is made for servicing including for servicing vehicles associated with each land use of the site.

2.3.5 In addition, policy P18 (Efficient Use of Land) highlights that permitted development should provide adequate servicing facilities, circulation space and access to and from the Site.

2.3.6 Furthermore, policy P50 (Highways Impacts) indicates that development must ensure safe and efficient delivery and servicing that minimises the number of motor vehicle journeys and incorporates delivery and servicing within major development sites and not on the public highway.

LONDON BOROUGH OF SOUTHWARK TECHNICAL GUIDANCE FOR NOISE (2019)

2.3.7 The technical guidance for noise provides details of expected acoustic standards for various types of development. It is intended to:

- To help ensure consistency in the approach to dealing with noise and planning in Southwark;
- To highlight the existing policy framework in London and Southwark, and emphasise the importance of noise as a material planning consideration;
- To provide guidance on measures that can be implemented to mitigate the potentially harmful impacts of noise, both as a result of new noise sources, and as a result of placing new sensitive receptors close to existing noise sources;
- To provide guidance on the use of planning conditions and Section 106 obligations to reduce noise exposure;
- To provide guidance on the requirements of noise assessments and the circumstances under which these will be required;

2.3.8 Section 5.8 highlights that noise from servicing of commercial uses can cause complaints from local residents. This is particularly problematic where servicing takes place at night or in the late evenings or early mornings.

2.3.9 To mitigate the negative impacts of servicing, deliveries and collections to commercial units are advised be between 08:00-20:00 Mon-Sat and 10:00-16:00 Sundays and Bank Holidays though there can be variations made for larger commercial uses.

3. EXISTING OPERATIONS

3.1 Existing Site

3.1.1 The existing building on the Site, Red Lion Court, was originally constructed in 1989. It is seven stories in height above ground level and comprises office space. There is also an existing basement to the building.

3.1.2 The land uses and associated areas for the existing site are presented below in Table 3.1.

Table 3.1: Existing Site by Land Use and Area

Land Use	NIA m^2	GIA m^2
B1 Office	12,040	17,335

3.2 Existing Delivery and Servicing Operations

3.2.1 The Site is currently accessed via a private service road, which is located to the west of the Site.

3.2.2 The private servicing access routes along the western border of the Site and is contiguous to the former FT Building site (to the west). It is accessed via Park Street.

3.2.3 The access is currently located adjacent to the former FT Building access; however, the two respective private service roads for each development are delineated and separated by an existing fence line. Each site has their own respective (and separate) access point / gate.

3.2.4 An inner courtyard area is provided within the site which allows vehicles accessing the Site to park off street. The space would also appear to be large enough for vehicles to unload goods and manoeuvre as required.

EXPECTED PLANNING CHANGES

3.2.5 As part of the planning permission secured for the redevelopment of the former FT Building site, the existing access will be removed and replaced with an alternative access further west along Park Street.

3.2.6 Due to the planning status of the neighbouring site, the proposed relocation of this access has been factored into the proposed access arrangements for the Proposed Development considered as part of this planning application. Full details of the proposed access arrangements are discussed in the following section of this report.

EXISTING DELIVERY AND SERVICING TRIPS

3.2.7 As the existing building on the Site is currently no longer in use as office space, delivery and servicing trips generated by this building have been estimated based on the land use areas shown in Table 3.1.

3.2.8 The trip rates applied to the forecasts were generated using data from similar sites in central London locations with similar land uses. The example sites referred to include a range of developments across the City of Westminster, the City of London, and London Borough of Southwark. The sites display similar land uses and similar space constraints for servicing. To

better enhance the forecasts, London Plan (2021) and TfL guidance is also built into London specific models.

3.2.9 Table 3.2 below indicates the trip rates used to calculate the forecast number of delivery and servicing vehicle visiting the site each day. These have been taken from supplementary planning guidance documents and experience across comparable London locations.

Table 3.2: Trip Rates by Land Use

Land Use	Servicing trip rate (per 100m^2 NIA/day)	Peak hour % of daily total
Class E(c) Office	0.21	10%

3.2.10 The results of the calculations are displayed below.

Table 3.3: Modelled Existing Site Delivery and Servicing Trips.

Land Use	Daily Servicing Trips	Peak Hour Trips
Class E(c) Office	26	3
Class E(b) Food Retail	0	0
Class E(a) Non-Food Retail	0	0
Total	**26**	**3**

3.3 Existing Waste Generation

3.3.1 The estimated volume of waste generated by the existing building on the Site has been calculated based on the waste generation rates published in the City of Westminster's Recycling and Waste Storage Requirements (2021) document. This guidance has been used in the absence of waste generation rates within LBS planning guidance.

3.3.2 These waste generation estimates are presented below for General, Recyclable, Food, and Glass waste streams. These volumes are estimated for two days' worth of waste generation, and account for a compaction ratio of three for general waste and recycling.

Table 3.4: Estimated Waste Generation by Land Use

Land Use	General (L)	Recyclable (L)	Food (L)	Glass (L)	Total (L)
Class E(c) Office	1,048	1,398	1,048	2,097	5,591
Total	**1,048**	**1,398**	**1,048**	**2,097**	**5,591**

4. DEVELOPMENT PROPOSALS

4.1 Introduction

4.1.1 This section of the report describes the development proposals and refers to the relevant standards and guidelines applied with respect to the provision of transport and waste facilities on-site.

4.1.2 *"Demolition of the existing above ground building and part-basement and redevelopment of the Site to provide an 11-storey plus basement building providing office, retail, restaurant and wellness uses alongside external terraces, landscaping, public realm works, new plant equipment, cycle parking spaces and other associated works."*

4.1.3 The Proposed Development would be serviced via a dedicated service yard provided at ground floor level, accessed via Park Street.

4.2 Proposed Land Uses and Floor Areas

4.2.1 Table 4.1 outlines the proposed land uses and floor areas. Whilst the application would be made under class use E, for the purposes of the assessments provided within the DSP the sub-sections of the Use Class E have been separated as set out in Table 4.1.

Table 4.1: Proposed Land Uses and Floor Areas

Land Use	NIA (m^2)	GIA (m^2)	GEA (m^2)
Class E(a) Non-Food Retail	246	377	405
Class E(b) Food Retail	388	595	638
Class E(c) Office	20,867	31,993	34,329
Total	**21,501**	**32,965**	**35,372**

4.2.2 The supporting Transport Assessment contains further details of the development proposals.

4.2.3 The following section of this report sets out the delivery and servicing strategy for the Proposed Development.

4.2.4 Servicing would be proposed in accordance with the London Borough of Southwark Technical Guidance for Noise (2019).

4.2.5 TfL and LBS raised consideration for servicing to avoid peak hour periods similar to the recently approved development of 1 Southwark Bridge Road (Financial Times Building). That application considered no deliveries during the following periods:

- 08:00 – 09:00
- 15:00 – 16:00
- 17:00 – 18:00

5. PROPOSED DELIVERY AND SERVICING STRATEGY

5.1 Introduction

5.1.1 This section of the report sets out the intended delivery and servicing strategy for the Proposed Development, as well as the forecast delivery and servicing trips for the Site, including a breakdown of the daily and peak hour trips.

5.2 Access Strategy

PROPOSED DELIVERY STRATEGY

Park Street Access

5.2.1 Access in forward gear into the proposed service yard would be via Park Street located to the east of the Site. Vehicles would no longer be able to access the west of the Site, as the existing servicing entrance would be converted into public realm.

5.2.2 Once inside the Site, vehicles would perform a turning manoeuvre before reversing into one of the loading bays where goods would then be unloaded.

5.2.3 Vehicles would egress the Site via Park Street in a forward gear, as shown in Figure 5.3.

5.2.4 All vehicles entering the Site would be required to be under 8m in length. A booking system would be in place to ensure compliance and to ensure that deliveries are scheduled so as not to cause congestion along Park Street.

5.2.5 Anyone delivering to the building will have to comply with Servicing Management Plan and Waste Strategy, which enforces efficient and considerate management of the development.

Arrival / Departure Routes Considerations

5.2.6 Park Street contains a low bridge (with a height restriction of 3.5m), this is located to the west of the site as Southwark Bridge Road passes above Park Street. For vehicles over 3.5m in height, an alternative route can be made to access the site which would mean vehicles would approach from the east via Bedale Street and Stoney Street.

5.2.7 Vehicles over 3.5m would be informed of the requirement to approach the Site from the south when pre-booking a delivery slot.

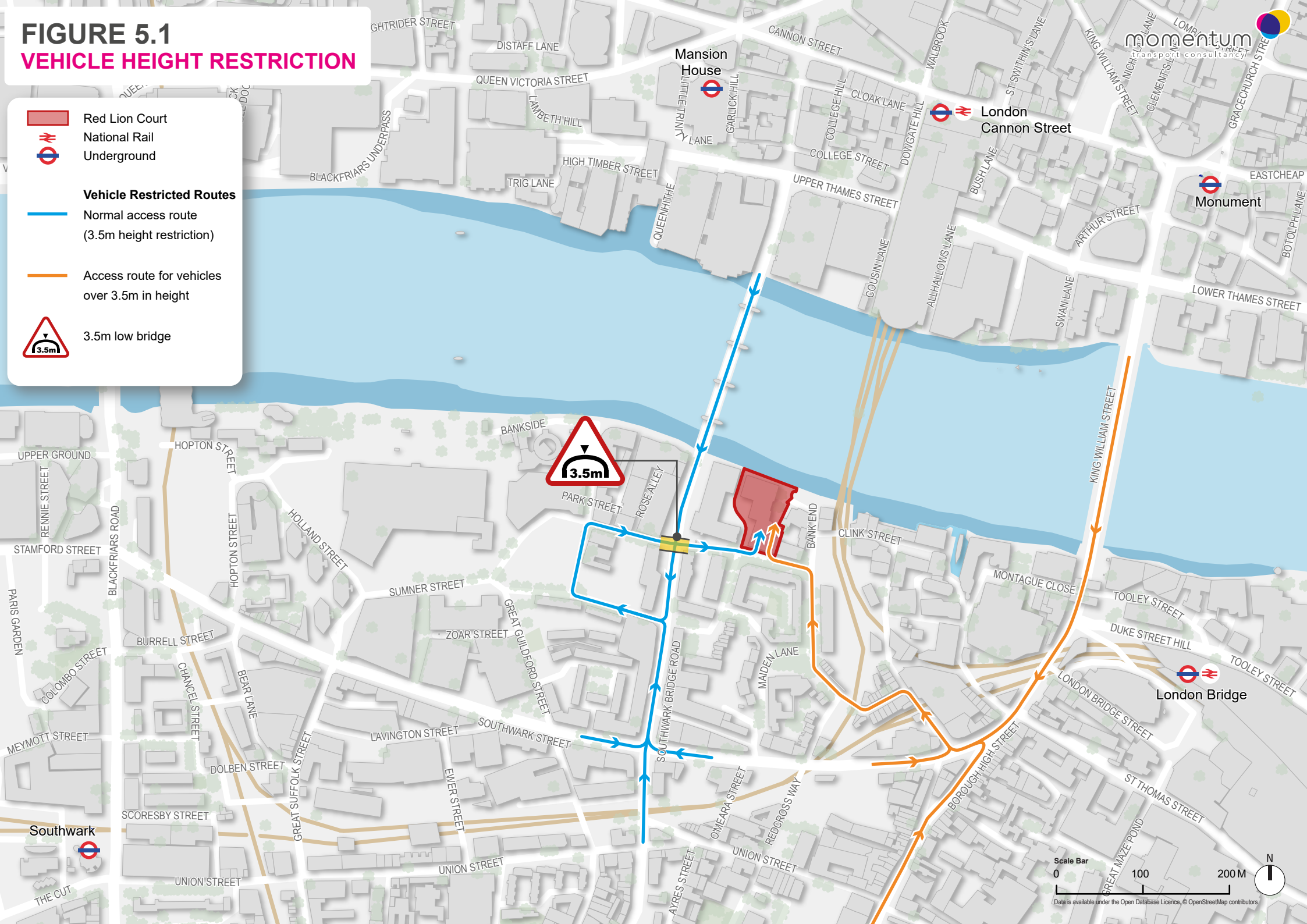
5.2.8 Figure 5.1 below details the access route for vehicles over 3.5m in height.

5.2.9 This routing restriction would apply to all delivery and servicing vehicles taller than 3.5m.

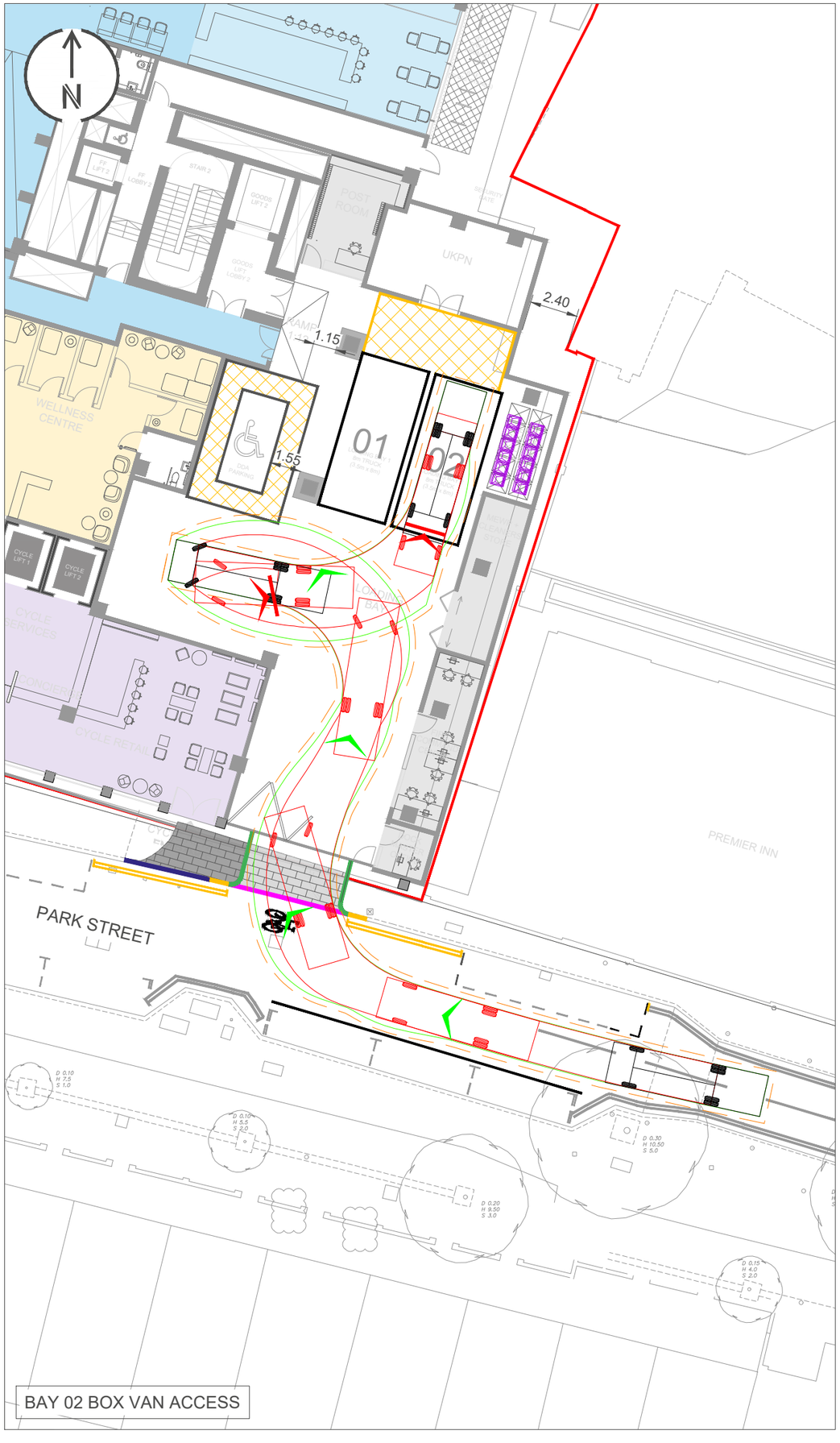
5.2.10 It is important to note that due to the loading bay limit of 8m (in length), only a few vehicles with a height of greater than 3.5m are forecast to arrive. This is due to almost all box vans, panel vans and light to medium goods vehicles are less than 3.5m in height.

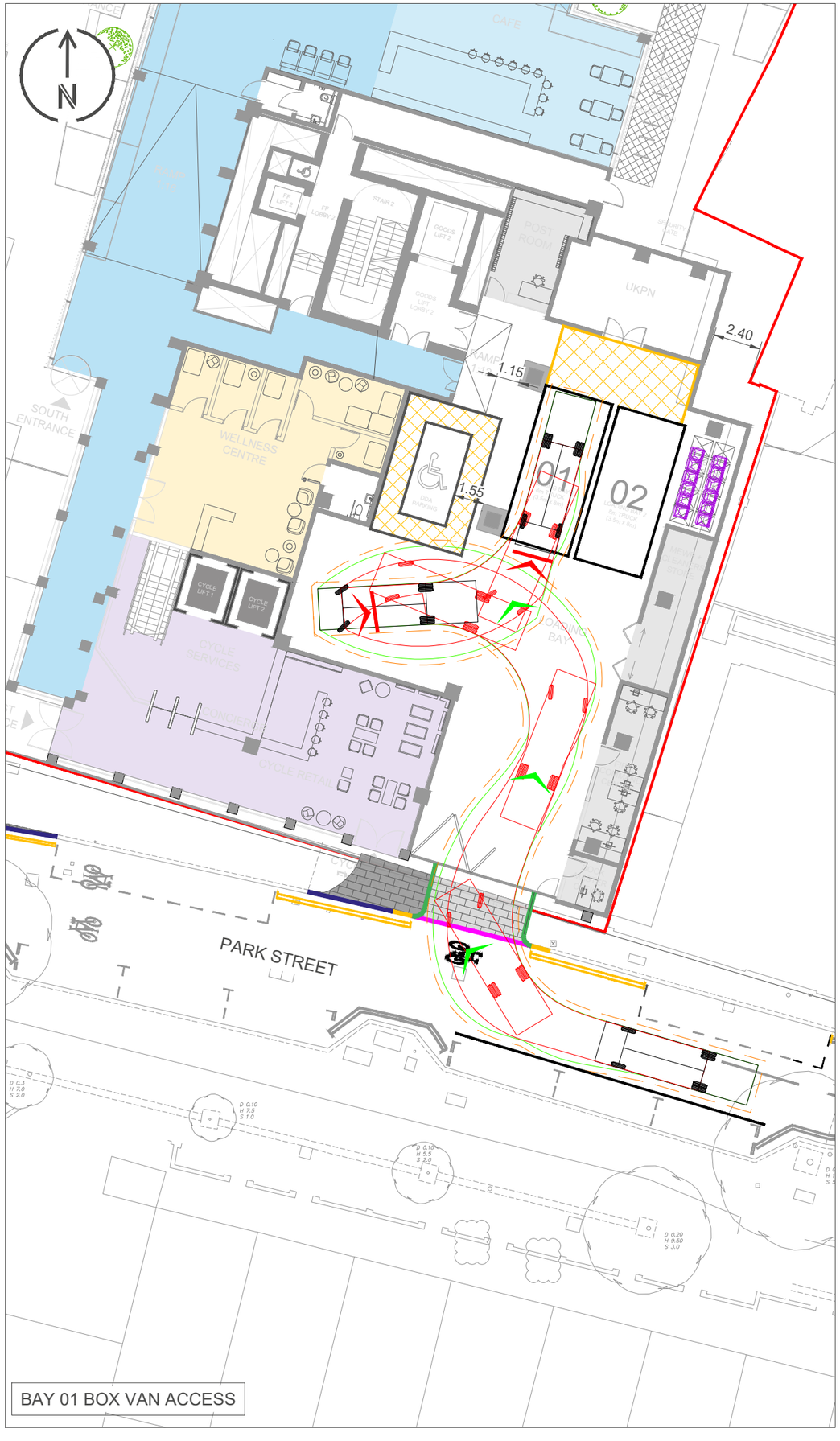
5.2.11 Figure 5.2 and Figure 5.3 below detail delivery vehicle access and egress to / from the two loading bays.

FIGURE 5.1
VEHICLE HEIGHT RESTRICTION



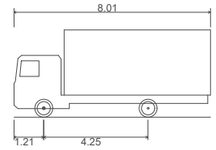
ISO FULL BLEED A3 420 X 297 MM





NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This drawing is for discussion purposes only.
4. Base Map is based on topographical survey "MSA SURVEY_5504_T_201023_PLANS".
5. Swept path analysis is based on the following vehicles traveling at 5mph.



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

KEY

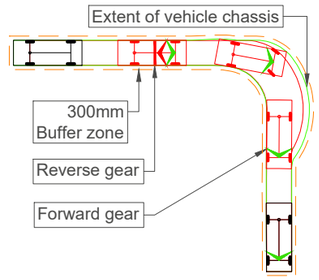


FIGURE 5.2

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
G	27/04/22	SUBMITTED FOR APROVAL	AD	JT	JM
F	01/04/22	LAYOUT REVISED	IH	JT	JM
E	02/02/22	LAYOUT REVISED	AD	NSE	JM
D	21/01/22	LAYOUT REVISED	LT	IRT	JM
C	21/12/21	LAYOUT REVISED	IH	IRT	JM
B	01/10/21	SECOND ISSUE	AT	IRT	JM
A	30/09/21	FIRST ISSUE	AT	IRT	JM

momentum transport consultancy

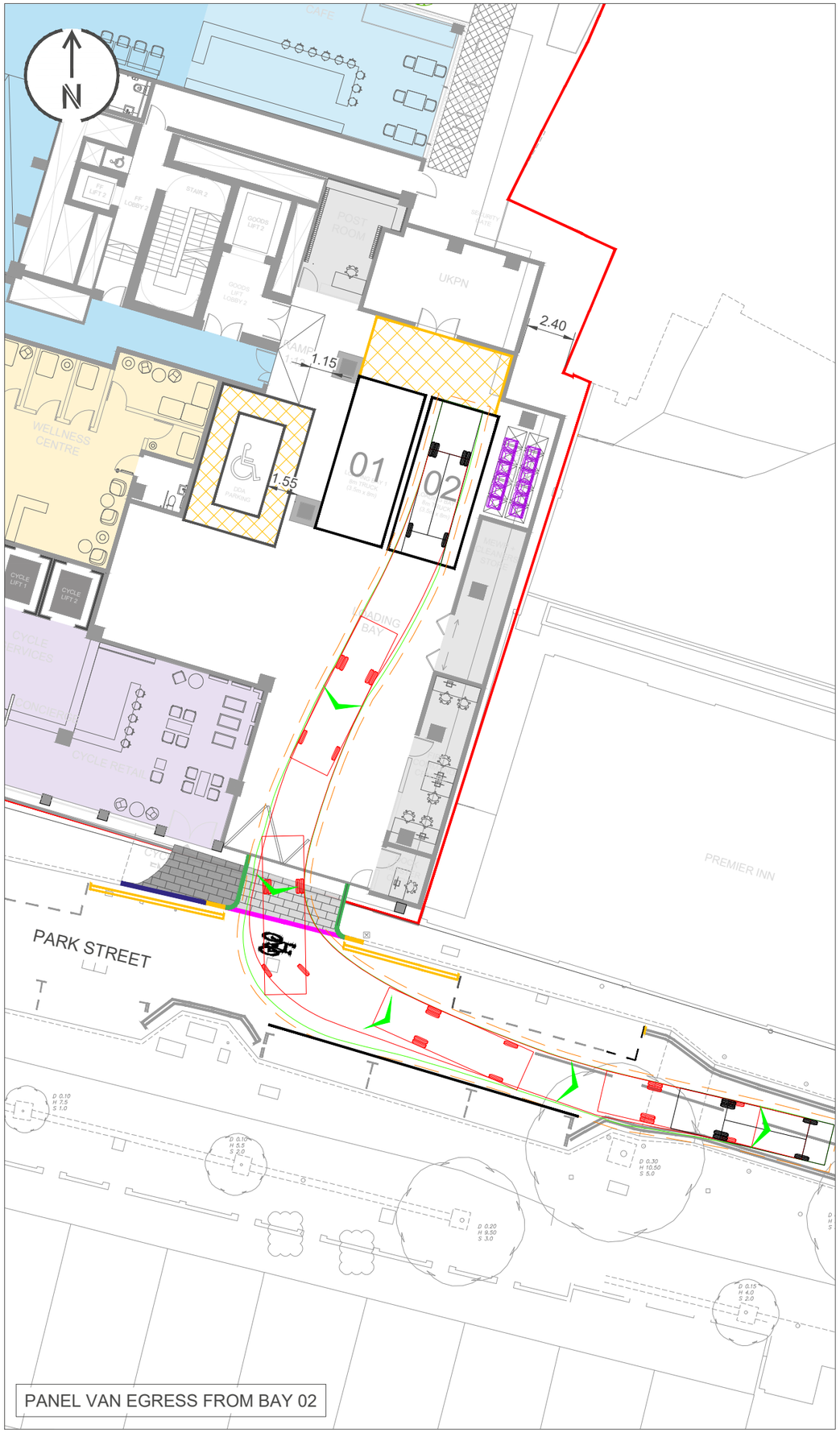
CLIENT: Landsec

JOB TITLE: RED LION COURT

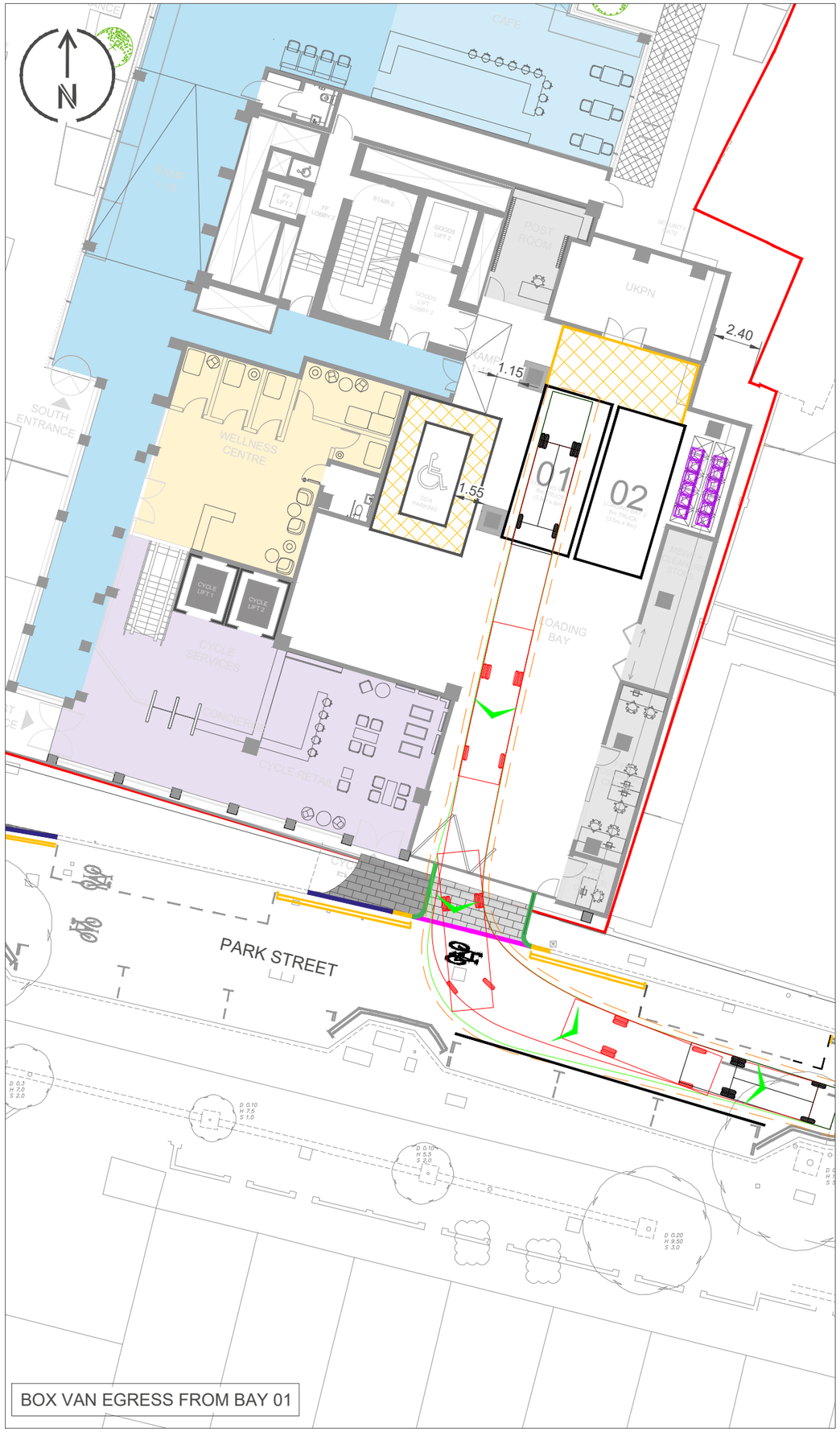
DRAWING TITLE: PARK STREET
SERVICE YARD ACCESS
7.5T BOX VAN & 7.5T PANEL VAN SWEPT PATHS

STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-TR-012	G	1:250



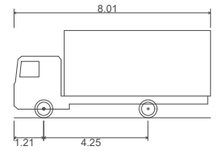
PANEL VAN EGRESS FROM BAY 02



BOX VAN EGRESS FROM BAY 01

NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This drawing is for discussion purposes only.
4. Base Map is based on topographical survey "MSA SURVEY_5504_T_201023_PLANS".
5. Swept path analysis is based on the following vehicles traveling at 5mph.



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

KEY

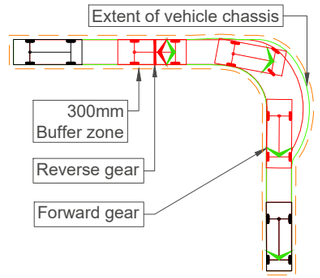


FIGURE 5.3

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
G	27/04/22	SUBMITTED FOR APPROVAL	AD	JT	JM
F	01/04/22	LAYOUT REVISED	IH	JT	JM
E	02/02/22	LAYOUT REVISED	AD	NSE	JM
D	21/01/22	LAYOUT REVISED	LT	IRT	JM
C	21/12/21	LAYOUT REVISED	IH	IRT	JM
B	01/10/21	SECOND ISSUE	AT	IRT	JM
A	30/09/21	FIRST ISSUE	AT	IRT	JM

momentum transport consultancy

CLIENT: Landsec

JOB TITLE: RED LION COURT

DRAWING TITLE: PARK STREET SERVICE YARD EGRESS 7.5T BOX VAN & 7.5T PANEL VAN SWEPT PATHS

STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-TR-013	G	1:250

Vehicle Sizes

5.2.12 The maximum sized vehicle that would service the Site would be 8m in length. This vehicle size restriction has been discussed with the LBS Highways office and is a welcomed solution as larger vehicle access is difficult at the site as a result of the spatial constraints that exist along Park Street.

5.2.13 The delivery and servicing strategy has therefore been developed around this maximum sized vehicle, which would include typical delivery vehicles such as box panel vans and Ford Transit panel vans. The vehicle sizing would be managed by Facilities Management. It would form part of the obligations for all operators.

Service Yard Facilities

5.2.14 The proposed servicing area is shown in Figure 6.1.

5.2.15 The service yard would include two loading bays (each 8m in length and 3.5m in width).

5.2.16 Space would be provided to the rear of the loading bays (approximately 3m) to provide sufficient space for safe loading and unloading.

5.2.17 Deliveries would be taken directly to the respective destination floor once unloaded. Deliveries would be managed by Facilities Management (FM) to ensure that this operation is managed safely and efficiently.

5.2.18 After loading activities are completed, vehicles would exit the servicing area in forward gear via Park Street (as demonstrated in Figure 6.2) before re-joining the highway network.

5.2.19 A clear height of 4.5m would be maintained throughout the service yard area.

5.2.20 There is also a blue badge parking bay in the loading area. This will operate separately from the two loading bays and can be accessed when both bays are in use.

5.2.21 It is proposed that active rapid electric vehicle charging points be provided for both loading bays and for the blue badge parking bay.

Hours of Operation

5.2.22 The service yard would be operated as per LBS Technical Noise Guidance at the following days / times:

- 8am-8pm Mon-Sat
- 10am-4pm Sun & Bank holidays

5.2.23 It is also proposed that reduced delivery or servicing activity would occur within the peak hours (Mon – Sat) as set out below:

- 08:00 – 09:00
- 15:00 – 16:00
- 17:00 – 18:00

5.3 Delivery and Servicing Trips

DELIVERY AND SERVICING TRIP RATES

5.3.1 The number of delivery and servicing vehicle trips generated by the Site have been forecast using the same servicing trip generation rates as previously noted and have been applied to the proposed floor areas as set out in Table 4.1.

5.3.2 The delivery and servicing trip rates applied are shown below in Table 5.1.

Table 5.1: Delivery and Servicing Trip Rates

Land Use	Daily Servicing Trip Rate (NIA)	Peak Hour Arrival %
Class E(c) Office	0.21	10%
Class E(a) Non-food Retail	0.59	15%
Class E(b) Food Retail	2.00	17%

MANAGED SCENARIO

5.3.3 As mentioned at Paragraph 5.2.17, it is proposed that trips to the Site will be managed by FM via a robust booking system.

5.3.4 This system would ensure that a more equal spread of trips would occur across the day, thereby avoiding congested peaks and ensuring a more efficient operation.

5.3.5 The service yard would be operated as per LBS Technical Noise Guidance at the following days / times and subject to discussion with LBS regarding peak period operation.

- 8am-8pm Mon-Sat
- 10am-4pm Sun & Bank holidays

5.3.6 It is proposed that delivery and servicing trips are heavily reduced using a booking system during the following peak hours:

- 08:00 – 09:00
- 15:00 – 16:00
- 17:00 – 18:00

5.3.7 It is proposed that a single refuse collection or other urgently required trip be made during 08:00 – 09:00, with no delivery and servicing trips made during the 15:00 – 16:00 and 17:00 – 18:00 peak hours.

FORECAST DELIVERY AND SERVCING TRIPS

5.3.8 Table 5.2 presents the daily and peak hour forecast delivery and servicing trips for a managed scenario.

Table 5.2: Forecast Delivery and Servicing Trips

Land Use	Daily Servicing Trips (Managed)	Peak Hour Trips (Managed)
Class E(c) Office	44	4
Combined Retail (Class E(a) + E(b)	9	1
Total	**53**	**5**

5.3.9 It can be seen that, in the absence of a consolidation strategy, there would be approximately 53 delivery vehicles visiting the Site per day and a maximum of 5 vehicles per hour under a managed scenario.

CONSOLIDATION STRATEGY

5.3.10 It is proposed that a consolidation management strategy would be implemented for the Site. This will effectively minimise the delivery vehicle trips expected to attend the Site and is consistent with the relevant waste policies mentioned above.

5.3.11 Approximately 25% of deliveries to the Site would be sent to a consolidation centre from the supplier origin to be consolidated onto fewer vehicles prior to being delivered to the Site. This has been presented to LBS and TfL during all Pre-Application meetings.

5.3.12 The proposed delivery and servicing trips when accounting for the effects of consolidation are presented in Table 5.3.

5.3.13 The consolidation strategy would not include perishable goods such as food items for consumption.

5.3.14 The consolidation strategy would be activated and implemented at the appropriate time for the building's occupation levels. This would be discussed with LBS at the relevant time when preparing the detailed DSP report.

Table 5.3: Proposed Delivery and Servicing Trips

Land Use	Cars	MGVs*	HGVs*	Daily Servicing Trips*
Class E(c) Office	25	6	2	33
Class E(a) Non-food Retail	1	1	1	1
Class E(b) Food Retail	5	1	1	6
Total*	**31**	**7**	**3**	**43**

Differences may occur due to rounding

DWELL TIMES

5.3.15 The following dwell times per vehicle type have been assumed:

Table 5.4: Vehicle Dwell Times

	Cars/Vans	MGVs	HGVs (Rigid*)
Dwell Time (minutes)	15	20	25
Number of vehicles (per hour)	4	3	2

8m vehicle length limit

LOADING BAYS

5.3.16 Assuming the above dwell times per vehicle, the two loading bays would provide sufficient servicing capacity for the Site.

CARGO BIKES

5.3.17 In addition to traditional loading bays, the proposals also include provision of two cargo bike parking bays to the north of the site on Bankside. These spaces allow for potential further reductions in the number of delivery and servicing vehicles visiting the Site. Cargo bike parking can be particularly effective in reducing the number of vehicles required to carry out deliveries to food retail units.

5.3.18 The added capacity to receive deliveries provided by cargo bike parking has not been factored into these delivery and servicing trip generation calculations.

6. WASTE MANAGEMENT STRATEGY

6.1 Future Waste Requirements

6.1.1 As shown in Figure 6.1, a waste storage area would be located at Basement Level 2.

6.1.2 On waste collection days, waste would be brought to the loading bay area via the goods lift. It would be temporarily stored before being loaded on to the refuse vehicle. The temporary storage area is located adjacent loading bay 2. Waste would then be collected by a contractor using an appropriately sized vehicle less than 8m in length.

WASTE STORAGE

6.1.3 The waste generated by the Proposed Development has been forecast in line with the City of Westminster's Waste Guidance. This policy guidance has been applied as it provides waste generation rates and no equivalent guidance with respect to waste generation rates is available via LBS policy.

6.1.4 The rates applied are presented below in Table 6.1.

Table 6.1: Westminster Waste Generation Rates

Land Use	General %	Recyclables %	Food %	Glass %	Total L	per x sqm
Class E(c) Office	30	40	10	20	2000	1000
Class E(a) Non-food Retail	30	60	10	0	4000	1000
Class E(b) Food Retail	30	20	40	10	3500	1000

6.1.5 Waste collections are expected to be made daily but, for contingency, a two-day waste output has been assumed within the assessment.

6.1.6 A Eurobin compactor would be provided, and the rate of compaction has been assumed to be 3:1. Compaction has only been considered for general and recyclable waste (i.e., no compaction has been applied to the food or glass waste streams).

6.1.7 The waste generation forecasts for the Proposed Development are summarised in Table 6.2. These volumes are for two days' worth of waste generation and account for a compaction ratio of three for general waste and recycling.

Table 6.2: Waste Generation for Red Lion Court

Land Use	General (L)	Recyclables (L)	Food (L)	Glass (L)	Total (L)
Class E(c) Office	1,962	2,616	1,962	3,923	10,462
Class E(a) Non-food Retail	46	93	46	0	185
Class E(b) Food Retail	64	43	255	64	426

Class E(b) Food Retail	64	43	255	64	426
Total	**2,072**	**2,751**	**2,263**	**3,987**	**11,073**

6.1.8 The bin store area would be capable of accommodating the number and types of bins presented below in Table 6.3. The proposed provisions would be sufficient to accommodate the waste volumes expected (with some further capacity in addition to the 2-day output assumption).

Table 6.3: Bin Types and Numbers Required

Waste Stream	Bin Capacity (L)	Number of Bins
General Waste	1,100	2
Recycling	1,100	3
Glass	240	17
Food Waste	120	19
Total		41

**Differences may occur due to rounding.*

6.1.9 Overall, five Eurobins would be provided (two for general waste and three for recyclables). Smaller wheeled bins would also be provided in addition to the standard Eurobins for the storage and removal of waste.

6.1.10 The proposed layout of the bin store area is shown in Figure 6.1.

6.1.11 The following have been incorporated within the waste strategy for the Proposed Development:

- Bin store will comply to BS5906 specifications.
- All occupants of the development will have access and be required to use the waste storage facilities.
- Any area where a refuse vehicle would travel would have a minimum 4.5m clear headroom provided.
- Regular compaction of waste (via Eurobin compactor).

6.2 Swept Path Analysis

REFUSE VEHICLE ACCESS

6.2.1 Similarly, to the delivery vehicles, the maximum vehicle length of the proposed refuse vehicle would also be 8m. These vehicles would be provided by private contractors. Refuse vehicles would also be required to approach the Site from the south and would be informed of this access restriction when pre-booking a delivery slot.

6.2.2 Refuse vehicles would enter the Site via Park Street and perform a manoeuvre within the Site before being loaded.

6.2.3 The bins would be moved by FM to the loading bay in advance of the refuse vehicle arriving at the Site. Once loaded, the vehicle would then exit via Park Street in forward gear.

6.2.4 Swept path analysis for the required manoeuvres is provided in Figure 6.2.

STORAGE
FFL: - 6.40m

STAIR 2

GOODS LIFT 2

GOODS LIFT LOBBY 2

FF LOBBY 2

MV SWITCH ROOM
FFL: - 6.40m

TRANSFORMER AND LV SWITCHGEAR (RETAIL)
FFL: - 6.40m

TRANSFORMERS (LANDLORD)
FFL: 6.40m

1.35

0.90

1.15

1.10

1.70

2.10

REFUSE STORE
FFL: - 6.40m

1.45

RAINWATER
FFL: - 6.40m

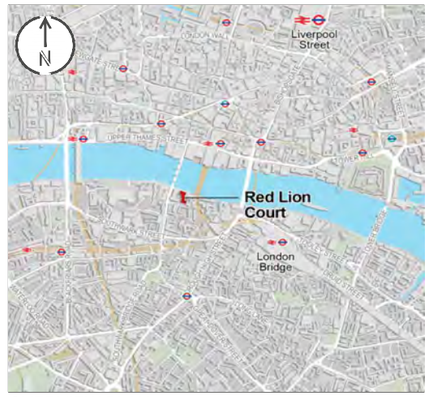
LS GEN SWITCH-

NOTES

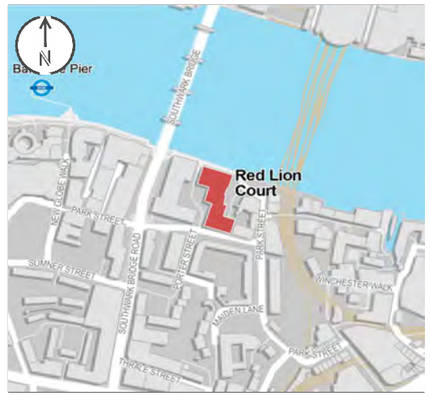
1. Do not scale from this drawing , work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. Proposed basement floor plan supplied by BIG on 04/03/2022, drawing number PA-40-B2.

KEY

- 15x 240L Wheeled bin
- 20x 360L Wheeled bin
- 5x 1100L Eurobin
- Bin route between Refuse Store and Goods Lift 2
- Bin puller
- Waste compactor



OVERVIEW PLAN



LOCATION PLAN

FIGURE 6.1

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
C	27/04/22	SUBMITTED FOR APPROVAL	AD	JT	JM
B	14/04/22	Minor amendments	IH	JT	JM
A	01/04/22	First Issue	IH	JT	JM

momentum transport consultancy

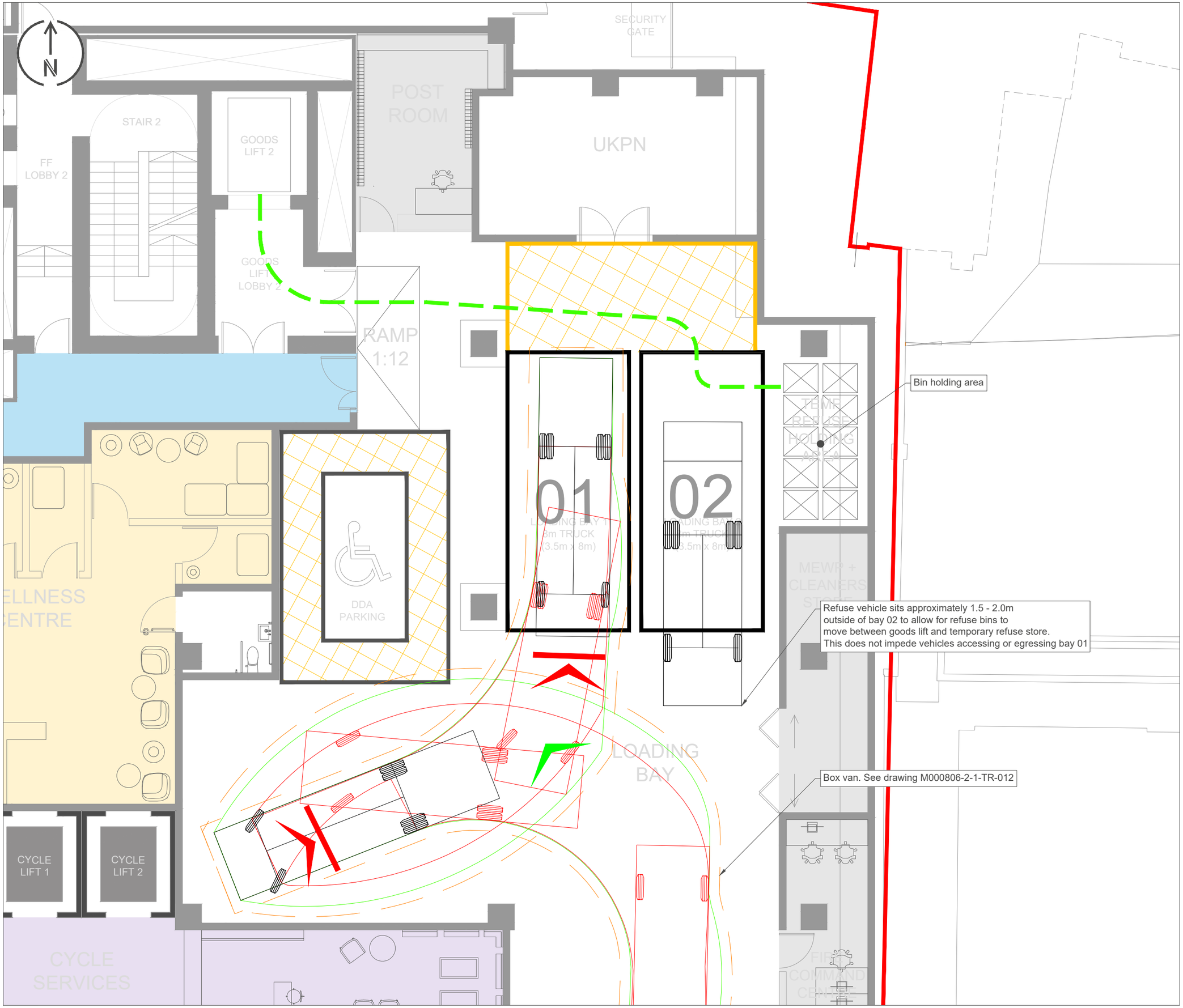
CLIENT: Landsec

JOB TITLE: RED LION COURT

DRAWING TITLE: WASTE STORAGE ARRANGEMENT

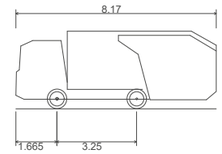
STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-DR-012	C	1:100



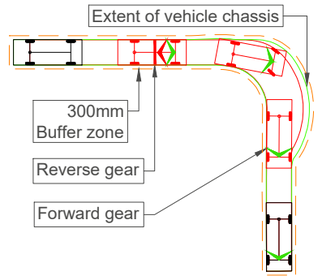
NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This drawing is for discussion purposes only.
4. Base Map is based on topographical survey "MSA SURVEY_5504_T_201023_PLANS".
5. See drawing M000806-2-1-TR-012&013 for swept path analysis of bay 01 & 02
6. Swept path analysis is based on the following vehicles traveling at 5mph.



Phoenix 2-09N (with Elite 2 4x2 chassis)	
Overall Length	8.170m
Overall Width	2.250m
Overall Body Height	3.162m
Min Body Ground Clearance	0.367m
Track Width	2.250m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.550m

KEY



Bin route between Goods Lift 2 and Temporary Refuse Store

FIGURE 6.2

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
B	27/04/22	SUBMITTED FOR APPROVAL	AD	JT	JM
A	14/04/22	FIRST ISSUE	IH	JT	JM

momentum transport consultancy

CLIENT: Landsec

JOB TITLE: RED LION COURT

DRAWING TITLE: PARK STREET
SERVICE YARD ACCESS
PARKED REFUSE VEHICLE IN BAY 02

STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-TR-026	B	1:100

7. DSP MEASURES

7.1 Introduction

7.1.1 This section of the report sets out the proposed DSP measures; the benefits they offer; implementation and their timescales; and responsibility to take them forward to encourage sustainable freight.

7.1.2 The measures aim to achieve the DSP objectives and minimise the impact of the delivery and servicing vehicles forecast to access the development. Table 7.1 sets out the proposed DSP measures.

7.2 DSP Measures

CONSOLIDATION

7.2.1 A consolidation strategy (25%) is proposed as part of the servicing strategy for the Site. Deliveries would be consolidated away from Site at a regional consolidation centre before arriving at Site. This would further help to reduce the number of servicing vehicles on the highway network as a result of the Proposed Development.

7.2.2 The consolidation strategy would not include perishable goods such as food items for consumption.

7.2.3 The consolidation strategy would be activated and implemented at the appropriate time for the building's occupation levels. This would be discussed with LBS at the relevant time when preparing the detailed DSP report.

BOOKING SCHEDULE

7.2.4 The Proposed Development would operate a delivery booking system whereby all delivery and servicing vehicles requiring access to the Site must book an allocated time slot via an online database. This would be communicated to all suppliers and consolidation centres to enable the FM team to ensure that the capacity of the servicing area is not exceeded at any one time.

7.2.5 Vehicles that do not book an allocated slot would not be permitted to enter the Site and would be required to return to the Site when they have a pre-booked slot. Unauthorised vehicles would be assisted by Banksmen / FM to safely reverse out and pull into Porter Street before leaving the area via Park Street if they attempt to access the Site.

7.2.6 The Facilities Management team would be in full control of the booking system, and should spare capacity be available, the manager may on occasion be able to permit same day deliveries at short notice. This would represent a rare occurrence and be contingent on the booking system being adhered to and carefully managed daily.

7.2.7 As roughly 25% of delivery vehicles accessing the Site would be arriving from a consolidation centre, vehicles and drivers would be aware of the requirement to pre-book a delivery slot prior to arrival at the Site.

DELIVERY TIMES

7.2.8 It is proposed that deliveries would be taken in accordance with LBS Technical Guidance for Noise with consideration for periods outside of peak pedestrian and cycle periods.

7.2.9 This would also remove any servicing vehicles associated with the Site from the wider highway network during peak periods.

7.2.10 The proximity of local residents to the site means that the technical guidance for noise would be followed and strictly complied with to ensure no unnecessary disturbance.

CARGO BIKES

7.2.11 Two cargo bike parking spaces are proposed in order to provide additional delivery capacity for the Site but also for neighbouring buildings. The use of cargo bike parking spaces would not require a delivery slot to be pre-booked.

7.2.12 This provision has not been considered within the delivery calculations and represents further additional servicing capacity. The use of cargo bikes would also provide a servicing function with additional flexibility, increasing the Site's ability to react to bespoke site requirements in the future especially during periods when vehicles are restricted from accessing the Site.

7.2.13 The cargo bike spaces would be provided at grade alongside the other short stay cycle parking.

7.2.14 Cargo bikes are beneficial as they can be used at all times during the day and will reduce the need for deliveries to be made using traditional vehicles with polluting combustion engines.

7.2.15 The use of cargo bikes would reduce congestion in the loading bay and reduce the number of vehicles needed to access the site.

Table 7.1: DSP Measures

Measure	Description	Benefit	Timescale	Responsibility
Management of the DSP				
Adoption of the DSP	Involvement of Facilities Management / Tenants at the earliest stage is important to ensure that the DSP is active and a living document	More policies can be implemented, and better results delivered	Upon occupation	Applicant
Assign responsibility of the DSP to the Travel Plan Coordinator (TPC)	TPC to be responsible for managing the ongoing development, delivery, and promotion of the DSP	To ensure that the DSP is taken forward and delivered	Upon occupation	Facilities Management / Tenants
iTRACE/TRAVL compliant surveys	Surveys of all servicing and delivery movements occurring throughout a typical weekday (connected to booking schedule)	To inform the future development of the DSP and to quantify progress	One year after occupation	TPC
Raise awareness and promote DSP initiatives	Provide site information and promote the DSP to tenants, facilities management, and other key stakeholders	To promote the measures and targets of the DSP to a wide audience	Upon occupation and ongoing	TPC
Training of staff	All staff associated with the delivery and servicing of the development be required to undertake appropriate training	To ensure staff are aware of and understand the measures of the DSP in order to implement them effectively	Upon occupation	TPC
Tenant awareness	Ensure all tenants are made aware of the DSP and its requirements upon entering tenancy agreement	To ensure all tenants are aware of the DSP and its likely implications	Prior to tenant occupation	Landlord / Facilities Management

Reducing Delivery and Servicing Trips				
Access routes for servicing and deliveries	Provide sufficient space for servicing vehicles to access and deliver to site	To minimize the impact of the development on the public highway	To be implemented with design measures	Design team
Reducing Delivery and Servicing Trips				
Use of local resources / suppliers	Encourage the relevant purchasing departments and tenants to source items locally or from the same supplier where possible	To reduce the number of delivery vehicle trips to the development	Within one year of occupation	TPC
Consolidation strategy	Reduce the number of delivery vehicles by 25% through consolidating deliveries to the development and undertake deliveries outside of peak hours where possible	To minimise the impact of the development on the public highway	Upon occupation and ongoing	TPC / Facilities Management / Tenants
Last mile solutions	Encourage further use of last mile solutions such as cargo bikes to reduce the number of delivery vehicles	To reduce the number of delivery vehicle trips to the development	Upon occupation and ongoing	TPC / Facilities Management / Tenants
Delivery and Servicing Operations				
Site information	Produce information booklets showing suppliers delivery and servicing facilities, access arrangements and management procedures	To avoid any confusion regarding access, process, and to encourage deliveries to occur outside of peak hours where possible	Upon occupation	TPC
Freight Operator Recognition Scheme (FORS)	Use of suppliers who are FORS members and encourage non-FORS	Benefits towards driver behaviour training, fleet management, safety, and reduced emissions	Within six months of occupation and ongoing	TPC

	members to sign up to the scheme			
Delivery booking system	Ensure all suppliers are signed up to delivery booking and ANPR system to effectively manage loading bay capacities and avoid disruption to local highway network	To improve the efficiency of the loading bays and to reduce the risk of vehicles conflict over capacity	Within one year of occupation	TPC

8. DSP MANAGEMENT STRATEGY

8.1 Introduction

8.1.1 This section of the report sets out the proposed management strategy for the DSP, including raising awareness and the review and monitoring programme.

8.2 Management of the DSP

8.2.1 Following completion of the development, the DSP would be implemented prior to commencement of operations. The Applicant would work with the delivery and servicing suppliers to ensure that the DSP is implemented successfully with a view to achieving ongoing improvements in sustainable practices.

8.2.2 The Travel Plan and DSP are interlinked and therefore the management of both strategy documents would form part of the same role for the Travel Plan Coordinator.

8.3 Raising Awareness

8.3.1 To ensure that the DSP is effective, staff would need to be made aware of the DSP strategy, including the following:

- What the DSP is
- Benefits of implementing the DSP
- What they can do to improve the DSP
- How service vehicle movements impact on the local community and transport networks

8.3.2 In addition, staff training would assist in reducing the vehicle movements to and from the Site and should help to avoid congestion on the local roads.

8.3.3 A freight vehicle survey would also be required which would inform the facilities management team about the vehicle movements to and from the Site and would provide them with data to use to develop the DSP.

8.3.4 The review and monitoring of the DSP would be undertaken by the Travel Plan Coordinator. This person would be responsible for organising the required surveys, monitoring, and reviewing of the delivery and servicing information recorded and disseminating this to and liaising with LBS.

8.4 Review and Monitoring Programme

8.4.1 The DSP would be reviewed and monitored one, three and five years after commencement of operations to measure performance against the plan and to identify further improvements where possible.

8.4.2 The first stage of this process would be to undertake a detailed vehicle survey for all delivery and servicing vehicles coming to the Site during the first six months of occupation.

8.4.3 The surveys would be based on TfL guidelines and would include questions regarding the frequency of visits; vehicle type; supplier information; type of goods/material delivered; capacity of vehicle used; frequency of deliveries arriving outside delivery slots; quantity and size; access; and arrival and departure routes.

8.4.4 Following implementation of the DSP, it should remain a live document to be continuously monitored and updated. This would be the responsibility of the Travel Plan Coordinator. The continued review and monitoring programme for the DSP is shown in Table 8.1.

Table 8.1: DSP Monitoring Measures and Programme

Action	Timescale
Produce and implement the DSP	Within three months of commencement of operations
Delivery and servicing vehicle survey	Within six months of commencement of operations
Establish baseline times for delivery and servicing completion at the goods yard	Within six months of commencement of operations
Future surveys completed to update the DSP	Within the first and second years
Feedback information to the stakeholders and LBS regarding the servicing and delivery arrangements and other related issues	Quarterly, following meetings with stakeholders
Review of the performance of delivery and servicing contractors in terms of sustainability and efficiency, and if necessary, consider other options	Within first year
Strategic review of the DSP	Within six months of commencement of operations, then annually thereafter

9. SUMMARY

9.1.1 This DSP outlines the intended delivery and servicing strategy for the Proposed Development at Red Lion Court (46-48 Park Street). The strategy has been prepared in full consideration of current national, regional, and local transport policy relating to delivery and servicing arrangements at proposed development sites in the London Borough of Southwark.

9.1.2 The strategy has also been developed with consideration of comments raised by local residents, which have been responded to within the Servicing Management Plan and Waste Strategy.

9.1.3 The DSP covers the following:

- DSP objectives
- Policy Context
- Development Proposals
- Proposed Delivery and Servicing Strategy
- Trip Rates and Vehicle Assumptions
- Waste Management Strategy
- DSP Measures
- DSP Management Strategy – Monitoring and Review

9.1.4 The proposed delivery, servicing and waste management strategies have been detailed within this document including the forecast delivery trips associated with the development and proposed consolidation measures.

9.1.5 A set of initial measures and potential targets have been set out within this DSP which would be further developed upon occupation of the Site and through reviews by the application with any tenants or occupiers.

9.1.6 The implementation of this DSP would adequately mitigate any impacts of the forecast servicing movements of the Proposed Development.

APPENDIX F – ATZ KEY ROUTES SURVEY REPORT

momentum
transport consultancy

RED LION COURT

Active Travel Zone Neighbourhood Key Routes Survey

27/04/2022

TABLE OF CONTENTS

Tables

Figures

1. INTRODUCTION

1.1 Introduction

1.1.1 An Active Travel Zone (ATZ) key routes survey has been undertaken in relation to the proposed development site at 46 – 48 Park Street located in the London Borough of Southwark (LBS).

1.1.2 The proposed development consists of the following:

"Demolition of the existing above ground building and part-basement and redevelopment of the Site to provide an 11-storey plus basement building providing office, retail, restaurant and wellness uses alongside external terraces, landscaping, public realm works, new plant equipment, cycle parking spaces and other associated works."

The results of the survey undertaken are summarised hereunder. This document is an Appendix to the main Transport Assessment document and should be read in conjunction with this.

1.1.3 The ATZ key routes survey was undertaken on Wednesday 11th January 2022, between the hours of 09:00 and 11:00. Photographs were taken at approximate 150m intervals along each route, indicating the local context at each location and any existing issues.

1.1.4 Each photograph has an ID referring to the particular route type as follows:

- 'W' – walking route to key locations within the vicinity of the site.
- 'C' – cycle route to segregated cycling infrastructure

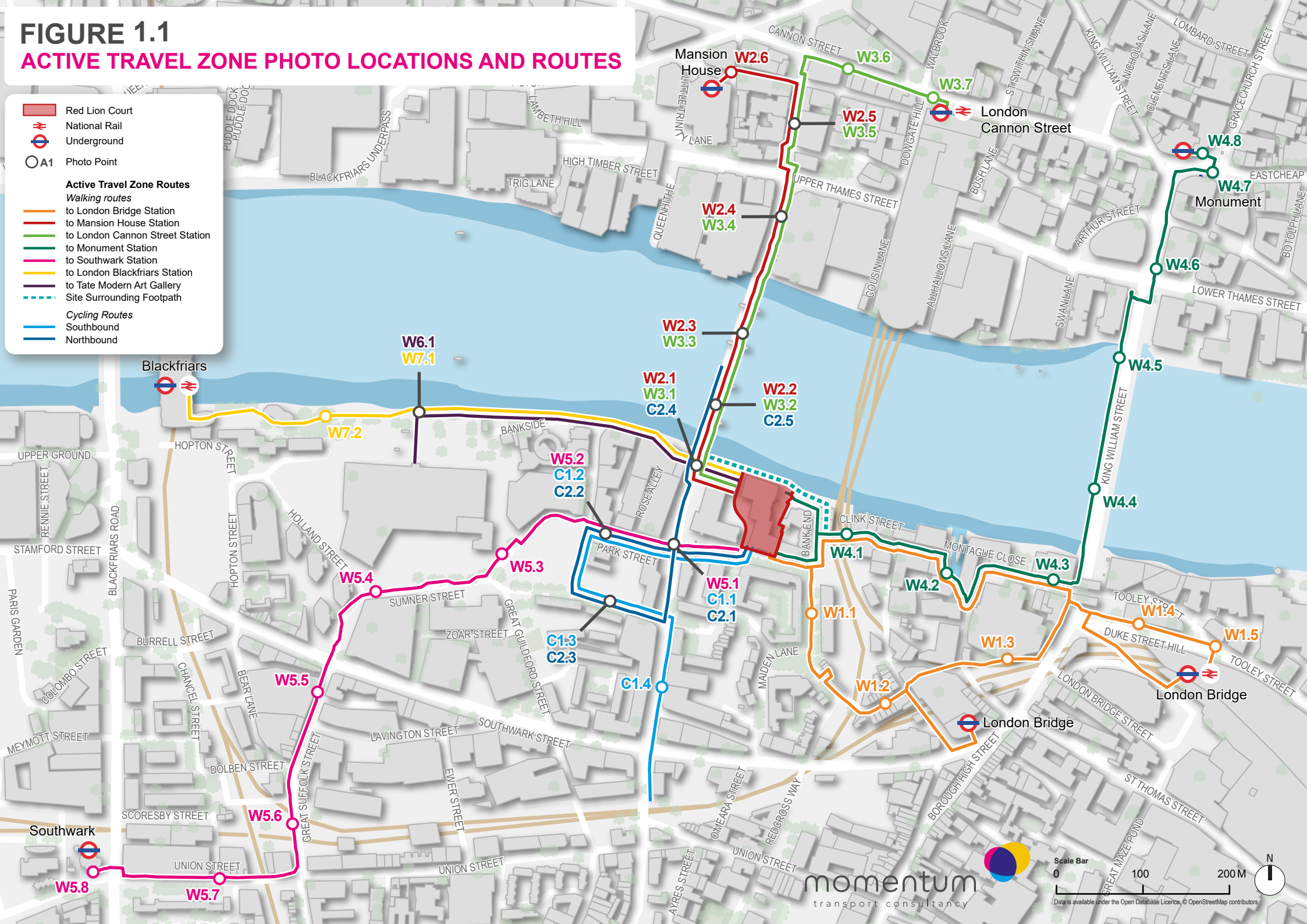
1.1.5 This assessment comprises an analysis of the eleven identified key active travel routes to key destinations:

- W1 - Walking route to the Site from London Bridge Station
- W2 - Walking route to the Site from Mansion House London Underground
- W3 - Walking route to the Site from Cannon Street Station
- W4 - Walking route to the Site from Monument London Underground
- W5 - Walking route to the Site from Southwark London Underground
- W6 - Walking route to the Site from Tate Modern Museum (Millennium Bridge / Bankside River Pier)
- W7 - Walking route to the Site from Bankside River Pier
- C1 - Cycling route to the Site from the South
- C2 - Cycling route to the Site from the North

1.1.6 The routes identified above are indicated in Figure 1.1. Issues have been identified for each of these routes, along with suggested improvements.

1.1.7 To avoid repetition, route photographs and descriptions have not been repeated where they overlap. As the proposed development would have entrances on both Park Street and the Bankside River quay, the end point for each route has been determined by the quickest route from each location of route origin.

FIGURE 1.1
ACTIVE TRAVEL ZONE PHOTO LOCATIONS AND ROUTES



2. ROUTE DESCRIPTION

2.1.1 This section of the document provides a brief summary of the key routes in the ATZ of the proposed development.

2.1.2 For route times, Google Maps walking speeds and assumptions were referred to. Google Maps uses an average walking speed of 3mph (4.8km/h) though this does vary depending on gradient and distance travelled.

2.1.3 The routes below were chosen based partially on Google Maps data (which selects the fastest route) and on logical assumptions around how pedestrians in the local area might act with regard to crossing points and walking lines.

2.1.4 As a consequence of the above, certain image locations deviate slightly from the Google Maps suggested route. Where appropriate, this has been highlighted with arrows marking the true image location.

2.1.5 To ensure a broad coverage of the area, different routes were incorporated into the survey to give multiple possible routes.

WALKING ROUTE TO THE SITE FROM LONDON BRIDGE STATION

2.1.6 The walking route to the site from London Bridge Station runs through Borough Market and connects the Site with rail services to the south of London on Southern, South Eastern and Thameslink railway operators.

2.1.7 The walking route is 630m and takes less than ten minutes. During peak hour, this route typically experiences high pedestrian flows.

2.1.8 An alternative walking route is available via Tooley Street and Montague Close; this route is summarised below as part of W4.

2.1.9 We predict that depending on local conditions (time of year, time of day, weather and traffic) different routes may be selected. For example, during heavy rain, pedestrians may prefer to traverse Borough Market rather than walk along the Thames River Path.

WALKING ROUTE TO THE SITE FROM MANSION HOUSE LONDON UNDERGROUND

2.1.10 The walking route to the site from Mansion House Underground runs over Southwark Bridge and connects the Site with District and Circle Line London Underground services.

2.1.11 The walking route is 605m and takes approximately seven minutes via a signalised crossing across Upper Thames Street.

2.1.12 The area outside Mansion House Underground on Garlic Hill has potential to be improved for pedestrian experience as the footways here are currently very narrow and the surfaces uneven.

WALKING ROUTE TO THE SITE FROM CANNON STREET STATION

2.1.13 The walking route to the Site from Cannon Street Station takes slightly longer than that from Mansion House but also traverses the Thames using Southwark Bridge.

2.1.14 The walking route is 713m and takes approximately nine minutes.

2.1.15 There is potential to improve the green cover on this route as the experience currently contains very limited green cover and the air quality is noticeably poor.

WALKING ROUTE TO THE SITE FROM MONUMENT LONDON UNDERGROUND

2.1.16 The walking route to the Site from Monument Underground connects the Site to the District and Circle Line London Underground services via London Bridge.

2.1.17 It takes approximately 13 minutes to walk the 960m route via London Bridge. The southern end of London Bridge contains limited crossing points, and some pedestrians were observed to cross the bridge informally in an unsafe manner.

WALKING ROUTE TO THE SITE FROM SOUTHWARK LONDON UNDERGROUND

2.1.18 The walking route to the Site from Southwark Underground connects the Site to Jubilee Line London Underground services.

2.1.19 The route is approximately 1.1km and takes 14 minutes. The end of the route was considered to be more pleasant than the beginning as the area around the southern side of the Tate Modern Museum has been improved for pedestrians.

WALKING ROUTE TO THE SITE FROM TATE MODERN MUSEUM (MILLENNIUM BRIDGE & BANKSIDE RIVER PIER)

2.1.20 The walking route to the Site from the Tate Modern Museum (Millennium Bridge) connects the Site with pedestrian infrastructure in the form of the Millennium Bridge and the northern and southern Thames River Pathways.

2.1.21 The route is approximately 320m and takes three minutes. It is important to note that the future Site will include a pedestrian pathway and publicly accessible space between the Site and 1 Southwark Bridge Road (the adjacent site which is the former Financial Times office building) connecting Bankside Thames River Pathway and Park Street.

WALKING ROUTE TO THE SITE FROM LONDON BLACKFRIARS STATION

2.1.22 The walking route to the Site from London Blackfriars connects the site with both northbound and southbound rai services.

2.1.23 The route is 640m and takes approximately eight minutes. It is assumed that arriving persons would use the future northernmost entrance to the site via the Thames River Path.

CYCLING ROUTE TO THE SITE FROM THE SOUTH

2.1.24 Cyclists travelling to the Site from the south would use Cycleway 7 as far as Sumner Street. Cyclists would then turn left from Southwark Bridge Road (Cycleway 7) onto Sumner Street, before turning right onto Emerson Street and right again onto Park Street.

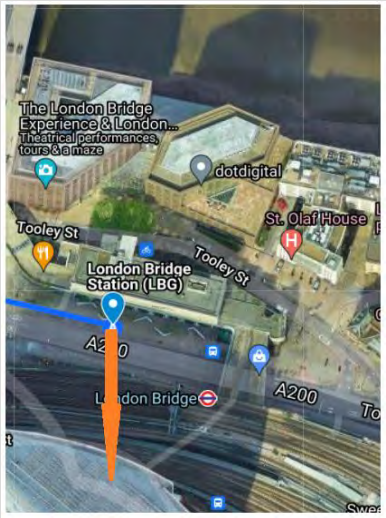
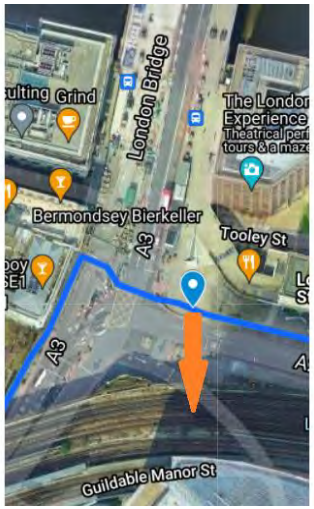
2.1.25 This slightly convoluted route is required to access the Site from Cycleway 7, as there is no cyclable connection to Park Street from Southwark Bridge Road (due to the level difference from Southwark Bridge to Park Street and no cycling infrastructure directly linking the two). The route from Cycleway 7 to the Site is approximately 320m and takes one minute.

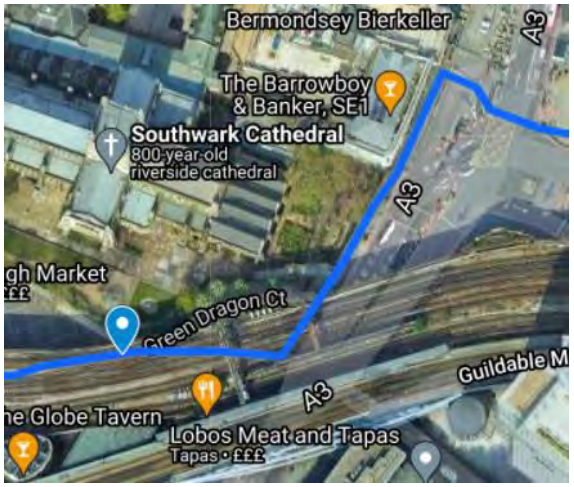
CYCLING ROUTE TO THE SITE FROM THE NORTH

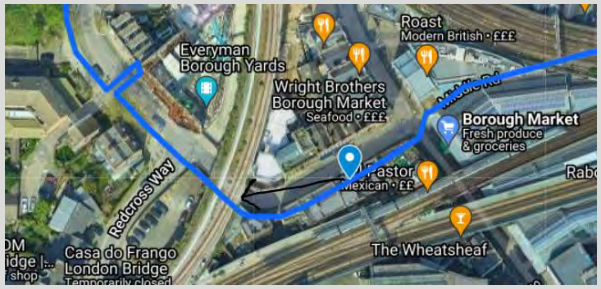
2.1.26 The cycle route to the Site from the north uses Cycleway 7 until Sumner Street. As in the above, cyclists are predicted to perform a series of turns to access the Site via Park Street, Emerson Street and Sumner Street. Access from the north is slightly more dangerous as cyclists must perform a right turn from Southwark Bridge Road into Sumner Street and there is currently no cycle lane or signalised junction in which to do this.

2.1.27 The route from Cycleway 7 to the Site is approximately 320m and takes one minute.

Table 2.1: W1 Walking Route to the Site from London Bridge Station

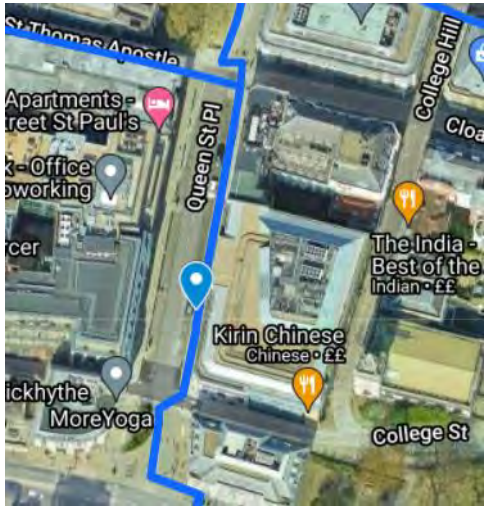
Photograph	ID	Location	Details of Route Issues / Observations
	W1.2		Good surfacing and good lighting as one exits the station platforms onto the causeway at this location. The location of this photo is approximately as indicated by the arrow shown in the image and is taken from the route exiting London Bridge station. It is busy during peak hours as commuters exit / enter the station.
	W1.2		Poor lighting, and pathways are slightly unclear. Many pedestrians cross the bus lane informally as pedestrian crossing options are limited. The provision of some new / improved wayfinding to different points of interest might be helpful. The location of this photo is approximately as indicated by the arrow shown in the image.

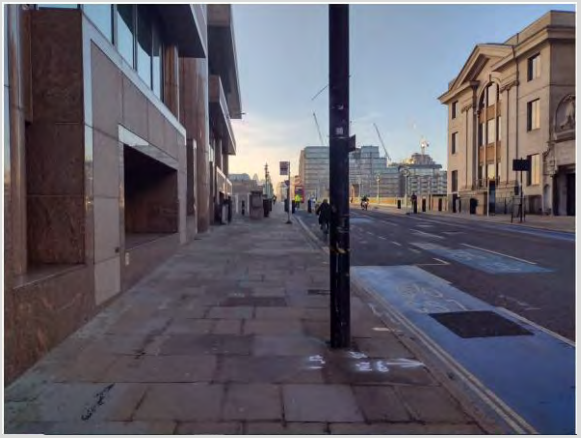
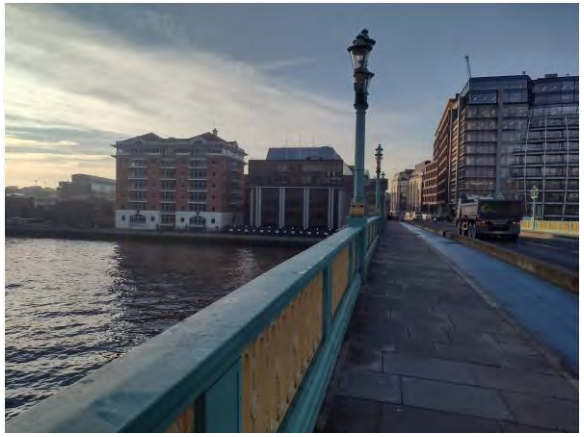
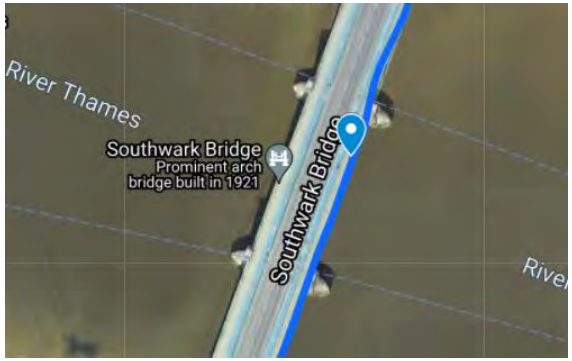
 **Most constrained section of route**	EXTRA		This photo (indicated by the pink arrow) is an additional photo as this was the most constrained section of the route. The stairs are relatively wide, but the footway underneath tapers to become much narrower. There is no disabled access or ramp provided as an alternative to the stairs.
	W1.3		The quality of the surfacing is mixed. Some areas are more uneven than others through Borough Market, making wheelchair or mobility scooter access difficult. In general, however, the footways are wide and easily navigable. Pedestrians are slightly blinded as they emerge out of this rail tunnel and onto Bedale Street to cross. Bedale Street is not pedestrianised and a warning sign to remind pedestrians of this could be useful.

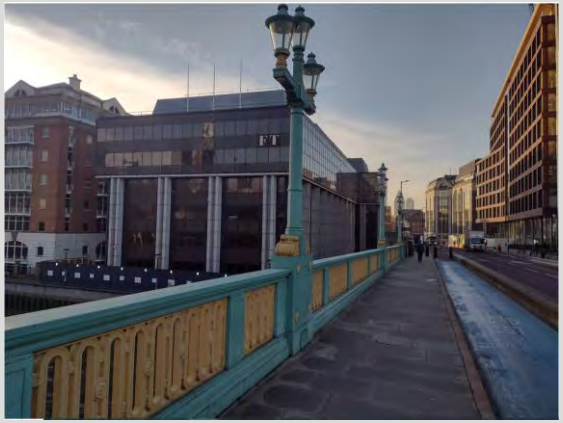
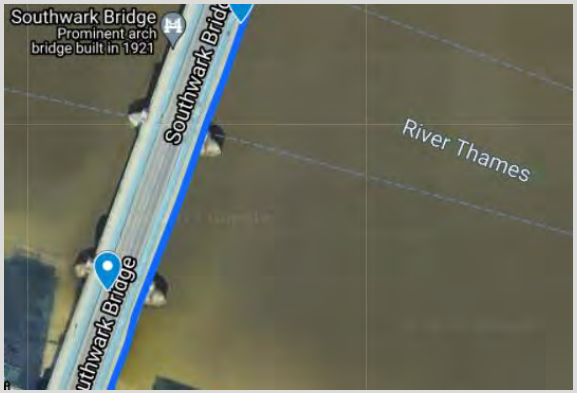
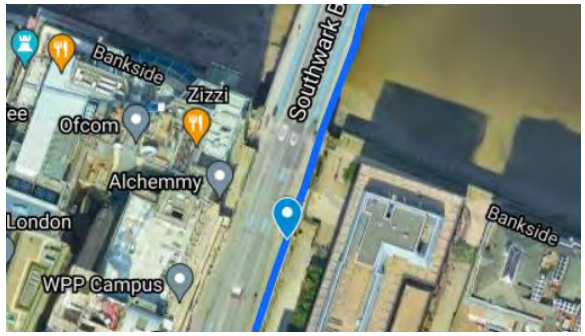
	W1.4		This image was taken on Park Street under a Cannon Street line rail viaduct. The footway is narrow and there is poor cycling infrastructure (cycle lane markings are inconsistent and very faded). This corner is also blind for pedestrians, cyclists, and vehicles. This, combined with the confusing cycling markings, could make this area particularly dangerous for cyclists if they met oncoming vehicles at this point.
	W1.5		This image was taken on Park Street looking north towards the site. There are adequate footways, but the on-street cycling infrastructure could be considered poor (despite the fact that there is a TfL Santander cycle hire stand located here). This means that docking a cycle here could be more dangerous than in other locations, however, it is noted that vehicle volumes along this stretch are relatively low.

	SITE (Park Street)		This is an image of the Site taken from the Park Street entrance. The carriageway and footways are quite narrow and there is very limited cycling infrastructure. However, it is again noted that Park Street is not a major route for vehicular traffic, and traffic volumes were observed to be low during the assessment. Whilst cycling infrastructure is lacking, the road does not feel overly unsafe for cyclists.

Table 2.2: W2 Walking Route to the Site from Mansion House London Underground

Photograph	ID	Location	Details of Route Issues / Observations
 **Most constrained section of route**	W2.1		This image was taken on Garlic Hill outside Mansion House London Underground station. The footways are narrow due to the medieval street layout in the City of London at this location. The curbs are also high and uneven. There is limited cycling infrastructure, though the carriageway was not frequently used by vehicles. Pedestrianisation of this stretch could be considered along with paving improvements.
	W2.2		This image was taken facing southward on Queen Street Place. There is a Santander Cycle hire docking station located here and a large amount of pedestrian activity. The pedestrian crossing on Upper Thames Street is large and easily navigable. There is potential for urban greening at this location. This would be welcome as the air quality is poor and there is a current lack of green cover.

	W2.3		This image was taken facing southwards towards Southwark Bridge. The footway is wide, but there is a lack of green cover here and air quality is poor. Some urban greening at this location would improve the street experience.
	W2.4		This location is on Southwark Bridge. The footway is wide and there is also limited greenery at this location; however, it is noted that, due to the width of the bridge, green cover here may be difficult to install.

	W2.5		This location is on Southwark Bridge. There is a wide footway for pedestrians. Limitations for streetscape improvements are acknowledged due to the location on a bridge.
	W2.6		This image was taken on Southwark Bridge Road. It is assumed that this bus stop is no longer in use (and will be removed in the future), as the segregation barriers would not permit a bus to cross into the cycle lane. There are steps leading to the Thames River Path.

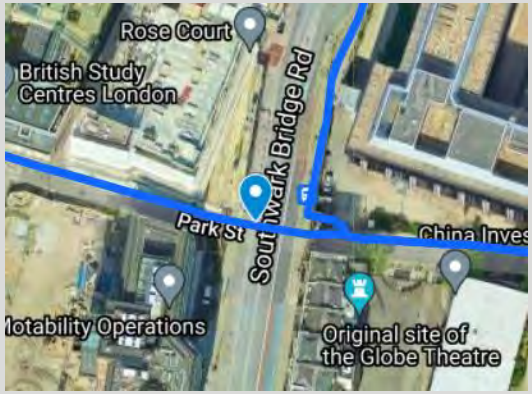
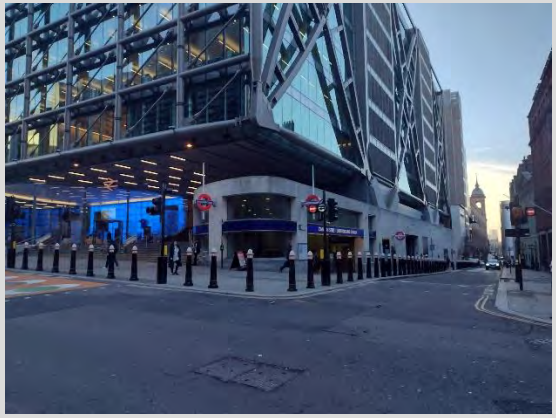
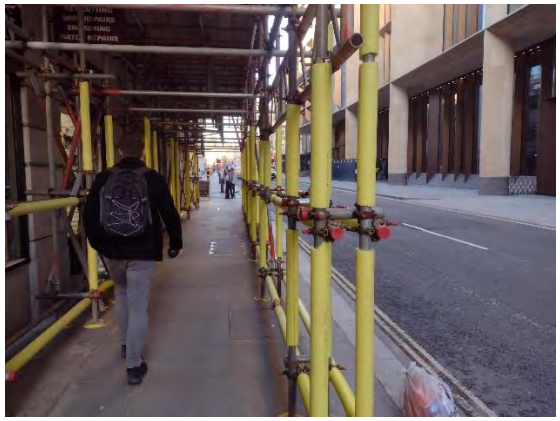
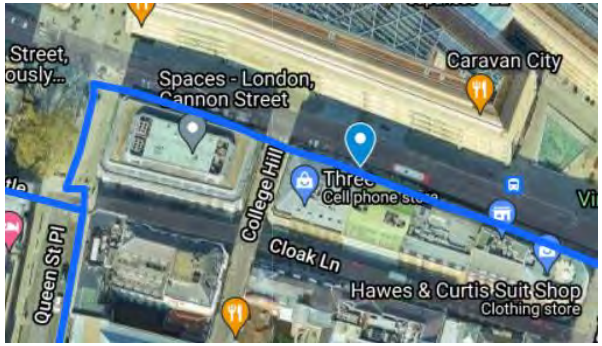
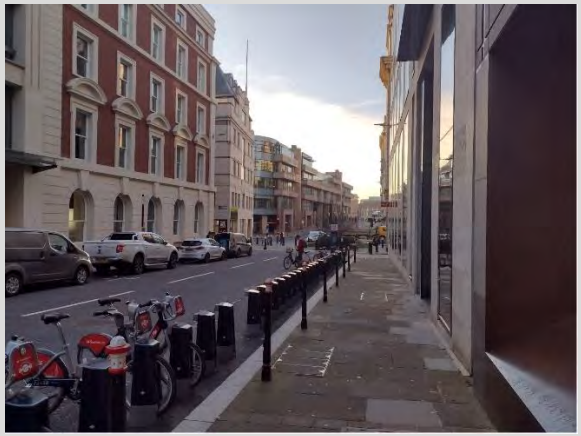
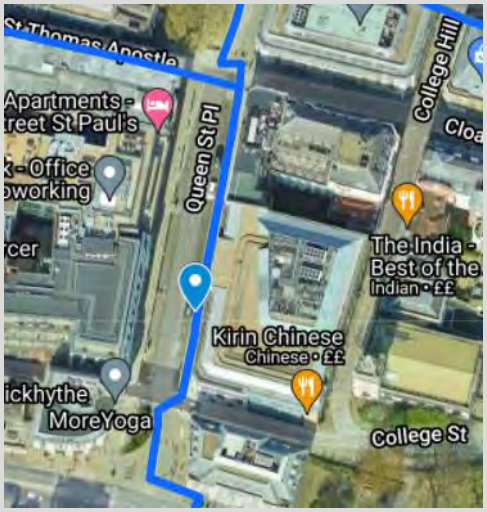
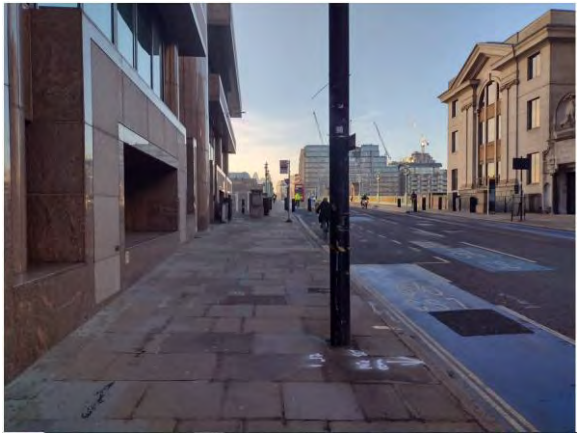
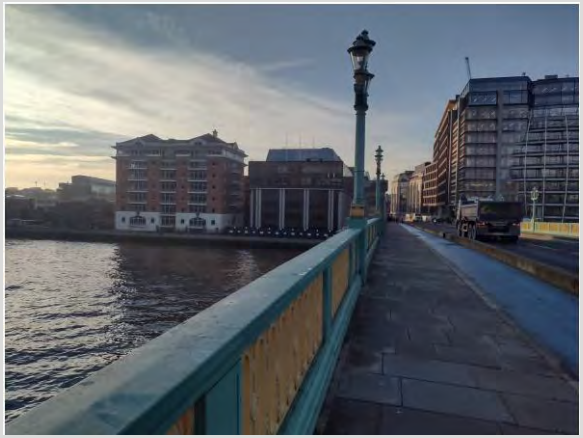
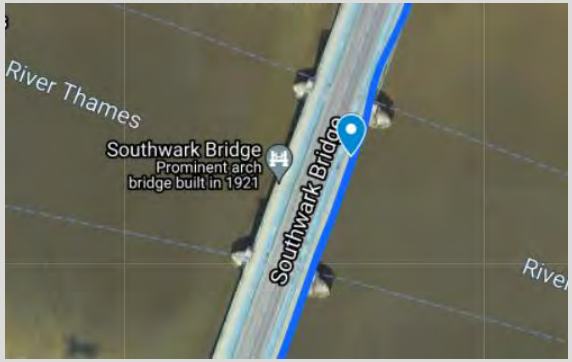
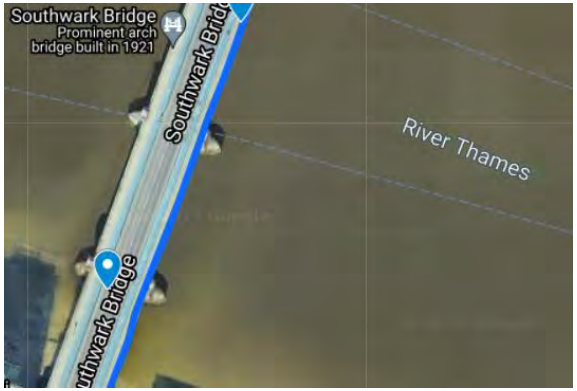
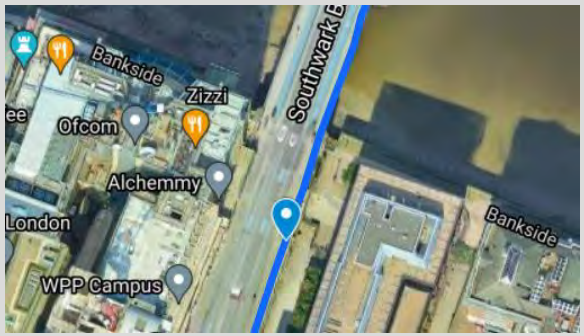
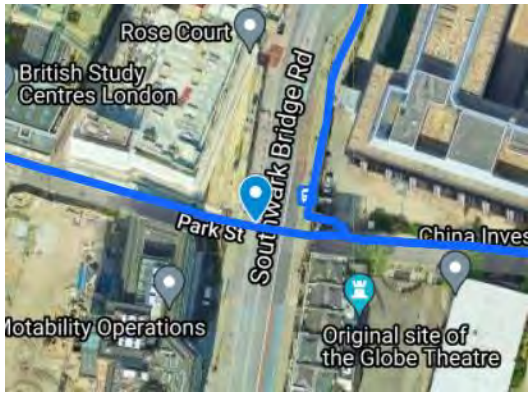
	W2.7		This image was taken on Southwark Bridge Road facing east towards the Site. There are stairs at this location leading to Park Street (though no ramp or elevator for disabled access). The steps are wide and there is good lighting along them.
	SITE (Park Street)		As above Site location point.

Table 2.3: W3 Walking Route to the Site from Cannon Street Station

Photograph	ID	Location	Details of Route Issues / Observations
	W3.1		This image was taken outside Cannon Street station. The pedestrian facilities here are good and the crossing points are clear. There is a lack of green cover. Improvements could include installing planters and green areas to increase the air quality and street scene at this central London location.
	W3.2		This image was taken on Cannon Street looking west on the southern footway. The footway width was reduced due to construction works (and associated scaffolding). There is a lack of green cover at this location. The footways are wide and accommodate the large number of pedestrians making their commute through Cannon Street station.

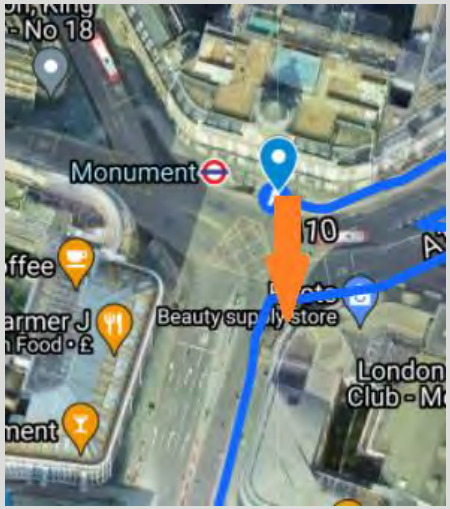
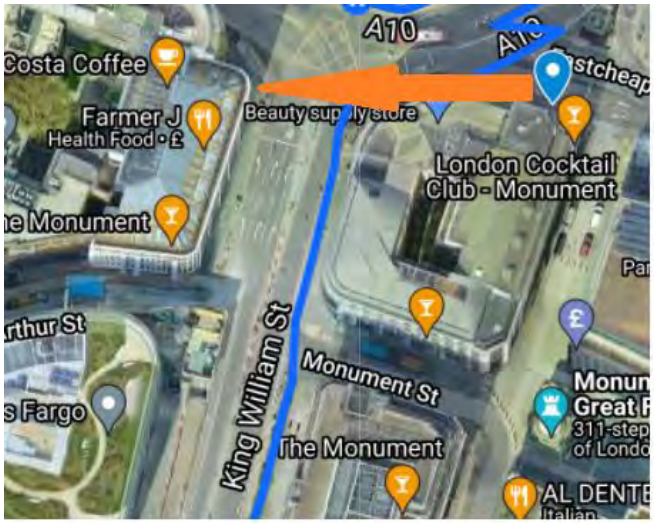
	W3.3		The same as W2.2.
	W3.4		The same as W2.3.

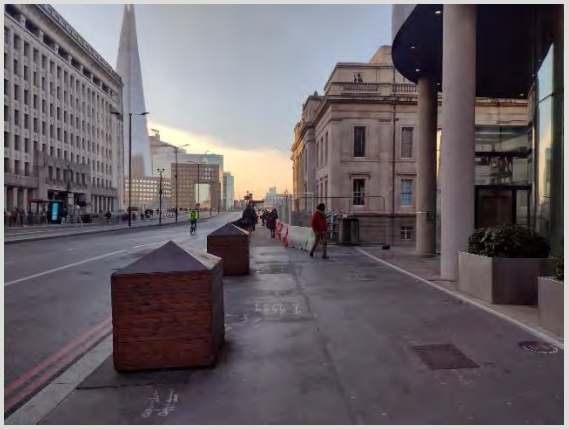
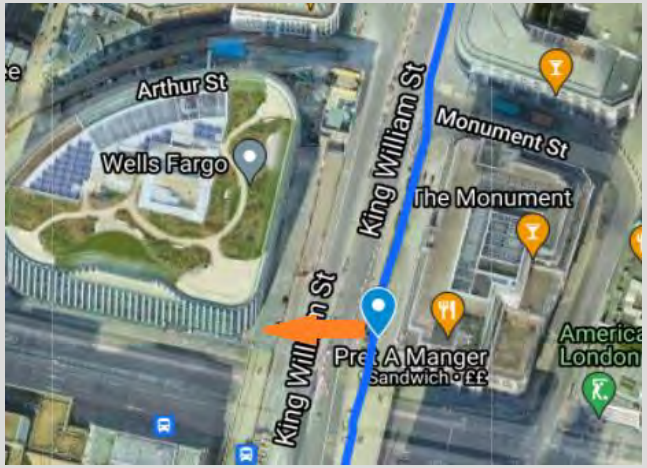
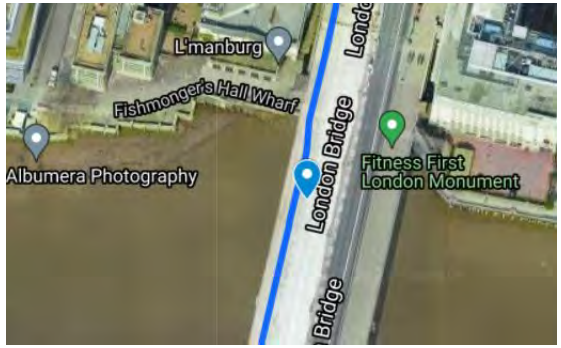
	W3.5		The same as W2.4.
	W3.6		The same as W2.5.

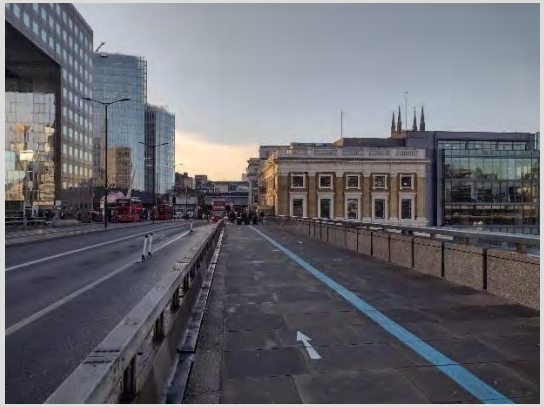
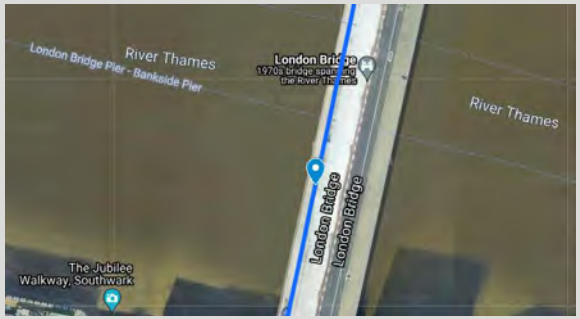
	W3.7		The same as W2.6.
 **Most constrained section of route**	W3.8		The same as W2.7.

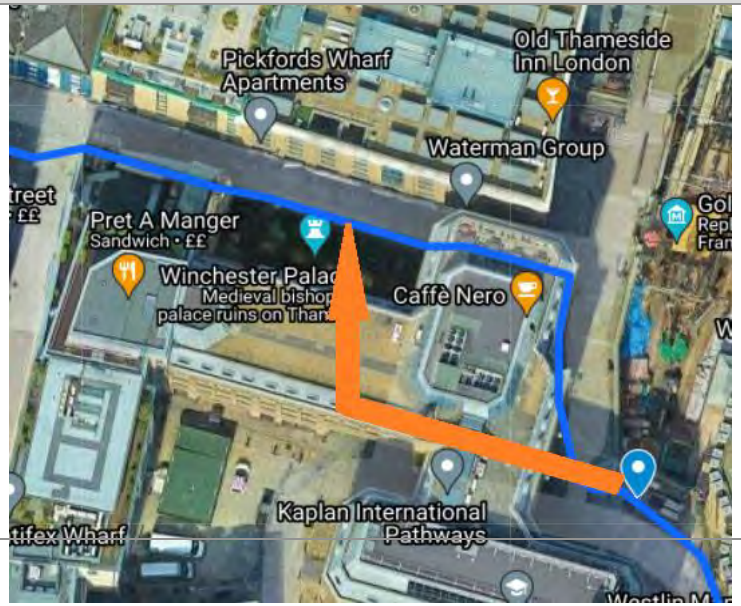
	SITE (Park Street)		As above Site location point.

Table 2.4: W4 Walking Route to the Site from Monument London Underground

Photograph	ID	Location	Details of Route Issues / Observations
	W4.1		This image was taken at Monument London Underground station facing south. The footways are relatively narrow due to the station entrance being located here. There are good crossing opportunities throughout the junction. This location was slightly changed due to the junction subway system.
	W4.2		This image was taken on King William Street facing south. The location is slightly different to the one suggested by Google Maps as this was a more logical route that a pedestrian might take. The footways are adequate, however there is a lack of green cover in the locale. This image location was slightly changed to reflect the pedestrian crossing.

Photograph	ID	Location	Details of Route Issues / Observations
	W4.3		This image was taken on King William Street facing south. The location for this image is different to the one suggested by Google Maps as this was a more logical route that a pedestrian might take. The footway is wide but there is a lack of green cover.
	W4.5		This image was taken on London Bridge facing south. The footways are wide and there is a good railing separating the footway from the cycle lane.

Photograph	ID	Location	Details of Route Issues / Observations
	W4.6		This image was taken on London Bridge facing south. Similar to the above, the footways are wide with a separating railing. A crossing location here would be useful as some people cross informally due to a lack of crossing points on the south side of the bridge. There is no green cover.
 **Most constrained section of route**	EXTRA		This is an additional image of the stairs leading from London Bridge to Montague Close. Many people use these stairs as it leads to the Thames River Path. The stairs are currently narrow and not adequate for the large number of people that use them. There is also no ramp or elevator for disabled access. The pink arow indicates the image location.

Photograph	ID	Location	Details of Route Issues / Observations
	W4.7		This image was taken on Montague Close facing east. The footways are too narrow for the large number of pedestrians accessing the Thames River Path. Many use this area for exercise, and it would be a substantial improvement if this road was pedestrianised – at least during the day when it is heavily frequented.
	W4.8		This image was taken outside Winchester Palace on the Thames River Path. The location was changed as this area presented a more realistic display of the surroundings for a pedestrian. The footway is wide, and the surface is even.

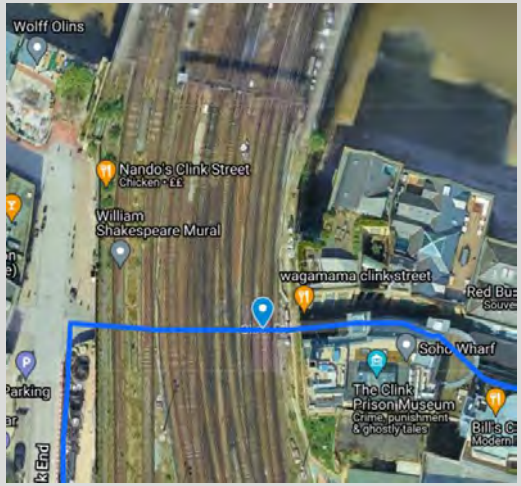
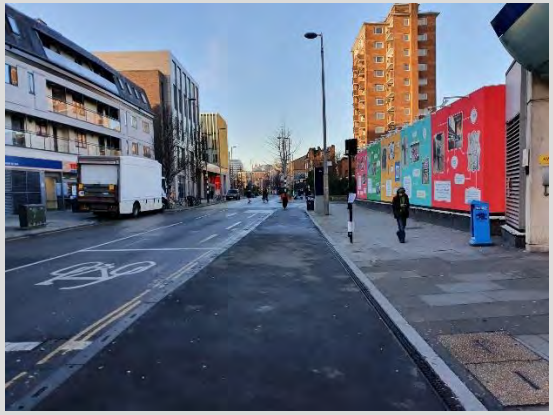
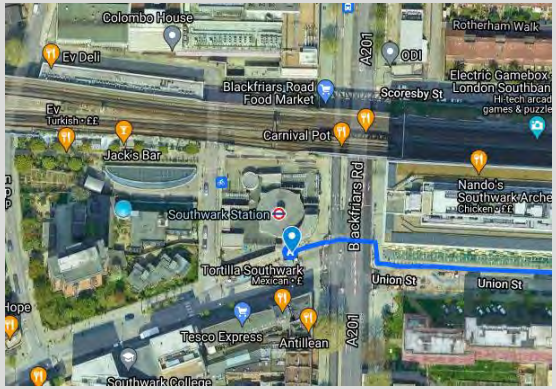
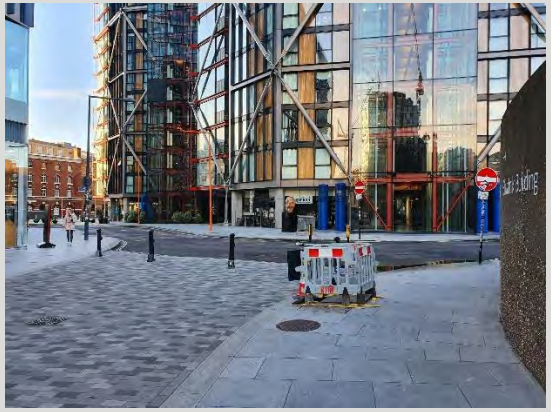
Photograph	ID	Location	Details of Route Issues / Observations
	W4.9		This image was taken on Clink Street near the Cannon Street Rail Bridge. The footways are wide, and the surfacing is even. There is a lack of green cover in the area, and this could be addressed as this would improve pedestrian experience.
	SITE (Park Street)		As above Site location point.

Table 2.5: W5 Walking Route to the Site from Southwark London Underground

Photograph	ID	Location	Details of Route Issues / Observations
	W5.1		This image was taken outside Southwark London Underground station. The area is busy with pedestrians, and there are wide pavements and a crossing point to accommodate the large volume of pedestrians. The area has high levels of noise and there is some shade cover available.
	W5.2		This image was taken on Union Street (near the TfL office). The wide road and HVM bollards make it difficult to cross. The road is relatively quiet and there is some green cover.

Photograph	ID	Location	Details of Route Issues / Observations
	W5.3		This image was taken on Great Suffolk Street. There are two railway bridges, and this makes the route quite dark. The industrial estate and car park do not create a friendly environment in which to walk. Some may feel unsafe at night, or during darker hours along this stretch. The air quality is poor and there is very little green cover.
	W5.4		This image was taken on Great Suffolk Street. The footway is wide, and the surfacing is generally even. There is a large amount of noise from passing trains. There is some green cover along this stretch, but it is limited.

Photograph	ID	Location	Details of Route Issues / Observations
	W5.5		This image was taken on Sumner Street. The street is pedestrianised, and the surfacing is even. There is little green cover, and this could be improved as the road has available space for planters.
	W5.6		This image was taken on Park Street. There is lots of green cover which makes this area much more pleasant as a pedestrian experience. The footways are relatively narrow, though there are sloped crossings points.

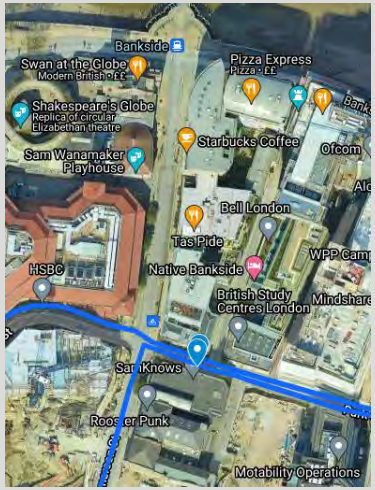
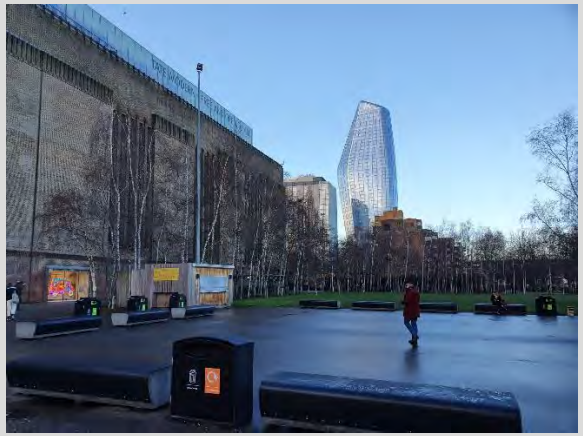
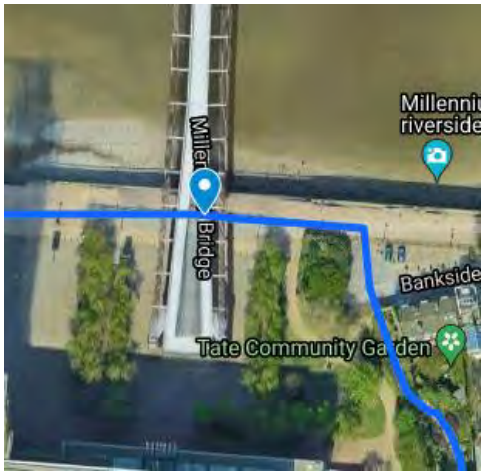
Photograph	ID	Location	Details of Route Issues / Observations
 **Most constrained section of route**	W5.7		This image was taken on Park Street. The footway is quite narrow, and the available footway width is further reduced by this lamppost (see image). There is some green cover but it is limited.
	SITE (Park Street)		As above Site location point.

Table 2.6: W6 - Walking route to the Site from the Tate Modern Museum and Bankside River Pier

Photograph	ID	Location	Details of Route Issues / Observations
	W6.1		This image was taken outside the Tate Modern Museum on the River Thames Path. The footways are wide and the surfacing is even. There is lots of green cover and the river views improve the pedestrian experience. No improvements are needed along this stretch.
	W6.2		This image was taken at Millennium Bridge on the south bank of the river. There is lots of green cover. The footway is wide and the surface even. Improvements could include a tap or water fountain as many people take lunch breaks here (additional benches would also be helpful) and this is also a popular area for dog walkers. Public toilet facilities would also be welcomed.

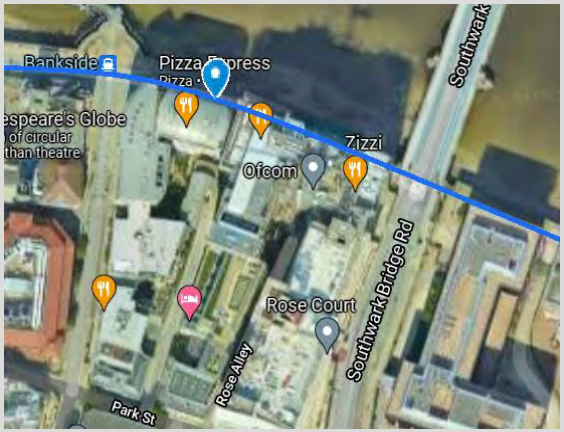
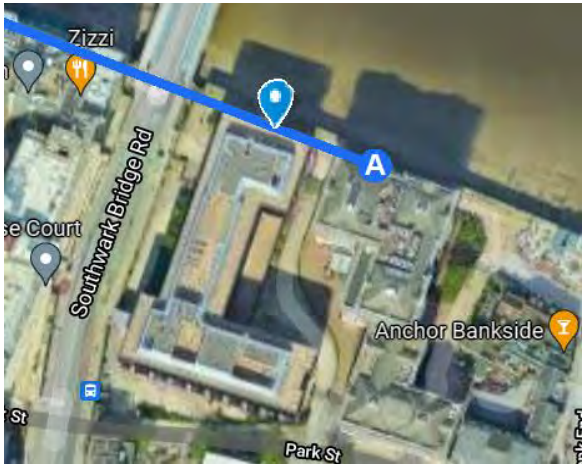
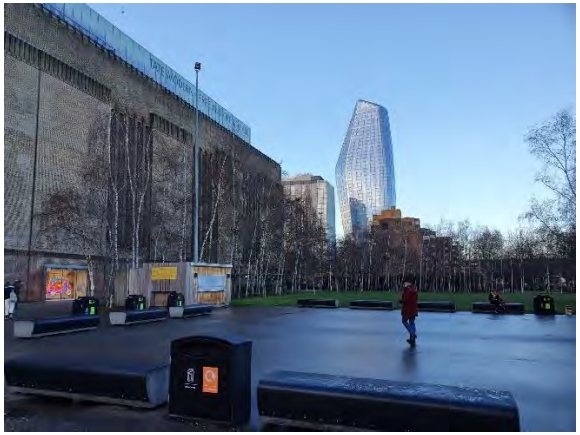
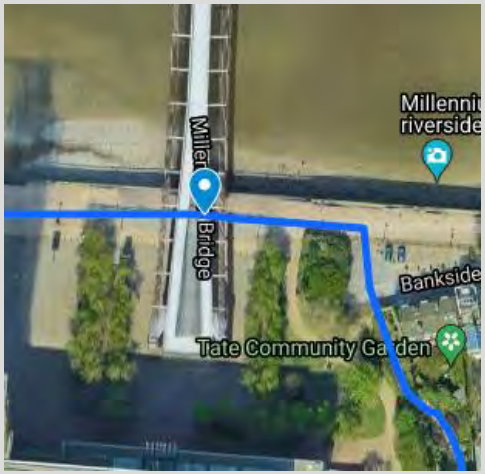
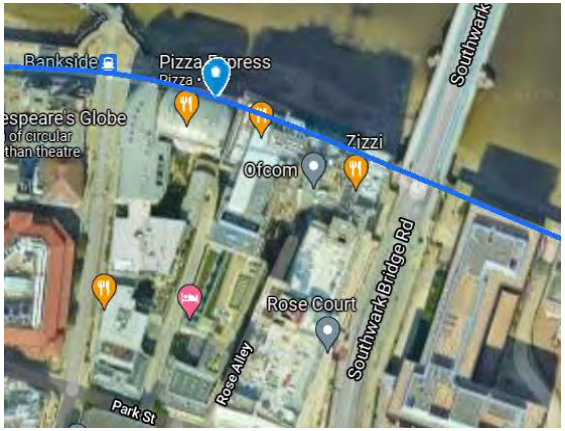
Photograph	ID	Location	Details of Route Issues / Observations
 **Most constrained section of route**	W6.3		This image was taken on the Thames River Path facing downstream towards the Site. The footway narrows here and there is a tunnel underneath Southwark Bridge which allows pedestrians to access the Site without needing to go up and over Southwark Bridge. Green cover here is limited and could be improved.
	SITE (River)		This image was taken on the Bankside Thames River Path outside the Site. To note, currently there is not an entrance to the Site on the river side but there will be for the Proposed Development. There are stairs leading to Southwark Bridge and also a tunnel underneath the bridge for pedestrians. The footway is wide and the lighting adequate. Additional green cover would be welcomed.

Table 2.7: W7 Walking Route to the Site from London Blackfriars Station

Photograph	ID	Location	Details of Route Issues / Observations
	W7.1		This image was taken on the Thames River Path facing upstream. The footway is wide and there are benches to rest and enjoy the view. A water fountain or tap would be useful as this is an area that is heavily frequented during lunch breaks and by pedestrians during summer months. There is adequate green cover.
	W7.2		Same as W6.1.

Photograph	ID	Location	Details of Route Issues / Observations
	W7.3		Same as W6.2.
 **Most constrained section of route**	W7.4		Same as W6.3.

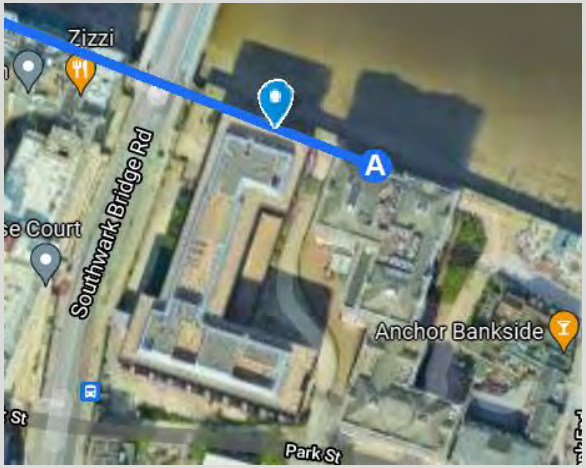
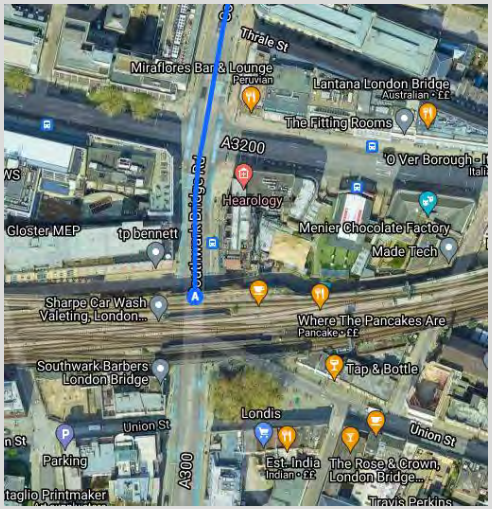
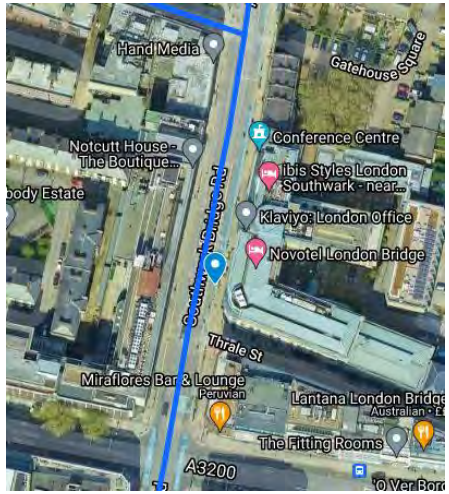
Photograph	ID	Location	Details of Route Issues / Observations
	SITE (River)		As above Site location point.

Table 2.8: C1 Cycling Route to the Site from the South

Photograph	ID	Location	Details of Route Issues / Observations
	C1.1		This image was taken on Southwark Bridge Road facing north. There is a cycle lane which is partially segregated from vehicular traffic. The road surface is even and the lane is clearly marked, although additional paint would be useful to clearly distinguish the lane at junctions. The route is not entirely segregated, and further segregation measures would be welcomed.
	C1.2		This image was taken on Southwark Bridge Road facing north. The segregated lane is now shared with a bus lane which makes this section of the route dangerous. A novice cyclist could feel intimidated by the close proximity of other vehicles along this stretch. Further segregation measures would be useful to improve the safety along this stretch.

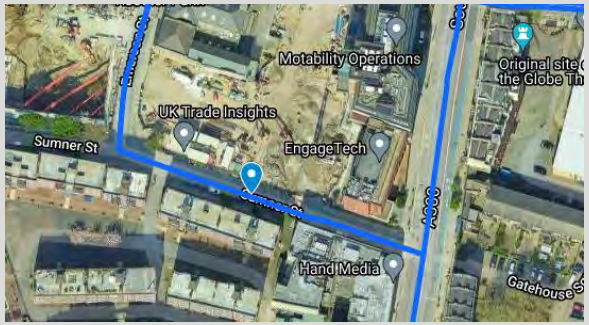
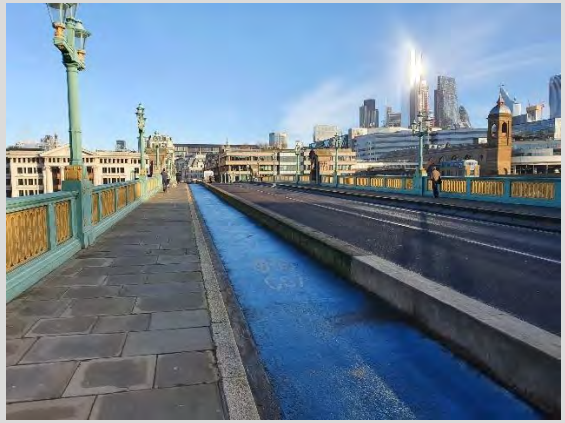
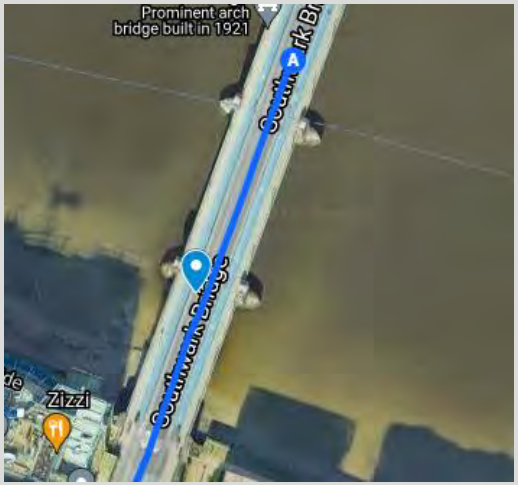
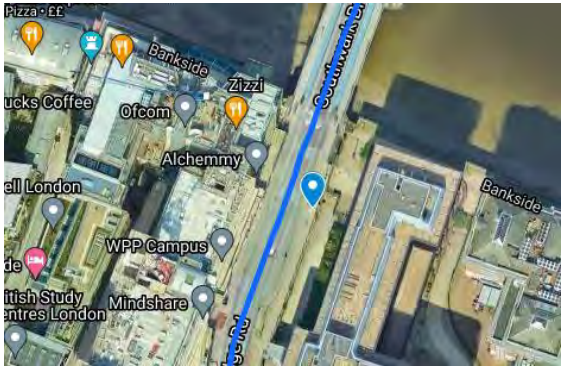
Photograph	ID	Location	Details of Route Issues / Observations
 **Most constrained section of route**	C1.3		This image was taken on Sumner Street – due to the nature of the design of Southwark Bridge cyclists need to perform a series of turns from Southwark Bridge Road to access Park Street. There is limited cycling infrastructure along this stretch, and this could be improved as many properties need to use Sumner Street to access Southwark Bridge Road.
	SITE (Park Street)		As above Site location point.

Table 2.9: C2 Cycling Route to the Site from the North

Photograph	ID	Location	Details of Route Issues / Observations
	C2.1		This image was taken on Southwark Bridge. There is a segregated cycle lane with an even surface and good lighting. There is no green cover and it is noted that opportunities for planters / greenery along the bridge are limited.
	C2.2		This image was taken on Southwark Bridge Road facing north. The cycle lane here was disrupted by construction works though under normal conditions the cycle lane is separated from the carriageway with a low concrete barrier. There are some bus stops which (we assume) will need relocating due to the new segregated cycle lane.

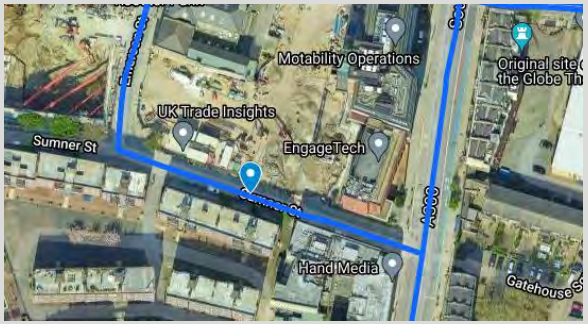
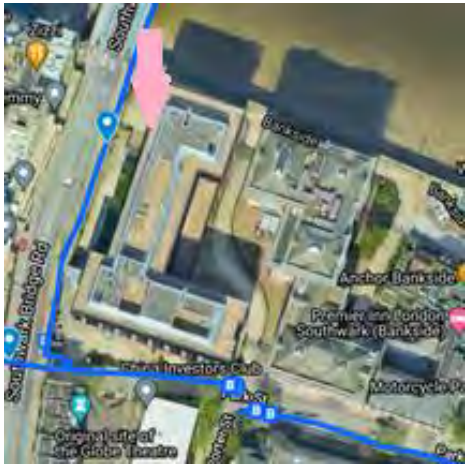
Photograph	ID	Location	Details of Route Issues / Observations
 **Most constrained section of route**	C2.3		As C1.3
	SITE (Park Street)		As above Site location point.

Table 2.10: Extra Points for Consideration

Photograph	ID	Location	Details of Route Issues / Observations
	Alternative Entrance to London Bridge Underground		Extra departure point from London Bridge London Underground station. There are good footways into Borough Market but there is poor cycling infrastructure in the vicinity. Image point indicated with pink arrow.
	Bankside Thames River Pathway Tunnel Underneath Southwark Bridge		Stairs and tunnel up to / under Southwark Bridge on Thames path near the site. There are good quality footways, and the tunnel has good lighting but the stairs are quite narrow and there is no disabled access. Location indicated with pink arrow. These stairs do not fall within the Site boundary of 46-48 Park Street.

Photograph	ID	Location	Details of Route Issues / Observations
	Site North Side (New Proposed Additional Entrance)		From the Site on Thames River Path looking west. Good footways but considerably narrower than other parts of the Thames River Path. Unclear if cyclists should use this space. Location indicated with pink arrow.

3. ROUTE ISSUES AND SUGGESTED SOLUTIONS

3.1.1 Issues identified along each of the active travel routes to key destinations according to the Healthy Streets indicators are set out below, together with suggested potential solutions.

3.1.2 The ten Healthy Streets indicators the routes were assessed against are as follows:

- *Pedestrians from all walks of life:*
- *Shade and shelter:*
- *Easy to cross:*
- *People feel safe:*
- *Places to stop and rest:*
- *Not too noisy:*
- *Things to see and do:*
- *Clean air:*
- *People choose to walk, cycle and use public transport:*
- *People feel relaxed*

WALKING ROUTE TO THE SITE FROM LONDON BRIDGE STATION

3.1.3 Table 2.1 details the route from London Bridge Station to the Site. The shortest route to the Site from London Bridge Station involves taking stairs from London Bridge down into Borough Market. Whilst these steps are wide, the footway below then narrows, as shown in Table 2.1. This section was the most constrained part of the route (between W1.2 - W1.3 in Table 2.1). There is also no disabled access alternative for the stairs. We note that the stairs in question are not part of the Site of 46-48 Park Street and are public highway bordered by 1 Southwark Bridge Road.

3.1.4 As the route traverses Borough Market, lighting during non-busy times is limited, particularly in the winter months.

3.1.5 This section of the route fails to meet the Healthy Streets indicators as follows:

- *Pedestrians from all Walks of Life*: The footway along this section of the route is not free from obstructions due to the narrow footway and stairs.
- *Clean Air*: This section of the route fails to meet this indicator as traffic from London Bridge and Borough High Street is heavy.
- *Not too Noisy*: This route fails to meet this indicator as traffic and passing trains overhead make this section loud.
- *People Feel Safe*: The lighting could be improved in areas under rail bridges as seen in Table 2.1.

3.1.6 Improvements could include:

- Providing a disabled access lift and ensuring good lighting is provided at PM peak journey times in the winter.
- Providing better wayfinding along the route as one emerges out of London Bridge towards Borough Market.

WALKING ROUTE TO THE SITE FROM MANSION HOUSE LONDON UNDERGROUND

3.1.7 Table 2.2 details the route from Mansion House London Underground station. There is a lack of greenery along this stretch, therefore failing to meet the “shade and shelter” healthy streets indicator (W2.2, W2.3). The most constrained section of the route was found to be on Garlic Hill outside Mansion House London Underground station (W2.1)

3.1.8 In addition, the footway on Garlic Hill, outside Mansion House London Underground station is very narrow, meaning that many pedestrians walk in the road instead. Whilst it is not a particularly busy route for vehicles this still poses a danger for pedestrians during rush hour times.

3.1.9 This route fails to meet the Healthy Streets indicators as follows:

- *Shade and Shelter:* There is a lack of green cover along the route, and this limits the pedestrian experience.
- *Clean Air:* The air quality along this route is poor and is noticeable, particularly around Upper Thames Street and Queen Street Place.
- *Easy to Cross:* The entrance / exit to Mansion House on Garlic Hill does not include a formal crossing point, so many cross informally at this location.

3.1.10 Improvements could include:

- Providing more green cover along the route to improve air quality and shade.
- Partially pedestrianizing Garlic Hill outside Mansion House London Underground Station to accommodate the heavy pedestrian flows that use this stretch of the route.
- Closing Garlic Hill to vehicles during peak commute hours, allowing pedestrians to effectively use the space as they make their way to and from their working locations.

WALKING ROUTE TO THE SITE FROM CANNON STREET STATION

3.1.11 Table 2.3 indicates the route from Cannon Street station to the Site. The most constrained section of the route was at point W3.8 at the pedestrian stairway leading between Park Street and Southwark Bridge. Similar to the above, the route from Cannon Street Station does not contain much organic cover. This area of central London is well known for having poor air quality and the amount of road traffic during the assessment seemed to corroborate this.

3.1.12 In addition, the quickest route from Southwark Bridge to the Site includes taking stairs down to either Park Street or the Thames Path. In both instances, there is no lift or ramp for disabled access meaning anyone in a wheelchair or with other mobility requirements may need to take the longer way around Sumner Street adding substantial time to their journey.

3.1.13 This route fails to meet the Healthy Streets indicators as follows:

- *Clean Air:* The air quality along the route is poor. This is most noticeable around Upper Thames Street as noted in Table 2.3.
- *Shade and Shelter:* There is an inadequate amount of green cover along the route.
- *Not too Noisy*: The route is busy and roads such as Upper Thames Street and Southwark Bridge have high levels of noise.
- *People Feel Relaxed:* Many other road users are in a rush and hurry along the footways. This makes the pedestrian experience unpleasant.
- *Pedestrians from all Walks of Lif*e: The route is hectic and busy outside Cannon Street Station meaning older pedestrians or those with differing mobility requirements may be made to feel unwelcome.

3.1.14 Potential Improvements could include:

- Considering urban greening measures along Cannon Street and Queen Street Place.
- Additionally, a disabled access lift would be useful at the southern end of Southwark Bridge to allow disabled access to either the Thames Path or (more likely due to space restrictions) onto Park Street. However, as this area is not part of the Site, or even bordered by it, any improvements here would need to come from the local authority or TfL.
- Footway widening along Cannon Street to accommodate more users and reduce pedestrian congestion.

WALKING ROUTE TO THE SITE FROM MONUMENT LONDON UNDERGROUND

3.1.15 Table 2.4 shows the route from Monument Underground to the Site across London Bridge. Of particular concern is the lack of any pedestrian crossing opportunities at the southern end of London Bridge (W4.6). The junction around Monument Underground is well designed for pedestrians, however, there is no pedestrian crossing at the southern part of London Bridge. The most constrained section of the route was between W4.6 – W4.7 (see extra stairway image in Table 2.4).

3.1.16 As with other walking routes in this area, the lack of green cover is apparent, especially along King William Street and Gracechurch Street (W4.2).

3.1.17 This route fails to meet the following Healthy Streets indicators:

- *Clean Air*: The air quality along the route was poor and this was particularly noticeable outside Monument Underground.
- *Shade and Shelter*: There was inadequate levels of green cover along this route. The southern end of Gracechurch Street and King William Street were particularly noticeable for having a lack of greenery, as seen in Table 2.4.
- *People Feel Relaxed*: The route is hectic and busy with commuters hurrying through junctions around Monument Underground.
- *Not too noisy*: The route is loud, and this was made worse with construction along King William Street.
- *Easy to Cross*: Whilst the junction at Gracechurch Street is well designed for pedestrians there are very few crossing points at the southern end of London Bridge. Pedestrians were observed to cross informally in an unsafe manner as they traversed cycle lanes and the busy bus and traffic lanes.

3.1.18 Potential improvements include:

- Adding a pedestrian Crossing at the southern end of London Bridge, this would also be useful for pedestrians walking along the Thames River Path as at this point, they need to Cross London Bridge to continue walking along the river.
- Adding greenery to the route. This would be most appreciated outside Monument Underground. This could also include adding greenery to the verges along London Bridge.

WALKING ROUTE TO THE SITE FROM SOUTHWARK LONDON UNDERGROUND

3.1.19 This route is shown in Table 2.5 and included passing many areas of construction works. The footway was mostly adequately wide and there was enough space for pedestrians. The route was also green in places with some streets offering greenery with trees and bushes in places. The most constrained section of the route was on Park Street W5.7).

3.1.20 There was noise from passing trains and walking underneath two train bridges and an industrial park did not make the route feel pleasant (W5.3).

3.1.21 This route fails to meet the Healthy Streets indicators:

- *People Feel Safe*: Walking underneath rail bridges during non-daylight hours would feel unsafe and intimidating for many pedestrians.

3.1.22 Potential improvements would include:

- Adding additional lighting under the railway bridges and providing a better crossing point at Southwark London Underground.

WALKING ROUTE TO THE SITE FROM TATE MODERN MUSEUM (MILLENNIUM BRIDGE / BANKSIDE RIVER PIER)

3.1.23 This route uses the Thames River pathway, as shown in Table 2.6, the footway is wide, and the tunnel underneath Southwark Bridge is well lit and appears bright with artwork installations. The most constrained section of the route is on the Thames River Pathway (W6.3).

3.1.24 A particular issue is the lack (or distinction) of provisions for cyclists, some of the corners along the route are quite blind for cyclists (as well as runners who often use this stretch on exercise routes). It is also unclear if this stretch is designed for cyclists. See Table 2.10 for more details.

3.1.25 This route fails to meet the following Healthy Streets indicators:

3.1.26 *Clean Air*: The air quality of the route, whilst better than others undertaken for this assessment, was still poor. There is a sufficient amount of green cover and the traffic is further away though due to the central London location and the traffic from Southwark Bridge the air quality is still noticeably poor.

3.1.27 Potential improvements include:

- Adding mirrors for blind corners, particularly around the tunnel underneath Southwark Bridge. This would have the added benefit of increasing the amount of light in the tunnel.

WALKING ROUTE TO THE SITE FROM LONDON BLACKFRIARS STATION

3.1.28 This route follows the same path as the route above, please see the walking route from Tate Modern (Millennium Bridge) above for details (W6). The route has good lighting and is a generally pleasant pedestrian experience. As the routes are similar, Table 2.7 closely follows the route of Table 2.6. The most constrained section of the route is in the same location as the above detailed in paragraph 3.1.23 above 3.1.23.

CYCLING ROUTE TO THE SITE FROM THE SOUTH

3.1.29 The cycling route from the south uses Cycleway 7 as shown in Table 2.8. This route contains segregated cycle lanes in both directions. However, to access the site cyclists must turn left onto Sumner Street, then right onto Emerson Street and right again onto Park Street. The most constrained section of the route was on Sumner Street at location C1.3.

3.1.30 There is little cycling infrastructure on these streets (C1.3), and it is unclear to cyclists that this is the only way to access park Street from Southwark Bridge.

3.1.31 This route fails to meet the following Healthy Streets Indicators:

- *Easy to Cross*: the right turn from Sumner Street onto Emerson Street and then from Emerson Street onto Park Street is not signalised and there are no cycle markings to aid cyclists performing this series of turns.
- *People Choose to Walk, Cycle and take Public Transport*: The route is not currently designed for cyclists and would not prompt more people to cycle. There are also many areas of cobbled surfaces which makes cycling unpleasant.
- *Pedestrians from all Walks of Life*: if a pedestrian felt unable to take the stairs at Park Street and Southwark Bridge (as shown in Table 2.2), then they would need to follow this same route to the Site. The route is not easy to navigate, and the cobbled surfaces may mean walking is difficult for some older pedestrians.
- *Not too Noisy*: The route along Southwark Bridge has high levels of noise from local road traffic.

3.1.32 Potential improvements include:

- Increasing cycling infrastructure and installing signs to notify cyclists of the route.
- Additionally, if there were to be any disabled access lift from Southwark Bridge to Park Street this could also be used by cyclists and would greatly decrease journey times for cyclists accessing the site or any other buildings in the local area along Park Street. Once again, as this area does not form part of the Site or the immediate surroundings, installing a lift or ramp would not be possible as part of the proposed development as this is located outside of the land ownership of the Site. However, it would be a welcomed addition to local infrastructure and is something the local authority (London Borough of Southwark) or Transport for London (TfL) could consider.

CYCLING ROUTE TO THE SITE FROM THE NORTH

3.1.33 Table 2.9 indicates the route from the opposing direction of Cycleway 7. The cycling route from the north includes the same manoeuvre from Cycleway 7 as detailed in Table 2.8, though this time it is turning right into Sumer Street and not left, this makes it more dangerous. The most constrained section of the route was the same as above, located at point C2.3 in Table 2.9.

3.1.34 This route fails to meet the Healthy Streets indicators as follows:

- *Easy to Cross*: the right turn from South Bridge Road onto Sumner Street is dangerous for a cyclist and there is no crossing point provided or a turn right cycle lane.
- *Not too Noisy*: The route along Southwark Bridge has high levels of noise from local road traffic.
- *People Choose to Walk, Cycle, and take Public Transport:* The route is not currently designed for cyclists and would not prompt more people to cycle. There are also many areas of cobbled surfaces which makes cycling unpleasant.

3.1.35 Potential improvements could include:

- As all cyclists need to do this series of right turns to access Park Street and river front properties in the area, a potential improvement could be to add a right turn cycle lane into the cycling infrastructure as part of Cycleway 7 or a cycling lift / ramp.
- If this would not be possible then adding a cycle wheel gully to the stairs shown in Table 2.2 would still be a welcome improvement.

4. CONCLUSION

4.1.1 This document has assessed nine different routes to key destinations within the Active Travel Zone of the proposed development.

4.1.2 This assessment comprises an analysis of the eleven identified key active travel routes to key destinations, as follows:

- W1 - Walking route to the Site from London Bridge Station
- W2 - Walking route to the Site from Mansion House London Underground
- W3 - Walking route to the Site from Cannon Street Station
- W4 - Walking route to the Site from Monument London Underground
- W5 - Walking route to the Site from Southwark London Underground
- W6 - Walking route to the Site from Tate Modern Museum (Millennium Bridge)
- W7 - Walking route to the Site from Bankside River Pier
- C1 - Cycling route to the Site from the South
- C2 - Cycling route to the Site from the North

4.1.3 Key suggestions to improve the walking routes and to contribute to the Healthy Streets vision include:

- Increase the provision of greening and vegetation along all routes, particularly at points from Mansion House (W2.1, W2.2), Monument Underground (W4.1, W4.2) and Cannon Street Station (W3.1, W3.2).
- Improve crossing opportunities at the southern end of London Bridge (W1.2, W4.6). Due to the proximity of the station to the road there are a lot of pedestrians using this space.
- Improving disabled access at points with stairs along the various routes (W1.2, W2.7, W3.8). This would be most helpful between Southwark Bridge and Park Street / Thames River Path as this could be used for disabled access and for cycling (W1.2,). This would reduce journey times for both. See Table 2.10 for more details. As noted above, all of these areas are not within the Site boundary or bordered by the Site so any improvements (which it is noted would have positive effects for the local area and wider community) would need to come from the local authority or TfL as the installation of such infrastructure would fall outside the land owned by the Site.
- Adding street mirrors at blind corners along the Thames River Pathway for pedestrians, runners, and cyclists (W6.3, W7.4). See Table 2.10 for more details.

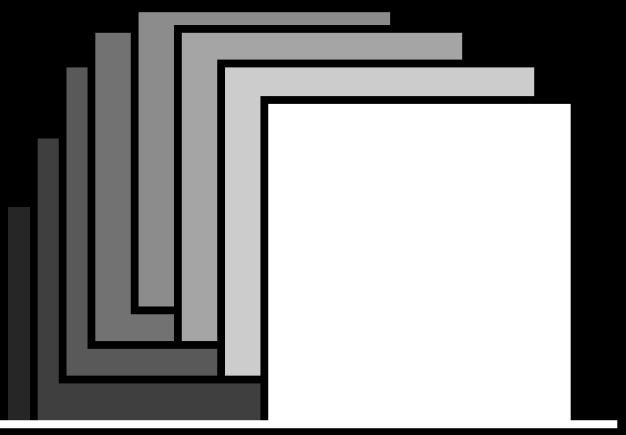
4.1.4 Key suggestions to improve the cycling routes to destinations and contribute to the Healthy Streets vision include:

- Improve crossing opportunities at the junction with Sumner Street and Southwark Bridge Road (C1.2, C1.3, C2.3).
- Install a cycle lift / access lift between Southwark Bridge Road and Park Street and the River Thames Path to allow quicker access. See Table 2.10 for more details.
- Improve the stairs with cycle wheel gullies to allow cyclists to push their bikes up and down the stairs more easily (W2.7).

APPENDIX G – OUTLINE CONSTRUCTION LOGISTICS PLAN

RED LION COURT

OUTLINE CONSTRUCTION LOGISTICS PLAN



MOMENTUM TRANSPORT CONSULTANCY

APRIL 2022

CONTACTS

MOMENTUM TRANSPORT CONSULTANCY

Clerkenwell House
23 27 Hatton Wall
London, EC1N 8JJ

T: +44 (0)20 7242 0228

momentum-transport.com

TABLE OF CONTENTS

Tables

Figures

Appendices

1. INTRODUCTION

1.1.1 This Outline Construction Logistics Plan (CLP) has been prepared by Momentum Transport Consultancy (Momentum) on behalf of LS Red Lion Court Limited ("the Applicant"), part of the Landsec group in support of an application for full planning permission for the redevelopment of Red Lion Court ("the Site") within the London Borough of Southwark ("LBS").

1.1.2 The development will provide additional office, restaurant and retail floorspace through the redevelopment of the existing building, together with new external terraces, landscaping, public realm works, new plant equipment, cycle parking spaces and other associated works.

1.1.3 Full details and scope of the planning application is described in the submitted planning statement, prepared by Gerald Eve LLP.

1.1.4 This document is an outline CLP. It is anticipated that a detailed CLP will be provided to the London Borough of Southwark (LBS) as the local planning authority as a condition of permission being granted, should the application be approved if LBS consider appropriate.

1.1.5 This CLP provides a framework to manage all types of freight vehicle to and from the construction site at Red Lion Court. The CLP will improve the efficiency, reliability and safety of all construction related deliveries. It will also identify unnecessary journeys and deliveries that could be made by more sustainable transport modes, contributing to a reduction in congestion and minimising environmental impacts due to freight activity.

1.1.6 The site manager for the site is not known at this stage. When appointed, contact details will be provided.

1.2 The Site

1.2.1 The site is located within the London Borough of Southwark (LBS) and is situated to the northwest of Borough Market. The site is currently occupied by a meanwhile use.

1.2.2 The application site is located on the south bank of the river Thames, between Southwark Bridge and Cannon Street Rail Bridge. It is bounded by the river Thames to the north, 1 Southwark Bridge Road (the former Financial Times Building) to the west, housing on Park Street to the south and The Anchor Public House and Premier Inn to the east.

1.3 Proposed Development

1.3.1 The development proposals developed by Bjarke Ingels Group Architects, (herein referred to as 'the Proposed Development') consist of the following:

> *"Demolition of the existing above ground building and part-basement and redevelopment of the Site to provide an 11-storey plus basement building providing office, retail, restaurant and wellness uses alongside external terraces, landscaping, public realm works, new plant equipment, cycle parking spaces and other associated works."*

1.3.2 Further detail of the development proposals can be found in the accompanying Transport Assessment.

1.4 Objectives of the CLP

1.4.1 The Transport for London (TfL) Construction Logistic Plan Guidance describes CLPs as an effective way to mitigate the effects of construction works such as congestion, pollution and noise that may affect local communities, residents, businesses and the environment. The Guidance also states that CLPs are effective in improving the road risk associated with construction work and deliveries.

1.4.2 The CLP seeks to achieve the following objectives to mitigate the effects of construction works:

- Establish how construction materials can be delivered, and waste removed, in a safe and efficient manner
- Identify deliveries that could be reduced or re-timed, particularly during peak hours
- Assist in easing construction congestion on the local and wider highway network
- Improve the safety and reliability of deliveries to the site.

1.5 1 Southwark Bridge Road

1.5.1 The Site lies directly adjacent to 1 Southwark Bridge Road (former Financial Times Building) which is currently undergoing refurbishment work. The methods and proposals set out in this CLP align (where applicable) with the proposed construction logistics of those at the former Financial Times Building.

1.5.2 It should be noted that currently there is no proposed overlap of construction timelines between the Financial Times refurbishment project and the Red Lion Court project. The works at the Financial Times Building are due to finish at the end of 2023, before the first demolition and enabling works for the site at Red Lion Court, which are due to start in early 2024.

1.5.3 If required (due to shifting timelines), further communications and liaison will take place between the two project teams to ensure that vehicle access can be maintained and coordinated between both Sites safely and effectively.

1.5.4 The strategy at 1 Southwark Bridge includes vehicle access via Redcross Way (for vehicles over 3.5m in height). In accordance with the strategy set out in this CLP, Redcross Way is managed by Traffic Marshals to allow a one-way reversal for construction vehicles accessing the site.

1.5.5 The pit lanes at the 1 Southwark Bridge Road project are located on street and at the western and eastern side of the current 1 Southwark Bridge Road site. There is no overlap in terms of space between the proposed pit lanes for the Red Lion Court Project. Consideration has been taken during the design process of the pit lanes for Red Lion Court to ensure that both pit lanes (those of both project sites) can operate independently of each other.

1.5.6 In summary, the construction impacts and cumulative assessment of the neighbouring site has been considered within this document.

1.6 CLP Structure

1.6.1 The structure of the CLP is divided as follows:

- Section 1 introduces the CLP and outlines the objectives
- Section 2 summarises the policy review and outlines the local area and community considerations
- Section 3 outlines the construction programme and expected vehicle numbers
- Section 4 sets out the construction routing
- Section 5 details the access and proposed site layout
- Section 6 outlines strategies to reduce impacts
- Section 7 outlines how the CLP would be implemented, monitored and updated
- Section 8 concludes this report

2. CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 Introduction

2.1.1 This Framework CLP has been prepared with the following policy and guidance set out in:

- Traffic Management Act (2004)
- National Planning Policy Framework (2021)
- Fleet Operator Recognition Scheme Standard (2020)
- Highways Act (1980)
- The London Plan (2020)
- TfL Construction Logistics Plan Guidance (2017)
- Ultra-Low Emission Zone (2019)
- The Mayor's Transport Strategy (2018)
- London Freight Plan (TfL, 2007)
- Freight and Servicing Action Plan (2019)
- Construction Logistics and Cyclist Safety (CLOCS) (2013)
- CLOCS Standard for Construction Logistics Managing Work Related Road Risk (2015)
- The London Borough of Southwark, Southwark Plan (2022)

2.2 National Policy

TRAFFIC MANAGEMENT ACT (2004)

2.2.1 The Traffic Management Act (2004) part 2, highlights the duty of local traffic authorities in managing road networks within their ownership; including the efficient use of the local network as well as their ability to adopt measures when necessary to avoid the occurrence of heavy traffic congestion.

NATIONAL PLANNING POLICY FRAMEWORK (2021)

2.2.2 The National Planning Policy Framework (NPPF) has been produced by the Department for Communities and Local Government, published in July 2021.

2.2.3 The framework sets out the Government's planning policies and how these are expected to be applied. The NPPF replaces almost all existing national guidance in the form of Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs), although the accompanying guides largely remain in force.

2.2.4 The NPPF requires the following to be ensured when assessing any development proposals:

2.2.5 "Appropriate opportunities to promote sustainable transport modes can be, or have been taken up, given the type of development and its location;

2.2.6 Safe and suitable access to the site can be achieved for all users; and

2.2.7 Any significant impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree".

2.2.8 The NPPF requires all developments that will generate significant amounts of movement to provide a travel plan, and the application should be supported by a transport statement or transport assessment so the likely impacts of the proposal can be assessed. A travel plan is required to ensure that the occupant will promote the use of sustainable transport.

FLEET OPERATOR RECOGNITION SCHEME STANDARD – VERSION 5.1 (2020)

2.2.9 Version 5.1 of the Fleet Operator Recognition Scheme (FORS) Standard was published in June 2020 and defines the requirements that must be met by fleet operators if they wish to become FORS Bronze, Silver or Gold accredited.

2.2.10 There are four key areas to the FORS Standard:

1. Management
2. Vehicles
3. Drivers
4. Operations

2.2.11 Version 5.1 of the FORS Standard outlines the requirements of each accreditation level including requirement 'O1 Routing' which requires all FORS operators to have a procedure in place to plan and adhere to compliant, safe and efficient routes.

HIGHWAYS ACT (1980)

2.2.12 The Highways Act is an Act of Parliament of the United Kingdom dealing with the maintenance and operation of the road network in England and Wales.

EQUALITY ACT (2010)

2.2.13 The Equality Act legally protects people from discrimination in the workplace and wider society.

2.2.14 The Equality Act 2010 requires public service vehicles, rail vehicles, new buildings, and the area around new buildings to be accessible safely and without unreasonable difficulty for people who are mobility impaired. The development proposals should have proper regards to the Act, including a sufficient level of disabled parking, in suitable locations and suitable access to buildings.

2.3 Regional Policy

THE LONDON PLAN (2021)

2.3.1 The London Plan emphasises the need for development proposals to facilitate safe, clean and efficient deliveries and servicing. Construction Logistic Plans and Delivery and Servicing Plans would be required and should be developed in line with TfL guidance whilst reflecting the scale and complexity of the development as detailed in Para 10.7.5.

2.3.2 Policy T7 of the Draft ITP London Plan highlights the need to facilitate sustainable freight movements in London through consolidation, modal shift and promoting deliveries at different times of day and night in order to reduce the impact on road congestion and air quality, and conflict with other users.

TRANSPORT ASSESSMENT: BEST PRACTICE GUIDANCE (TFL, 2014)

2.3.3 TfL updated its Transport Assessment Best Practice Guidance in October 2014 to assist those submitting planning applications for major developments in London that are deemed to be strategically important, and which are referred to the Mayor of London under the Town and Country Planning (Mayor of London) Order 2008.

2.3.4 The guidance is intended to ensure that all TfL requirements are fulfilled, and applications can be reviewed and assessed comprehensively.

TFL CONSTRUCTION LOGISTIC PLAN GUIDANCE (2017)

2.3.5 TfL's CLP guidance seeks to ensure that CLPs of a high quality are produced to minimise the impact construction logistics on the road network.

2.3.6 Well planned construction logistics would reduce:

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

ULTRA LOW EMISSION ZONE (2019)

2.3.7 The Ultra-Low Emission (ULEZ) came into force on the 8th of April 2019 in the same area as the existing Congestion Charging Zone. The Low Emission Zone still applies, covering most of Greater London.

2.3.8 The ULEZ was expanded on the 25th of October 2021, encompassing the area bounded by the North and South Circular roads.

THE MAYOR'S TRANSPORT STRATEGY (2018)

2.3.9 The Mayor's Transport Strategy includes targets to reduce construction traffic by 5% within central London by 2020.

2.3.10 Proposal 10 of the strategy also requires all new proposed developments to demonstrate in their Construction Logistic Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken toward the use of non-road vehicle modes.

2.3.11 The strategy states that CLPs are required 'to improve the sustainability of construction freight movements by establishing site management and procurement processes to reduce the impact of construction traffic on the street network'.

LONDON FREIGHT PLAN (2007)

2.3.12 The London Freight Plan aims at promoting the safe, reliable and efficient movements of freight and servicing trips, to from and within London. The plan also makes specific reference to CLPs to increase freight transport within London and makes close links with Delivery and Servicing Plans. The aim is for TfL and GLA to take a lead in implementing such plans for their construction projects.

2.3.13 Traffic authorities would also be encouraged to review delivery arrangements for construction sites, so they can help to reduce lane closures, carriageway restrictions and the duration of construction. More efficient coordination and management of a site's delivery and servicing leads to a reduction in road freight traffic.

FREIGHT AND SERVICING ACTION PLAN (2019)

2.3.14 The Plan produced by the Mayor of London aims to 'support safe, clean and efficient movement of freight in our city' through collaborative work between boroughs, businesses and industry across London in line with the aims of the Mayor's Transport Strategy.

2.3.15 This involves solving the challenges faced by the freight industry and promoting good practice while road space is reallocated to walking cycling and public transport and new regulations are introduced to make vehicles safer and cleaner.

2.3.16 Action 9 outlines how TfL aim to reduce the impact of the construction supply chain through measures such as 'reducing the number of trips to sites by helping to identify shared vehicle holding facilities, recycling and sharing materials between sites, and compacting waste from multiple nearby sites before removal'.

CONSTRUCTION LOGISITCS AND CYCLIST SAFETY (CLOCS) (2013)

2.3.17 The Transport Research Laboratory published the 'Construction Logistics and Cyclist Safety' (CLOCS) report in February 2013. CLOCS aims at achieving a visionary change in the way the construction industry manages work-related road risk. This is being achieved through the industry-led work streams:

- Improving vehicle safety through design and manufacture of safer new vehicles and appropriate safety equipment for existing vehicles;
- Addressing the safety imbalance in the construction industry by ensuring road safety is considered as important as health and safety on-site; and
- Encouraging wider adoption of best practice across the construction logistics industry by developing a common national standard and a new norm.

CLOCS STANDARD FOR CONSTRUCTION LOGISITCS MANAGING WORK RELATED ROAD RISK (2015)

2.3.18 CLOCS has developed the 'CLOCS Standard for Construction Logistics: Managing work-related road risk' (December 2015) which has become a common standard for the construction logistics industry. Implemented by construction clients through contracts, it provides a framework that enables ownership in managing road risk which can be adhered in a consistent way by fleet operators.

2.3.19 This standard is a direct result of collaboration between developers, construction logistic operators and industry associations and each requirement has been developed to reduce the risk of a collision between a goods vehicle and vulnerable road user.

2.4 Local Policy

LONDON BOROUGH OF SOUTHWARK, SOUTHWARK PLAN 2022

2.4.1 Policies contained within the Southwark Plan seek to:

- Prioritise and encourage active travel
- Reduce motor traffic (and associated accidents)
- Create of world-class public realm and safe streets that are accessible to all.

2.4.2 The Southwark Plan is in general conformity with the current London Plan 2021.

2.4.3 In terms of construction, the LBS Local Plan 2022 highlights the need for Construction Management Plans (Policy P17) and Construction Environment Management Plans (Policy P65 & P66) to mitigate air and noise pollution during periods of construction.

LONDON BOROUGH OF SOUTHWARK TRANSPORT PLAN 2011

2.4.4 The LBS Transport Plan was adopted in 2011 and sets out how sustainable transport measures in the borough will positively influence social, economic, and environmental outcomes.

2.4.5 The main objectives of the plan include increasing walking and cycling, reducing the number and severity of pedestrian related accidents in the borough, and additionally decreasing annual average CO_2 emissions.

2.4.6 Policies 7.1 and 7.3 highlight the need to reduce negative impacts on air quality during periods of construction through reducing construction vehicle numbers where possible and using modern vehicles with cleaner, more efficient engines.

2.5 Site Plans

2.5.1 The site is located to the east of Southwark Bridge Road on Park Street.

2.5.2 The site is bordered by the River Thames Path to the north, the Anchor Public House and Premier Inn to the east, 1 Southwark Bridge Road (the former Financial Times Building) to the west and Park Street to the south.

2.5.3 Park Street forms the access to the site, a two-way road with a 20mph speed limit.

2.5.4 The site is relatively difficult for traditional construction vehicles to access, due to the nature of the tight turns of Park Street through areas associated with Borough Market.

2.5.5 A detailed description of the existing pedestrian, cycle and public transport facilities surrounding the site can be found within the Transport Assessment.

2.5.6 Figure 2.1 – Figure 2.3 outline the site location at a regional, local and site level.

FIGURE 2.1
REGIONAL CONTEXT

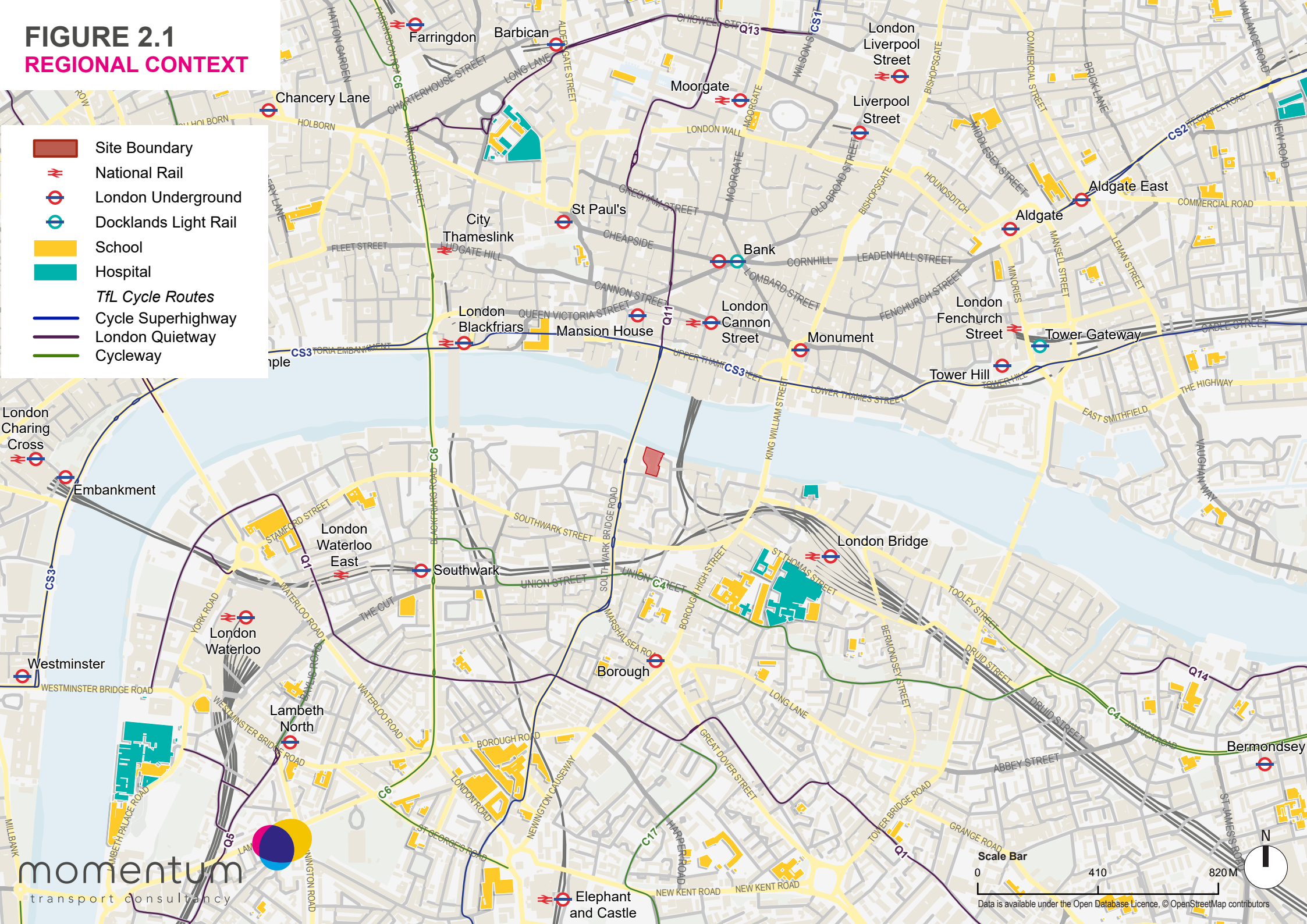


FIGURE 2.2
LOCAL CONTEXT

momentum
transport consultancy

FIGURE 2.3
SITE BOUNDARY

momentum
transport consultancy

2.6 Highway Context

2.6.1 The site is within the Congestion Charge & Ultra Low Emission Zone (ULEZ). The key strategic vehicular routes forming the highway network in the vicinity of the site are:

PARK STREET

2.6.2 Park Street forms the main access to the site. It is a two-way road with in a designated 20mph zone. To the west of the site Southwark Bridge Road forms a bridge over Park Street. This bridge has a low height of just 3.5m. Whilst some construction vehicles will be able to use this access point of Park Street, vehicles over 3.5m will need to use a different access via Redcross Way and approach Park Street from the east.

SOUTHWARK BRIDGE ROAD

2.6.3 Southwark Bridge Road is located to the west of the site and links the area of Southwark to the south of the river Thames with the City of London to the north. It is a two-way road, with a single traffic lane in each direction. There is also a designated segregated cycle Lane in each direction as well as a pedestrian footway. Vehicles under 3.5m in height will approach the site via Southwark Bridge Road and then use Sumner Street and Emerson Street to join Park Street.

SUMNER STREET

2.6.4 Sumner Street is on the route from Southwark Bridge Road to Park Street, smaller construction vehicles will need to travel along Sumner Street before reaching Emerson Street. There are parking bays along Sumner Street and the road is quite narrow. It is anticipated, that due to the height restriction (3.5m) on Park Street, only smaller vehicles such as vans will use this route.

EMERSON STREET

2.6.5 Emerson Street is on the route from Southwark Bridge Road to Park Street, smaller construction vehicles will need to travel along Emerson Street before reaching Park Street. There are parking bays along Emerson Street and the road is quite narrow. It is anticipated, that due to the height restriction (3.5m) on Park Street, only smaller vehicles such as vans will use this route.

REDCROSS WAY

2.6.6 Redcross Way is a narrow one-way road (southbound only) that leads between Park Street and Southwark Street. It will be used for construction vehicle access and manged to allow construction vehicles to access the site by travelling in the reverse direction to the current one-way system. HGVs over 3.5m in height will need to use Redcross Way for both access and egress.

SOUTHWARK STREET

2.6.7 Southwark Street is a busy wide road that connects Waterloo Bridge with London Bridge by traversing the southern end of the Southbank area. Southwark Street contains many railway bridges though there are no height restrictions along this stretch indicating that there is at least 5.03m (16’6”) clearance.

2.7 Community Considerations and Challenges

BOROUGH MARKET

2.7.1 Borough Market is located to the east of the site and provides a bustling market space with food stalls, pubs and restaurants. Construction vehicles will need to pass near to the market as they

enter and exit the site. The location at which they are nearest to the market is at the junction between Redcross Way and Park Street. Traffic Marshals will be located at this junction to assist construction vehicles at this junction.

THE ANCHOR PUBLIC HOUSE

2.7.2 The site is located adjacent to the Anchor Pub, a popular food and drink destination for locals and tourists with tables and chairs outside bordering the river Thames and with good views onto some of London's major landmarks.

PREMIER INN HOTEL

2.7.3 South of the Anchor Public House and adjacent to the east side of the Site lies a hotel operated by Premier Inn. As the access to the Premier Inn is not located on Park Street, it is forecast that the processes of construction vehicles accessing and leaving the Site would not disturb the operations of the Premier Inn.

PARKING BAY SUSPENSIONS

2.7.4 There may be some parking bay suspensions required for the construction of the development to allow for a pitlane along Park Street. Every effort will be made to reduce the parking loss. Preliminary investigation indicates that up to four (4) spaces on the northern side of Park Street may need to be suspended for construction vehicle access as a likely worst-case scenario during the peak construction period. It should also be noted that it is unlikely that these spaces would need to be suspended for the entire duration of the works noting that demolition access would necessitate and propose the suspensions of two (2) spaces on Park Street.

LOCAL RESIDENTS

2.7.5 The south side of Park Street contains residential units along with further residential units on Porter Street. Every effort will be taken to mitigate the effects of the works for the Red Lion Court project on local residents. Such measures include using the existing site access points where possible for demolition and construction vehicle access and adhering to the London Borough of Southwark Technical Guidance for Noise (2019) which aims to reduce noise disturbance for local residents of Southwark. It is proposed that a working group be set up to assist with communication between the resident group and the future construction contractors.

OTHER CONSIDERATIONS

2.7.6 Figure 2.1 and Figure 2.2 above highlight other community considerations in the local area such as schools and hospitals.

2.7.7 Construction vehicle routes are planned to use the most efficient and shortest route to and from the site, avoiding local roads where possible (see section 4 for details of vehicle routing). All contractors will be informed of the presence and location of such buildings as part of any induction requiring and allowing all drivers to take extra caution when driving close to them and to be aware of any pedestrian risks. Appropriate Traffic Management (cautionary and advisory signage) would be implemented.

3. CONSTRUCTION PROGRAMME AND WORKS

3.1.1 This section outlines the construction programme and summarises the proposed construction works, which has been informed by input from a contractor.

3.2 Programme and Methodology

PROGRAMME

3.2.1 The indicative construction programme is anticipated to begin in January 2024 and is expected to last approximately 42 months until June 2027. Demolition works are anticipated to take place during Q2 2024 to Q3 2024, with the Construction period commencing in Q3 2025 and finishing in Q2 2027.

3.2.2 Table 3.1 outlines the anticipated phases of the indicative construction programme along with anticipated durations.

Table 3.1: Indicative Construction Programme

Phase	Period
Enabling, Scaffolding and Hoarding	18 Jan 2024 – 20 Mar 2024
Demolition	21 Mar 2024 – 21 Aug 2024
Pile Installation	31 Jul 2024 – 13 Dec 2024
Core Construction and Basements	31 Jan 2025 – 20 Aug 2025
Post Tension Concreate and Steel	18 Jul 2025 – 03 Jul 2026
Lift / Lobby Fit Out Shell and Core	24 Jul 2026 – 28 Apr 2027
Final Clear Commissioning Period	25 May 2027 – 23 Jul 2027
Practical Completion	27 Jul 2027

3.3 Expected Construction Vehicle Numbers

3.3.1 Table 3.2 below details the maximum number of average daily vehicle trips to the proposed development during each construction phase. Where possible, the contractor will try to consolidate as many deliveries as possible to avoid additional vehicles arriving at the site.

Table 3.2: Expected Daily Trips

Construction Phase	Peak No. of Trips (Daily Average)
Enabling, Scaffolding and Hoarding	35
Demolition	50
Pile Installation	50
Core Construction and Basements	53
Post Tension Concreate and Steel	29
Lift / Lobby Fit Out Shell and Core	22
Final Clear Commissioning Period	3

3.3.2 At its peak, it is possible that up to 53 vehicles a day will arrive at the Site.

3.3.3 A detailed heavy goods vehicle analysis has been undertaken and based upon this we expect average vehicle numbers per day to be 25, with peak vehicle numbers during the basement construction and excavation to reach approximately 50 per day across 3 peak periods totalling approximately 4 weeks.

3.3.4 It should be noted that any vehicles under 3.5m in height could access the Site via Southwark Bridge Road, Sumner Street, Emerson Street and Park Street from the west.

3.3.5 Please see Appendix A for further details on the construction vehicle numbers. These were provided by RPM construction.

3.4 Working Hours

3.4.1 It is anticipated that the typical working hours for the construction works would be in accordance with LBS's requirements set out below:

- 08:00 – 18:00 hours Monday to Friday
- 09:00 – 14:00 hours Saturday
- No work is permitted on Sundays, Bank or Public Holidays (except by agreement with LBS).

4. VEHICLE ROUTING

4.1 Introduction

4.1.1 This chapter outlines the anticipated construction vehicle routes for deliveries to the Site.

4.1.2 This would provide an overview of the proposed construction traffic routes to connect the Site to the wider highway network, as well as a more focused outline of access and egress from the Site.

4.2 Construction Traffic Routes

4.2.1 A summary of the strategic and local roads used by construction vehicles depending on their origin is shown in Table 4.1 and Table 4.2. The first of which is for vehicles over 3.5m in height that will need to access the site via Redcross Way due to the height restriction on Park Street (located to the west of the Site). Table 4.2 details the route for vehicles under 3.5m in height.

Table 4.1: Proposed Construction Vehicle Routes

Vehicle Origin		Strategic Road(s)	Local Road(s)
North	Access	M1, A5, A501, A201 Farringdon Road, A3200 Southwark Street	Redcross Way, Park Street
	Egress	A3200 Southwark Street, A201 Farringdon Road, A501, A5, M1	Park Street, Redcross Way
East	Access	A2, A201, A302 St George's Road, A3202 Westminster Bridge Road, A301 Waterloo Road, A3200 Southwark Street	Redcross Way, Park Street
	Egress	A3200 Southwark Street, A300 Southwark Bridge Road, A3202 Borough Road, A201, A2	Park Street, Redcross Way
South	Access	A24, A3, A302 St George's Road, A3202 Westminster Bridge Road, A301 Waterloo Road, A3200 Southwark Street	Redcross Way, Park Street
	Egress	A3200 Southwark Street, A300 Southwark Bridge Road, A3202 Borough Road, A201 London Road, A3, A24	Park Street, Redcross Way
West	Access	M3, A316, A205, A3, A217, A3205, A3036, A3200 Southwark Street	Redcross Way, Park Street
	Egress	A3200 Southwark Street, A3036, A3205, A217, A3, A205, A316, M3	Park Street, Redcross Way

4.2.2 The construction vehicle routes that would be used to access and egress the site are shown in Figure 4.1 – Figure 4.6.

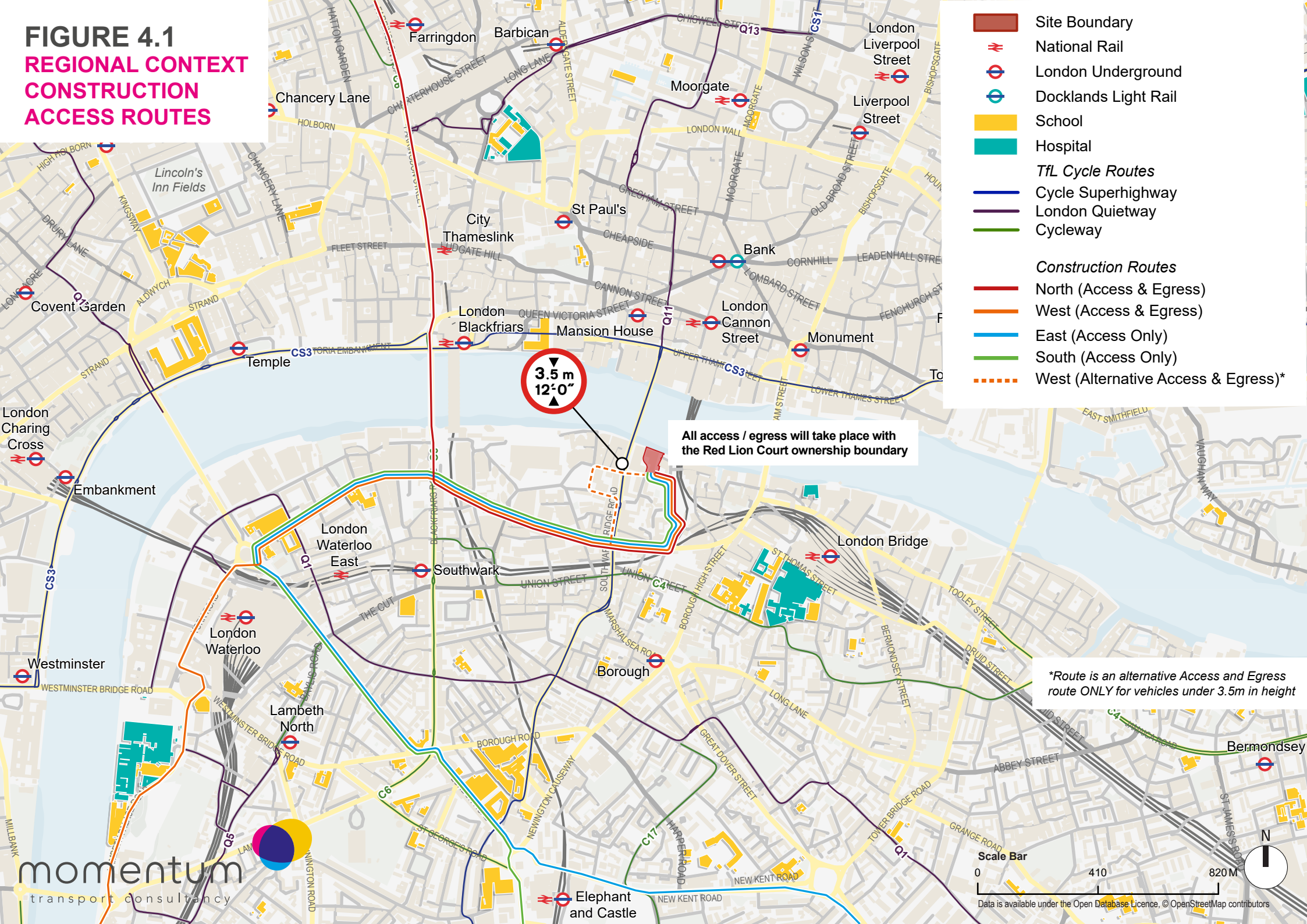
4.2.3 Table 4.2 below details the construction vehicle routes for vehicles under 3.5m in height.

4.2.4 Note that this is very similar to the above, but the final access to Park Street avoids Redcross Way and instead uses Southwark Bridge Road, Sumner Street and Emerson Street to access Park Street.

Table 4.2: Construction vehicle routes for vehicles under 3.5m in height.

Vehicle Origin		Strategic Road(s)	Local Road(s)
North	Access	M1, A5, A501, A201 Farringdon Road, A3200 Southwark Street, A300 Southwark Bridge Road	Sumner Street, Emerson Street, Park Street
	Egress	A300 Southwark Bridge Road, A3200 Southwark Street, A201 Farringdon Road, A501, A5, M1	Park Street, Emerson Street, Sumner Street
East	Access	A2, A201, A302 St George's Road, A3202 Westminster Bridge Road, A301 Waterloo Road, A3200 Southwark Street, A300 Southwark Bridge Road	Sumner Street, Emerson Street, Park Street
	Egress	A300 Southwark Bridge Road, A3200 Southwark Street, A300 Southwark Bridge Road, A3202 Borough Road, A201, A2	Park Street, Emerson Street, Sumner Street
South	Access	A24, A3, A302 St George's Road, A3202 Westminster Bridge Road, A301 Waterloo Road, A3200 Southwark Street, A300 Southwark Bridge Road	Sumner Street, Emerson Street, Park Street
	Egress	A300 Southwark Bridge Road, A3200 Southwark Street, A300 Southwark Bridge Road, A3202 Borough Road, A201 London Road, A3, A24	Park Street, Emerson Street, Sumner Street
West	Access	M3, A316, A205, A3, A217, A3205, A3036, A3200 Southwark Street, A300 Southwark Bridge Road	Sumner Street, Emerson Street, Park Street
	Egress	A300 Southwark Bridge Road, A3200 Southwark Street, A3036, A3205, A217, A3, A205, A316, M3	Park Street, Emerson Street, Sumner Street

FIGURE 4.1
REGIONAL CONTEXT CONSTRUCTION ACCESS ROUTES



momentum transport consultancy

FIGURE 4.2
LOCAL CONTEXT CONSTRUCTION ACCESS ROUTES

FIGURE 4.3
SITE BOUNDARY CONSTRUCTION ACCESS ROUTES

momentum
transport consultancy

FIGURE 4.4
REGIONAL CONTEXT CONSTRUCTION EGRESS ROUTES

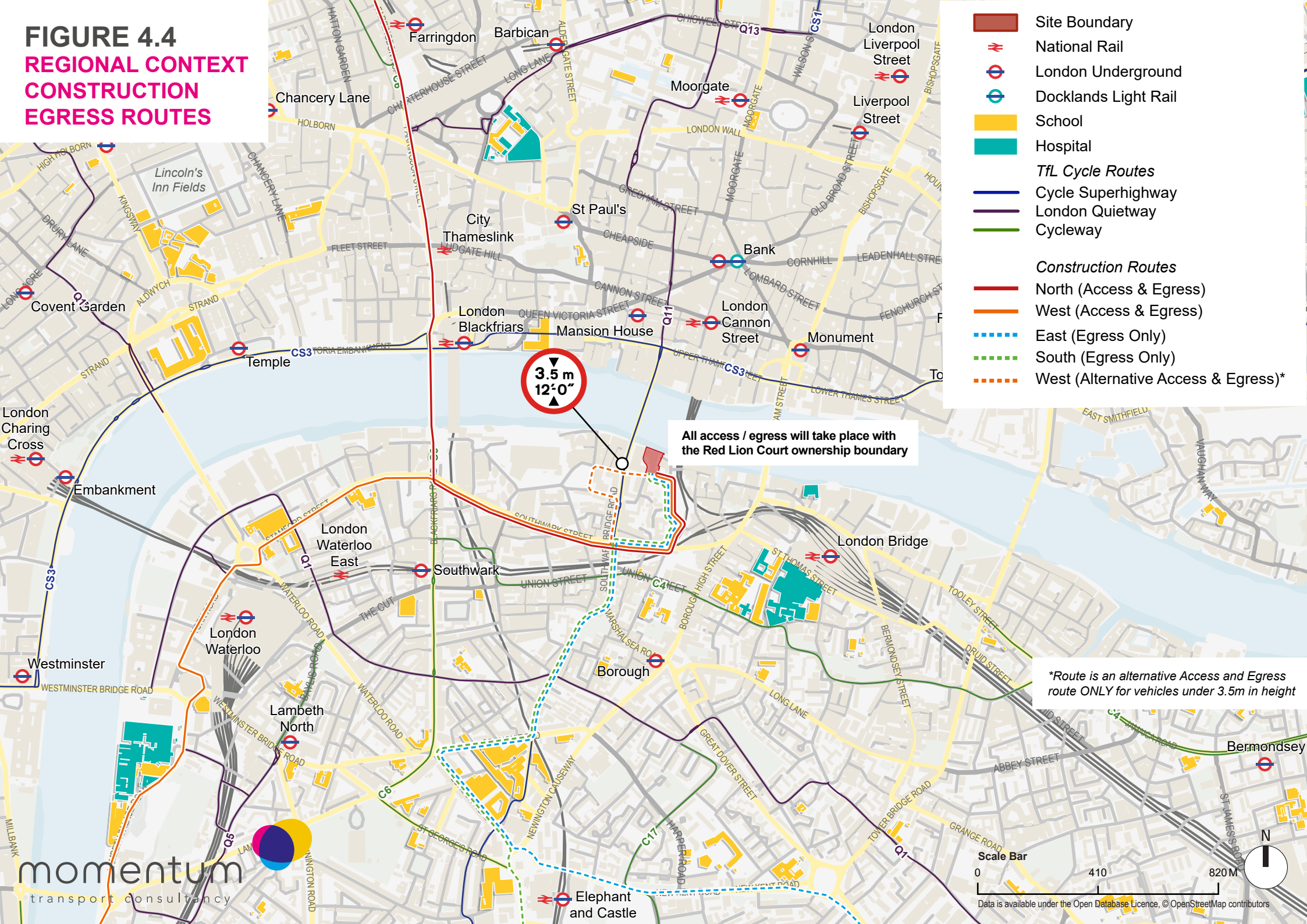


FIGURE 4.5
LOCAL CONTEXT CONSTRUCTION EGRESS ROUTES

FIGURE 4.6
SITE BOUNDARY CONSTRUCTION EGRESS ROUTES

momentum
transport consultancy

5. SITE ACCESS AND LAYOUT

5.1 Introduction

5.1.1 Initial construction advice has been sought from RPM Construction to indicate the anticipated site access and layout during the demolition and construction works.

5.1.2 The location of site access and layout is indicative at this stage and is subject to change based on further engagement with the LBS, however the principles have been discussed and subsequently progressed in meetings with Real PM Construction who are the advisory construction contractors for the Red Lion Court Project (24/03/22).

5.1.3 As part of the detailed CLP and Construction Management Plan (CMP), site access and layout would be agreed with LBS and TfL prior to commencement of the works.

5.2 Site Access

DEMOLITION AND ENABLING WORKS

5.2.1 For initial demolition activity, vehicles would utilise Redcross Way and Park Street to access the Site as shown in the truck route figures.

5.2.2 It should be noted that due to site constraints, demolition vehicles would predominantly be tipper lorries. These are predominantly 4 axle rigid vehicles which will be able to access the Site slightly more easily than larger articulated vehicles.

5.2.3 The Park Street footway on the southern frontage of the existing building would require an even surface for construction vehicles to be off loaded safely and would therefore be closed. This strategy would align with the FT construction methodology which seeks to also close Park Street Footway and allow the Park Street southern footway to be used as a combined suitable alternative.

5.2.4 The parking bays on the north side of Park Street in front of the Site and Premier Inn premise would also need to be suspended for Pit Lane access and egress.

5.2.5 For demolition works, demolition vehicles would reverse into the existing service yard and exit the site in a forward direction. Following the demolition of the southern building, vehicles would drive onto the Site in a forward direction permitting forward entry and forward exit movements. This allows the vast majority of the demolition works to be completed without using a Pit Lane, as indicated in Figure 5.5.

5.2.6 For the main construction period, vehicles will be required to approach the Site via Park Street and access the Pit Lane for loading and unloading. To exit the site, the vehicle would then turn left into Porter Street, reverse northwards into the current site access between the Site and 1 Southwark Bridge Road (Financial Times Building) before finally turning left back onto Park Street (north side). Details on this manoeuvre can be found in Figure 5.5.

5.2.7 The Pit Lane would be manged by traffic marshals who will assist construction vehicles as they pull in and out of the Pit Lane. It is unlikely that this traffic management would need to be coordinated with FT building works as the project programmes currently do not overlap. Should this change, coordination with the FT Building project would be a key consideration when preparing the Detailed CEMP and CLP in consultation with LBS.

ACCESS

5.2.8 Vehicular access to the Site would be managed to mitigate any potential conflict with construction vehicles, existing highway users, cyclists and pedestrians. The method of control would be agreed with LBS and TfL prior to commencement of any works at the Site.

5.2.9 Vehicles over 3.5m in height would access the Pit Lane from Southwark Street via Redcross Way and Park Street. Redcross Way is currently a one-way (southbound only) road. It will be managed by traffic marshals to allow construction vehicles to travel northbound on Redcross Way to access Park Street.

5.2.10 This is the only viable option for construction vehicles to access the site as the western end of Park Street contains a low bridge (3.5m max) which is too small for most construction vehicles.

5.2.11 Redcross Way has also been chosen as the only viable route as any route further east would place construction vehicles inside Borough Market which, as a bustling community space for residents and tourists, has been deemed undesirable. Any route through Borough Market also contains many tight turns which articulated vehicles would struggle to navigate.

5.2.12 At the northern end of Redcross Way, construction vehicles will be required to turn left onto Park Street, travelling along Park Street before reaching the Site.

5.2.13 At this point, vehicles would pass the Pit Lane on their right, turn left into Porter Street and then reverse (with the assistance of traffic marshals) into the current access between the Site and 1 Southwark Bridge Road (Financial Times Building). At this point vehicles would then turn left back onto Park Street and into the Pit Lane. Figure 5.2, Figure 5.3 and Figure 5.4 detail this set of manoeuvres.

5.2.14 Traffic Marshalls would also operate Redcross Way to ensure that vehicles are able to pass through this section of the route safely.

5.2.15 It is important to note, that the ongoing refurbishment works at the neighbouring site 1 Southwark Bridge Road (Financial Times Building) currently proposes this system of access for construction logistics to the site. The adoption of this strategy would allow both contractors to coordinate construction requirements for each site.

5.2.16 Any vehicles under 3.5m in height can access the Site via Southwark Bridge Road, turning then onto Sumner Street and Emerson Street before reaching Park Street. Due to the narrow nature of sections of this route, it is advised that only small vehicles such as vans use this route to access and egress the Site.

ISO FULL BLEED A3 420 X 297 MM

PARK STREET

STONEY STREET

PARK STREET

REDCROSS STREET

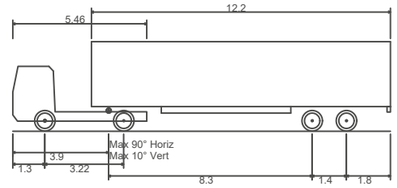
SOUTHWARK STREET

SOUTHWARK STREET

VEHICLE MANOEUVRE EGRESS

NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This drawing is for discussion purposes only.
4. Base Map is based on topographical survey "MSA SURVEY_5504_T_201023_PLANS".
5. Swept path analysis is based on the following vehicles traveling at 5mph.



Large Articulated Vehicle	
Overall Length	15.400m
Overall Width	2.500m
Overall Body Height	3.652m
Min Body Ground Clearance	0.406m
Max Track Width	2.377m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.610m

KEY

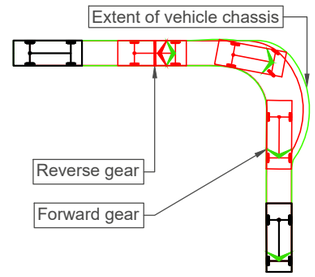


FIGURE 5.1

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
B	27/04/22	SUBMITTED FOR APPROVAL	AD	JT	JM
A	14/04/22	FIRST ISSUE	IH	JT	JM

momentum transport consultancy

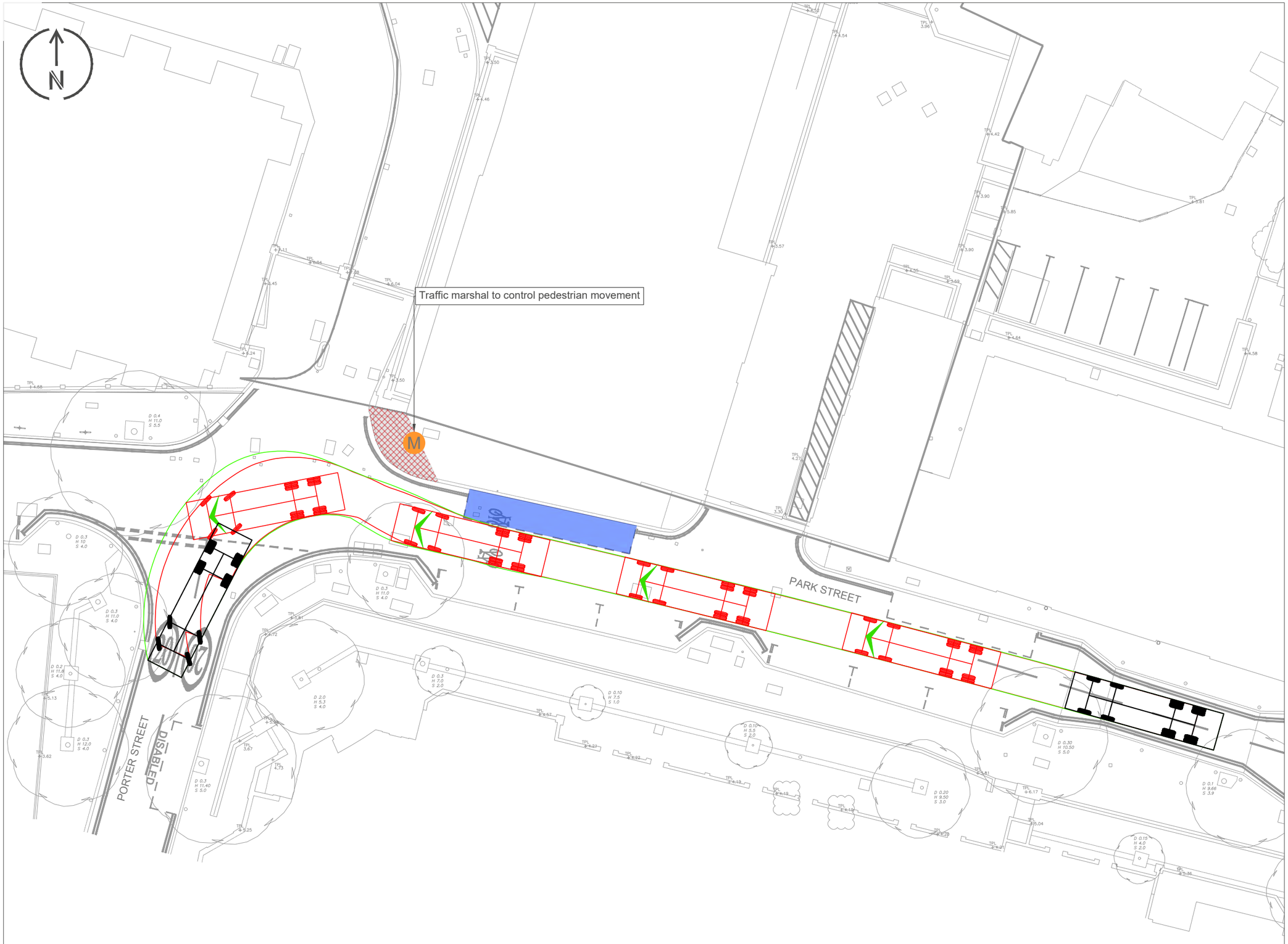
CLIENT: Landsec

JOB TITLE: RED LION COURT

DRAWING TITLE: SOUTHWARK ST INTO REDCROSS ST SWEPT PATH ANALYSIS

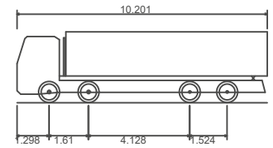
STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-TR-034	B	1:500



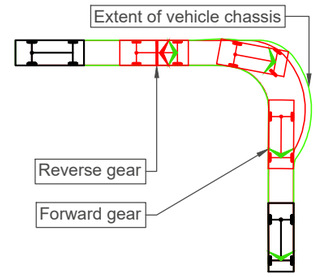
NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This drawing is for discussion purposes only.
4. Base Map is based on topographical survey "MSA SURVEY_5504_T_201023_PLANS".
5. Swept path analysis is based on the following vehicles traveling at 5mph.



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

KEY



Parking bay to be suspended

Footway works to accommodate vehicle overrun

M Traffic Marshal

FIGURE 5.2

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
B	27/04/22	SUBMITTED FOR APPROVAL	AD	JT	JM
A	14/04/22	FIRST ISSUE	IH	JT	JM

momentum transport consultancy

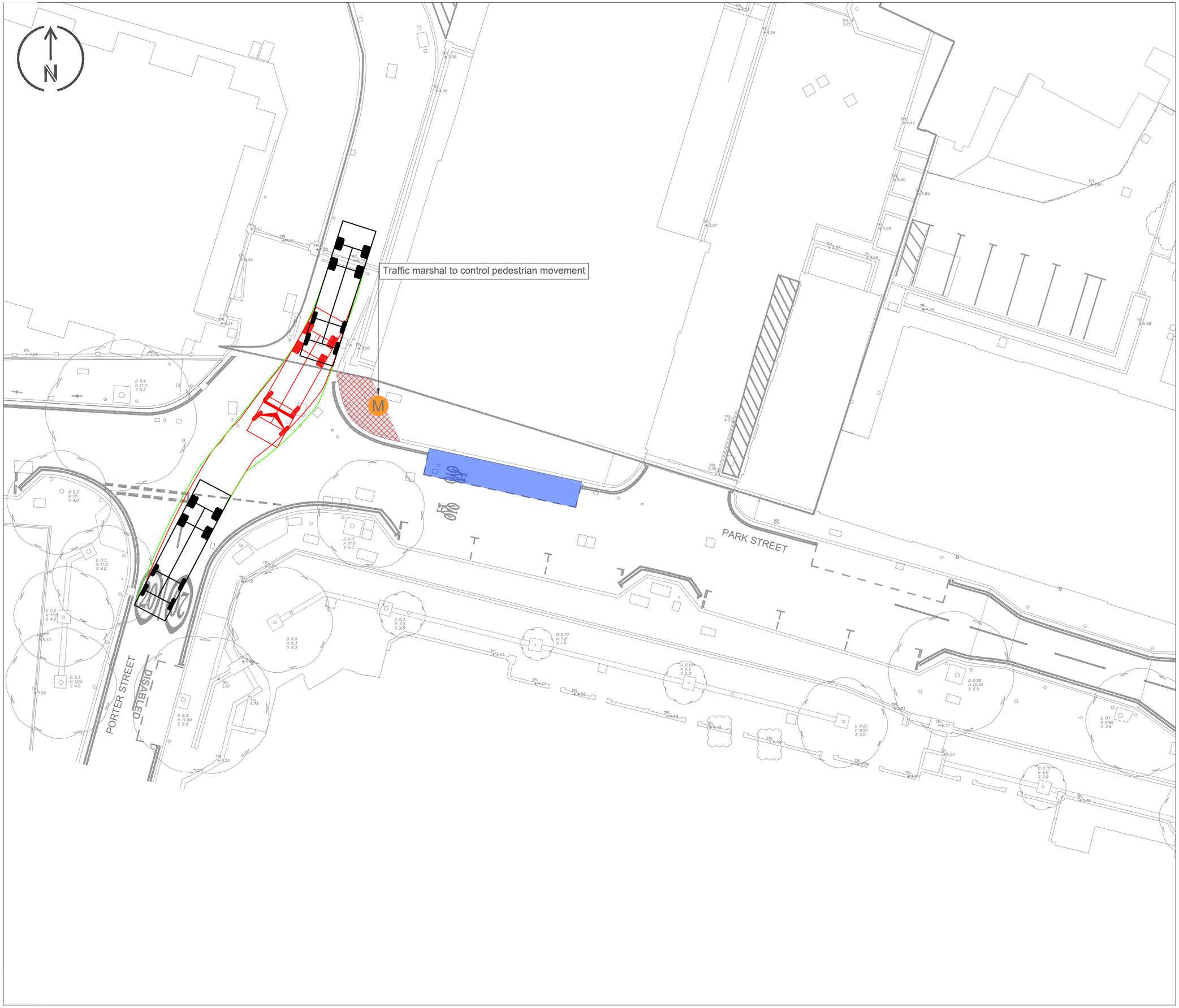
CLIENT: Landsec

JOB TITLE: RED LION COURT

DRAWING TITLE: PARK STREET
PHASE 1A DEMOLITION
VEHICLE MANOEUVRE PHASE 1

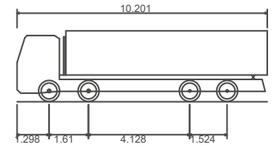
STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-TR-027	B	1:250



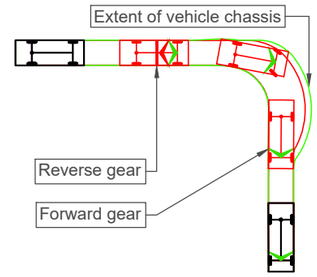
NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This drawing is for discussion purposes only.
4. Base Map is based on topographical survey "MSA SURVEY_5504_T_201023_PLANS".
5. Swept path analysis is based on the following vehicles traveling at 5mph.



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

KEY



Parking bay to be suspended

Footway works to accommodate vehicle overrun

M Traffic Marshal

FIGURE 5.3

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
B	27/04/22	SUBMITTED FOR APPROVAL	AD	JT	JM
A	14/04/22	FIRST ISSUE	IH	JT	JM

momentum transport consultancy

CLIENT: Landsec

JOB TITLE: RED LION COURT

DRAWING TITLE: PARK STREET
PHASE 1A DEMOLITION
VEHICLE MANOEUVRE PHASE 2

STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-TR-028	B	1:250

Traffic marshal to control pedestrian movement

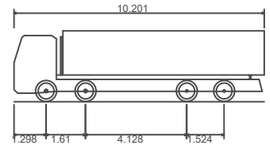
PARK STREET

PORTER STREET

DISABLED

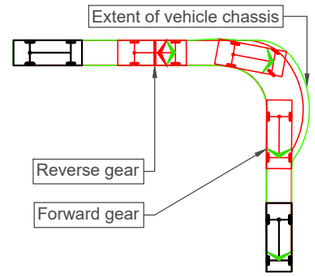
NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This drawing is for discussion purposes only.
4. Base Map is based on topographical survey "MSA SURVEY_5504_T_201023_PLANS".
5. Swept path analysis is based on the following vehicles traveling at 5mph.



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

KEY



Parking bay to be suspended

Footway works to accommodate vehicle overrun

M Traffic Marshal

FIGURE 5.4

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
B	27/04/22	SUBMITTED FOR APPROVAL	AD	JT	JM
A	14/04/22	FIRST ISSUE	IH	JT	JM

momentum transport consultancy

CLIENT: Landsec

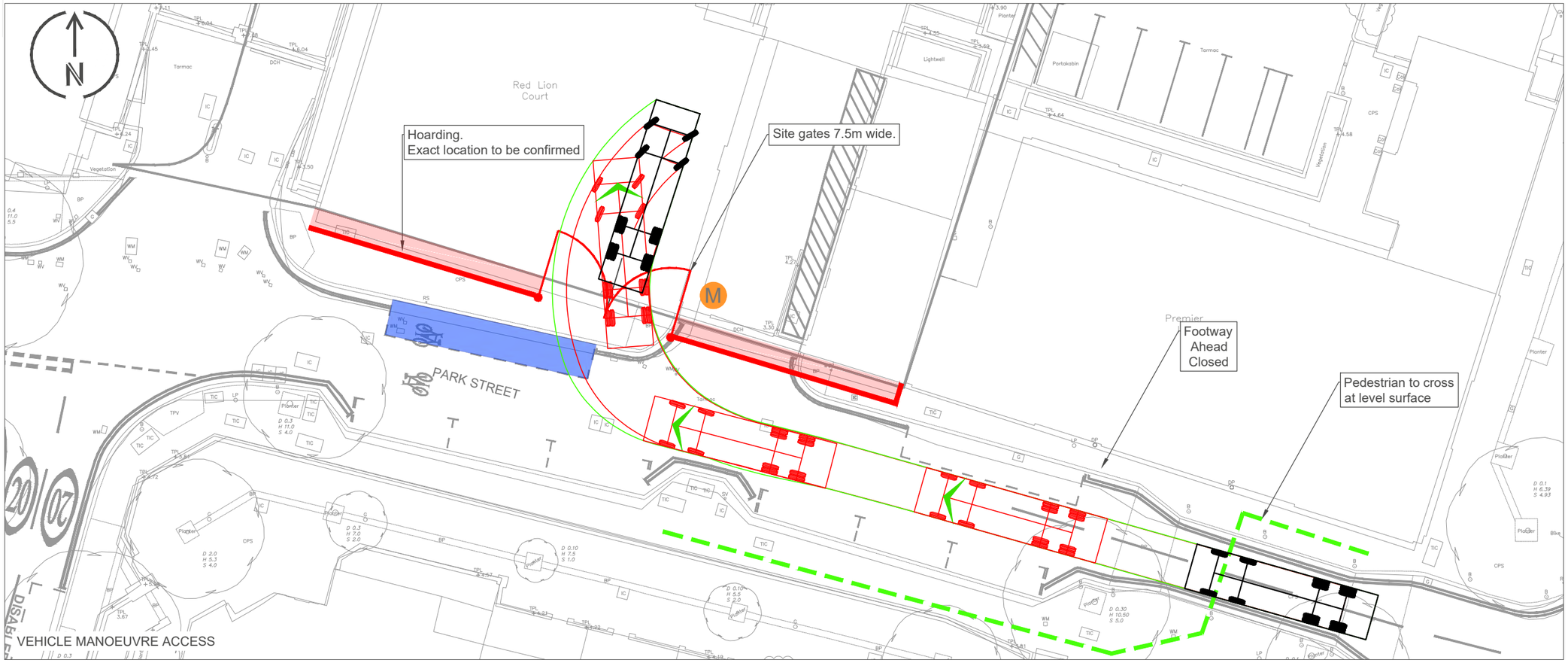
JOB TITLE: RED LION COURT

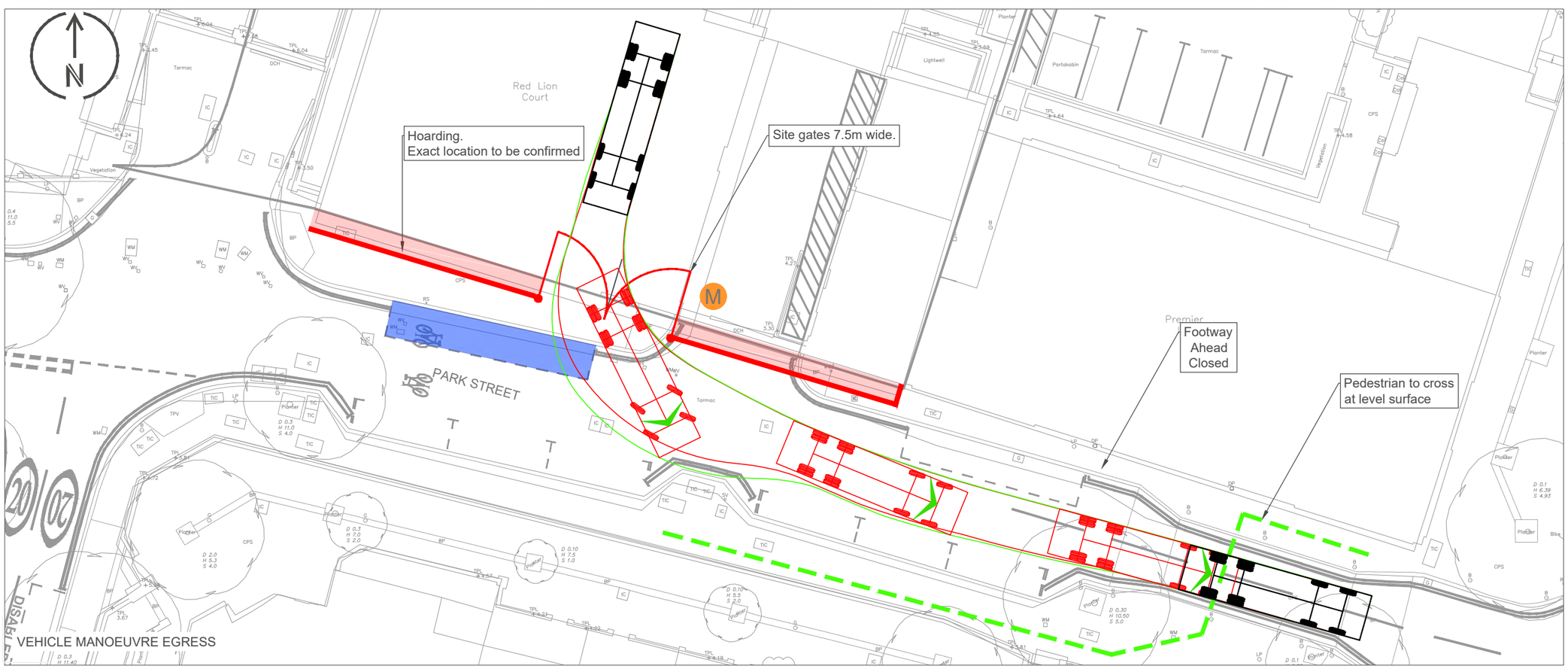
DRAWING TITLE: PARK STREET
PHASE 1A DEMOLITION
VEHICLE MANOEUVRE PHASE 3

STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-TR-029	B	1:250

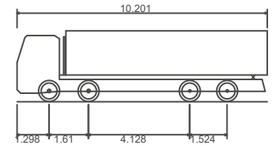
ISO FULL BLEED A3 420 X 297 MM





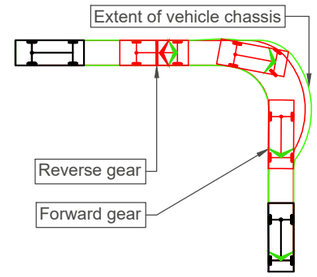
NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This drawing is for discussion purposes only.
4. Base Map is based on topographical survey "MSA SURVEY_5504_T_201023_PLANS".
5. Swept path analysis is based on the following vehicles traveling at 5mph.



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

KEY



Parking bay to be suspended

Pedestrian diversion

Site hoarding

M Traffic Marshal

FIGURE 5.5

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
B	27/04/22	SUBMITTED FOR APPROVAL	AD	JT	JM
A	14/04/22	FIRST ISSUE	IH	JT	JM

momentum transport consultancy

CLIENT: Landsec

JOB TITLE: RED LION COURT

DRAWING TITLE: PARK STREET PHASE 1b DEMOLITION ACCESS / EGRESS FROM SITE GATES

STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-TR-030	B	1:250

The way the world moves. By design.

ISO FULL BLEED A3 420 X 297 MM

Traffic marshal to control retractable barrier

Traffic marshal to control retractable barrier

Premier Inn

PARK STREET

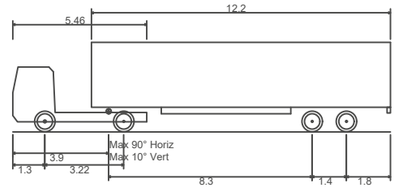
PORTER STREET

DISABLED

STREET

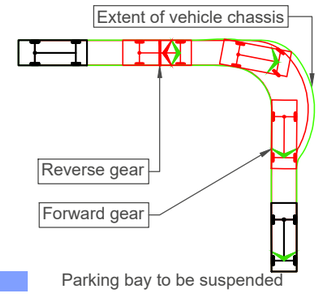
NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This drawing is for discussion purposes only.
4. Base Map is based on topographical survey "MSA SURVEY_5504_T_201023_PLANS".
5. Swept path analysis is based on the following vehicles traveling at 5mph.



Large Articulated Vehicle	
Overall Length	15.400m
Overall Width	2.500m
Overall Body Height	3.652m
Min Body Ground Clearance	0.406m
Max Track Width	2.377m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.610m

KEY



Parking bay to be suspended

Footway works to accommodate vehicle overrun

Mass barrier or similar approved

Retractable barrier

M Traffic Marshal

FIGURE 5.6

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
B	27/04/22	SUBMITTED FOR APPROVAL	AD	JT	JM
A	14/04/22	FIRST ISSUE	IH	JT	JM

momentum transport consultancy

CLIENT: Landsec

JOB TITLE: RED LION COURT

DRAWING TITLE: PARK STREET
PHASE 1A DEMOLITION - PITLANE
VEHICLE MANOEUVRE PHASE 1

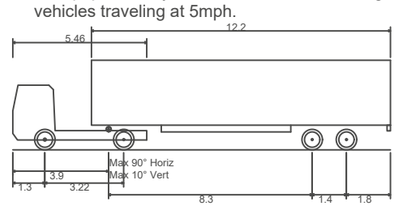
STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-TR-031	B	1:250

ISO FULL BLEED A3 420 X 297 MM

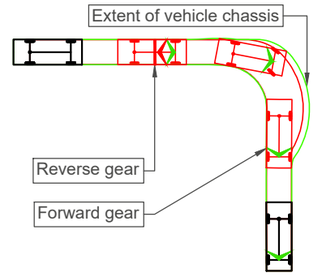
NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This drawing is for discussion purposes only.
4. Base Map is based on topographical survey "MSA SURVEY_5504_T_201023_PLANS".
5. Swept path analysis is based on the following vehicles traveling at 5mph.



Large Articulated Vehicle	
Overall Length	15.400m
Overall Width	2.500m
Overall Body Height	3.652m
Min Body Ground Clearance	0.406m
Max Track Width	2.377m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.610m

KEY



Parking bay to be suspended

Footway works to accommodate vehicle overrun

Mass barrier or similar approved

Retractable barrier

M Traffic Marshal

FIGURE 5.7

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
B	27/04/22	SUBMITTED FOR APPROVAL	AD	JT	JM
A	14/04/22	FIRST ISSUE	IH	JT	JM

momentum transport consultancy

CLIENT: Landsec

JOB TITLE: RED LION COURT

DRAWING TITLE: PARK STREET
PHASE 1A DEMOLITION - PITLANE
VEHICLE MANOEUVRE PHASE 2

STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-TR-032	B	1:250

The way the world moves. By design.

ISO FULL BLEED A3 420 X 297 MM

Red Lion Court

Premier Inn

PARK STREET

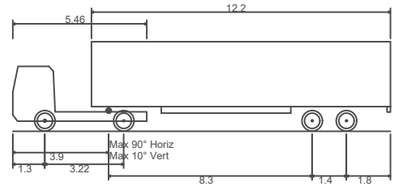
PORTER STREET

DISABLED

STREET

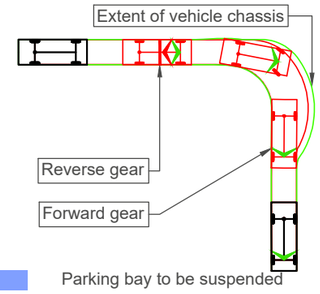
NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This drawing is for discussion purposes only.
4. Base Map is based on topographical survey "MSA SURVEY_5504_T_201023_PLANS".
5. Swept path analysis is based on the following vehicles traveling at 5mph.



Large Articulated Vehicle	
Overall Length	15.400m
Overall Width	2.500m
Overall Body Height	3.652m
Min Body Ground Clearance	0.406m
Max Track Width	2.377m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.610m

KEY



Parking bay to be suspended

Footway works to accommodate vehicle overrun

Mass barrier or similar approved

Retractable barrier

M Traffic Marshal

FIGURE 5.8

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
B	27/04/22	SUBMITTED FOR APPROVAL	AD	JT	JM
A	14/04/22	FIRST ISSUE	IH	JT	JM

momentum transport consultancy

CLIENT: Landsec

JOB TITLE: RED LION COURT

DRAWING TITLE: PARK STREET
PHASE 1A DEMOLITION - PITLANE
VEHICLE MANOEUVRE PHASE 3

STATUS: SUBMITTED FOR APPROVAL

DRAWING NO:	REV:	SCALE AT A3:
M000806-2-1-TR-033	B	1:250

6. STRATEGIES TO REDUCE IMPACTS

6.1.1 A detailed CLP would be developed and agreed in accordance with the LBS and Transport for London as part of an appropriately worded planning condition if considered appropriate by LBS.

6.1.2 The detailed CLP would be reviewed and updated in line with the development programme and would typically include the following details:

- Preferred hours of deliveries and removals (out of peak hours)
- Agreed construction traffic routing and site access points
- Road cleaning facility provisioning
- Temporary traffic control measures
- Temporary and permanent access to the works - for personnel/vehicles
- Off-loading and storage areas
- Traffic management procedures for waste disposal vehicles
- Personnel and vehicle segregation
- Equipment e.g., temporary fencing, signage etc.
- Temporary and permanent closures and diversions of footpaths, if required
- Street furniture removal, if required
- Site inductions
- Co-ordination with other local constructions sites

6.2 Measures to Control Construction Vehicles and Deliveries

RESTRICTED DELIVERY TIMES

6.2.1 Core working times at the site would be restricted to 08:00 to 18:00 on weekdays and 09:00 to 14:00 on Saturdays as per LBS construction guidance. Where possible all deliveries would be scheduled within these core working times. There would be no working on Sundays or Bank Holidays.

6.2.2 There may occasionally be a need to work outside these hours in order to undertake essential works, and the Principal Contractor would make due application to the LBS should the need arise. Measures would be taken to avoid deliveries during this time.

FREIGHT SAFETY AND ENVIRONMENTAL STANDARDS

6.2.3 Compliance with CLOCs and participation in the FORS scheme would be required of any contractors providing construction vehicles to the development site. Prior to the engagement of any construction delivery contractor, they must provide certification that shows their compliance with CLOCs and the FORS scheme.

CONSTRUCTION VEHICLE DESIGNATED ROUTES

6.2.4 All construction vehicle drivers would be required to use the preferred routes as specified in Chapter five following agreement with LBS and TfL, if considered appropriate. Strict monitoring and control of vehicles entering and egressing the construction site would be implemented.

6.2.5 The contractor would maintain an up-to-date log of all drivers that would include a written undertaking from them to adhere to approved routes for construction traffic.

CONSTRUCTION DELIVERY SCHEDULING

6.2.6 Construction deliveries would be carefully planned with delivery times agreed with each contractor using a web-based booking system to minimise disruption to other road users on the local highway network. A Delivery Management System (DMS) would target deliveries to be pre-booked where possible.

6.2.7 Wherever possible vehicles would be brought to site avoiding peak traffic periods, with construction vehicle movements restricted to the times previously outlined.

CONSOLIDATION AND LOGISTICS CENTRES

6.2.8 It is proposed that the Principal Contractor would consider the potential use of an off-site consolidation centre to minimise the number of trips made on local access roads delivering directly to the site.

6.2.9 The use of an off-site location would be especially useful on days that a high number of deliveries are forecast. Trips could be split between those that come directly to the construction site, and those that go to the consolidation centre. When the road network is less busy the stockpiled deliveries could then be transferred from the consolidation centre to the construction site.

6.2.10 If empty vehicles returning to the consolidation centre were instead filled with waste material, there would be further opportunity to reduce separate waste collections to the site during construction. This would also allow for effective sorting of waste off-site for disposal to an appropriate waste facility.

6.2.11 On appointment of the Principal Contractor, various locations would be considered, and the preferred option would be identified in the detailed CMP, and any associated strategy would be described.

CLEANING

6.2.12 Effective wheel washing facilities would be provided at the site gates before exiting onto local highway network. Recycled water would be used wherever possible. Supplementary cleaning would be provided as necessary using suitable means to keep the surrounding highway clean. Collected debris would be disposed of as controlled waste at a licensed waste disposal facility.

6.3 Mitigation for Road / Footway Closures

6.3.1 Notices regarding any planned closures or diversion of either roads or footpaths in relation to the construction works shall be given by the Principal Contractor to LBS, the police, fire brigade and other emergency services and as otherwise required sufficiently in advance of the required closure or diversion.

6.3.2 Any necessary lane closures on the local highway network would avoid peak periods if at all possible and would be agreed with LBS prior to commencement.

6.3.3 Notices and details of traffic management proposals associated with works to the highway and footpaths would be given under the Highway Acts 1980 and Road Traffic Act 1988.

6.4 Mitigation for Pedestrians / Cyclists

6.4.1 Notices regarding any planned closures and diversions of footpaths or cycle routes would be given by the Principal Contractor to LBS, the police, the fire brigade and other emergency services and as otherwise required sufficiently in advance of the required closure or diversion.

6.4.2 Pedestrians, cyclists and the general public would be segregated from the construction works at all times. Pedestrian access points for the workforce into the active construction site would generally be located close to the main vehicular access gates with a separate pedestrian gate, security point and footpath provided.

6.4.3 Diverted footpaths would be fully accessible for wheelchairs and pushchairs. The pedestrian routes provided during construction would comply with specific LBS requirements, as well as other stakeholders and relevant legislation.

6.4.4 Where diversions are not possible, alternative routes for pedestrians and cyclists would be negotiated with LBS and any other relevant authorities.

6.5 Neighbours and Public Liaison

6.5.1 The Principal Contractor would be expected to nominate a suitably qualified individual who would act as the Site Manager. The Site Manager would be named at the site entrance, with a contact telephone number. The contact name and details would be provided to all the relevant stakeholders by the Principal Contractor prior to the start of the construction and refurbishment works.

6.5.2 The Site Manager would be a suitably qualified individual who would have primary responsibility for dealing with LBS and any other stakeholders on environmental matters. All key stakeholders would be notified whenever a change of responsibility occurs for the Site Manager role. The Site Manager would keep neighbours, LBS and other relevant parties informed of the nature of the on-going works, their duration and outline programme to establish and maintain good relationships with them.

6.5.3 It is anticipated that regular meetings would take place between the Site Manager and LBS to review progress and to agree any necessary actions. The Site Manager would also deal with enquiries from the general public, including any complaints. Any complaints would be logged, responded to, and reported to the relevant individual within LBS (and vice versa) as soon as practicable.

6.5.4 The Site Manager would coordinate responses to queries and address issues in a timely and satisfactory manner.

6.6 Material Measures

REUSE OF MATERIAL ON SITE

6.6.1 It is proposed that where possible any construction materials are reused, if possible, for different construction processes to minimise waste.

6.6.2 When materials cannot be used on site, they should be sorted into recycling categories appropriately before removal from the construction site.

6.6.3 The Principal Contractor would be required to monitor waste generated during the construction works to maximise reuse and recycling potential. This should allow for the levels of reuse and recycling to be increased throughout the construction period.

SMART PROCUREMENT

6.6.4 Smart procurement would be implemented where possible, which would involve examining the sourcing of materials and logistics strategies of the supply chain to see if reductions in vehicle movements could be made.

6.6.5 Collaboration between suppliers would be considered, particularly if geographically close in location, offering opportunities to further consolidate vehicle loads.

6.7 Freight Safety

6.7.1 The Principal Contractor would have a dedicated logistics team to co-ordinate all construction deliveries and collections to / from the site and ensure that as far as possible:

- All delivery and collection vehicles are aware of the proposed routing
- Prior to a delivery or collection, hauliers would notify the relevant authorities
- Regular liaison meetings and reviews would be undertaken with neighbouring sites and LBS to plan the works so that they do not cause unnecessary disruption to the wider area
- Liaison would be undertaken with occupants of adjacent buildings to avoid delays to service deliveries
- Larger vehicle movements would be scheduled to avoid peak hours on the local road network, if possible

6.7.2 Compliance with CLOCS and participation in the FORS scheme would be implemented for construction vehicles.

6.8 Summary

6.8.1 A summary of the measures that have been considered at this stage are presented below in Table 6.1 overleaf.

6.8.2 Committed measures are measures that would be implemented as part of the CLP, secured by planning or where applicable, through Section 106 agreement. The Principal Contractor would be responsible for ensuring all sub-contractors comply with the committed measures identified in Table 6.1.

6.8.3 Proposed measures are considered feasible but must be evaluated to determine its practicality. If a measure is not feasible, the CLP shall contain justification and evidence as to why it has been rejected. Proposed measures shall be discussed with potential contractors during the procurement stage with a view to including them in the contract and agreeing to them in the Detailed CLP.

6.8.4 Considered measures are not deemed currently feasible but may become relevant in the future. If deemed feasible when the detailed CLP is being produced these measures should be proposed if suitable.

Table 6.1: Planned Measures Checklist

Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programs	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries			X
Use of holding areas and vehicle call off areas		X	
Use of logistics and consolidation centres		X	
Vehicle choice		X	
Measures to encourage sustainable freight			
DfMA and off-site manufacture			X
Re-use of material on site		X	
Smart procurement		X	
Other measures			
Collaboration with other sites in the area		X	

7. IMPLEMENTING, MONITORING AND UPDATING

7.1.1 It is anticipated that the LBS would require an appropriate planning condition for a detailed CLP to be prepared by the Principal Contractor through consultation with the LBS and TfL prior to the commencement of the proposed development.

7.1.2 An appointed Site Manager would oversee implementing the detailed CLP on behalf of the Principal Contractor. A Contractor and Driver Handbook would also be prepared and distributed to ensure that all contractors are aware of their obligations and required standards of working.

7.1.3 The Contractor's Handbook would contain information regarding safety, environmental responsibility, vehicle routing, delivery scheduling, driver training and standards to be met.

7.1.4 The Driver's Handbook would make the obligations of the individual driver clear. It would contain concise information on the authorised routes to and from the site, work hours at the construction site, how the booking and scheduling system would work, site access locations, anti-idling requirements, and guidance on vulnerable road users.

7.1.5 The detailed CLP would be prepared in consultation with the LBS and TfL. Once submitted, the CLP would be an evolving document that accounts for any changes in the construction strategy. It would be reviewed on a monthly basis by the Principal Contractor and Site Manager to incorporate collected data and monitoring results. This would ensure that the document remains appropriate to the site conditions and conditions in the surrounding area and road network.

7.1.6 Data would be collected throughout the construction process to ensure that both the CMP and detailed CLP are being followed. The data collected would be reported back by the Principal Contractor with full transparency to the LBS. It would be the responsibility of the Site Manager to collect data on the following issues.

VEHICLE MOVEMENTS

7.1.7 Data would be collected through surveys on a monthly basis to monitor delivery vehicle activities. The surveys would address the following:

- Total number of vehicles making deliveries and collections
- Vehicle type, size and emissions
- Total journey time for each trip and the average journey time for all trips
- Time spent on site
- Trip punctuality compared to the schedule

7.1.8 This information would inform the Principal Contractor and Site Manager on how best to modify the CLP and CMP going forwards to better match the reality of construction vehicle activity. This would allow more effective mitigation measures to be implemented throughout the construction process.

SAFETY

7.1.9 To ensure that construction activity is carried out responsibly and in line with policy, data would be collected and recorded on the following:

- Any logistics-related accidents
- Fatalities and serious injuries as a result of the construction process
- Vehicles and operators not meeting safety requirements

- Transport modes used by staff travelling to the site

COMPLIANCES, BREACHES AND COMPLIANTS

7.1.10 To maintain records of the compliance and legitimacy of the construction operations, information would be recorded on the following:

- Community concerns about construction activities
- Vehicle routing
- Unacceptable queuing
- Unacceptable parking
- Compliance with safety and environmental standards and programmes
- Supplier FORS accreditation
- ULEZ Compliance
- Anti-idling

7.1.11 Any issues identified would be managed and rectified promptly with the primary objective to avoid wherever possible, the issues being unacceptable.

7.1.12 Should complaints or breaches of protocol reach an unacceptable level (in rare circumstances) the contracted freight suppliers would need to have their position reviewed and potentially terminated. All complaints and breaches would be communicated to the relevant local authority.

8. CONCLUSION

8.1.1 This Framework CLP has been prepared by Momentum Transport Consultancy on behalf of LS Red Lion Court Limited, part of the Landsec group, for the proposed redevelopment of Red Lion Court pursuant to the planning application to be submitted to the London Borough of Southwark.

8.1.2 The demolition and construction programme is set out over an anticipated period of 42 months with works beginning in January 2024 to forecast completion in June 2027.

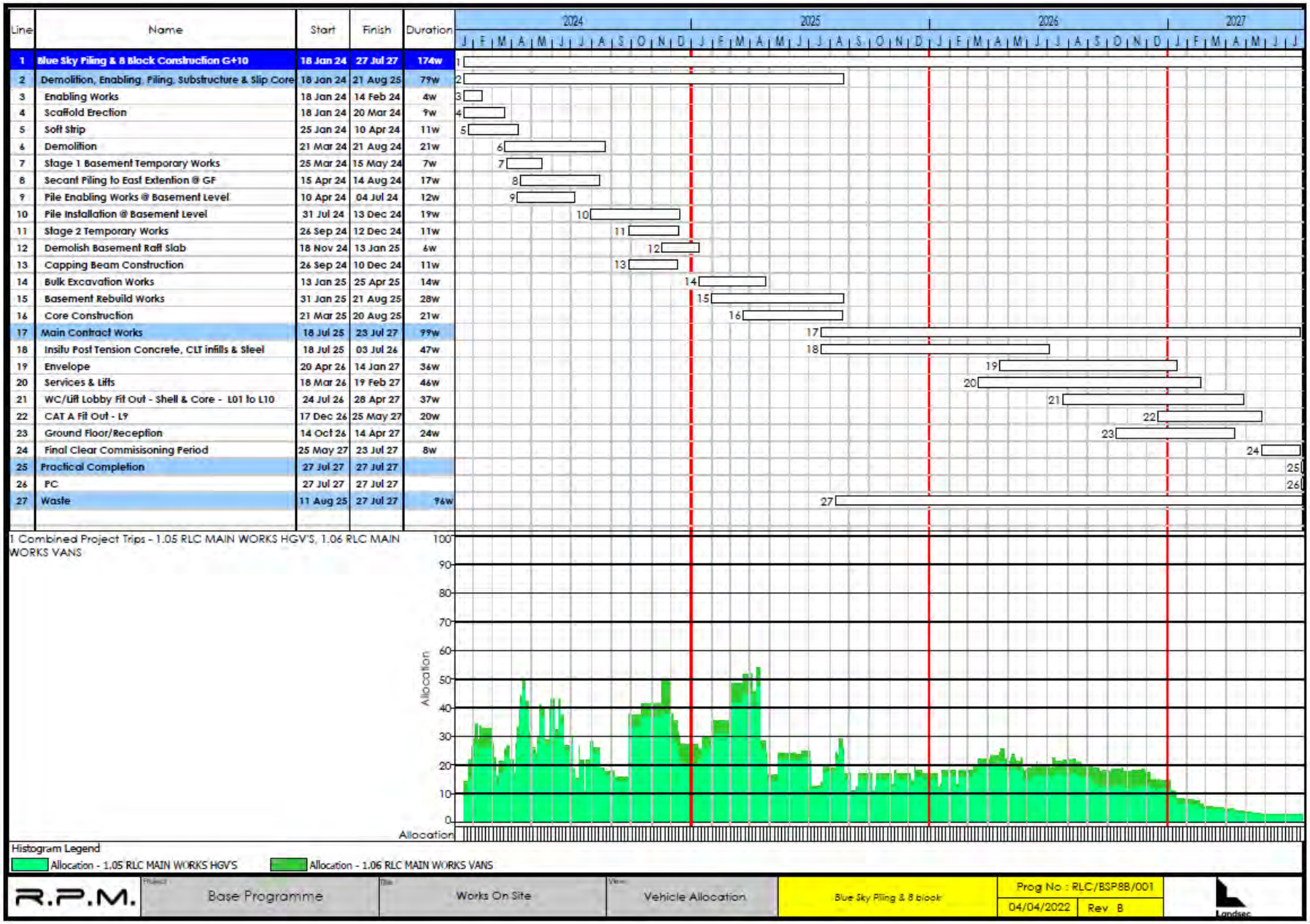
8.1.3 The document sets out how construction of the development would take place with minimal disruption to the surrounding area. All relevant policy has been reviewed and the construction process would be compliant with all requirements.

8.1.4 A series of objectives have been put in place that would be measured and recorded throughout the construction process to ensure that any negative impacts are kept to a minimum. This would be done through the updating of the CLP as a live document incorporating necessary changes to the construction strategy.

8.1.5 This document is an outline CLP. It is anticipated that a detailed CLP would be provided to the London Borough of Southwark as the local planning authority as a condition of permission being granted, should the application be approved.

APPENDIX A – CONSTRUCTION TRAFFIC HISTOGRAM

Line	Name	Start	Finish	Duration
1	**Blue Sky Piling & 8 Block Construction G+10**	**18 Jan 24**	**27 Jul 27**	**174w**
2	Demolition, Enabling, Piling, Substructure & Slip Core	18 Jan 24	21 Aug 25	79w
3	Enabling Works	18 Jan 24	14 Feb 24	4w
4	Scaffold Erection	18 Jan 24	20 Mar 24	9w
5	Soft Strip	25 Jan 24	10 Apr 24	11w
6	Demolition	21 Mar 24	21 Aug 24	21w
7	Stage 1 Basement Temporary Works	25 Mar 24	15 May 24	7w
8	Secant Piling to East Extention @ GF	15 Apr 24	14 Aug 24	17w
9	Pile Enabling Works @ Basement Level	10 Apr 24	04 Jul 24	12w
10	Pile Installation @ Basement Level	31 Jul 24	13 Dec 24	19w
11	Stage 2 Temporary Works	26 Sep 24	12 Dec 24	11w
12	Demolish Basement Raft Slab	18 Nov 24	13 Jan 25	6w
13	Capping Beam Construction	26 Sep 24	10 Dec 24	11w
14	Bulk Excavation Works	13 Jan 25	25 Apr 25	14w
15	Basement Rebuild Works	31 Jan 25	21 Aug 25	28w
16	Core Construction	21 Mar 25	20 Aug 25	21w
17	Main Contract Works	18 Jul 25	23 Jul 27	99w
18	Insitu Post Tension Concrete, CLT infills & Steel	18 Jul 25	03 Jul 26	47w
19	Envelope	20 Apr 26	14 Jan 27	36w
20	Services & Lifts	18 Mar 26	19 Feb 27	46w
21	WC/Lift Lobby Fit Out - Shell & Core - L01 to L10	24 Jul 26	28 Apr 27	37w
22	CAT A Fit Out - L9	17 Dec 26	25 May 27	20w
23	Ground Floor/Reception	14 Oct 26	14 Apr 27	24w
24	Final Clear Commisisoning Period	25 May 27	23 Jul 27	8w
25	Practical Completion	27 Jul 27	27 Jul 27	
26	PC	27 Jul 27	27 Jul 27	
27	Waste	11 Aug 25	27 Jul 27	96w



Histogram Legend

Allocation - 1.05 RLC MAIN WORKS HGV'S

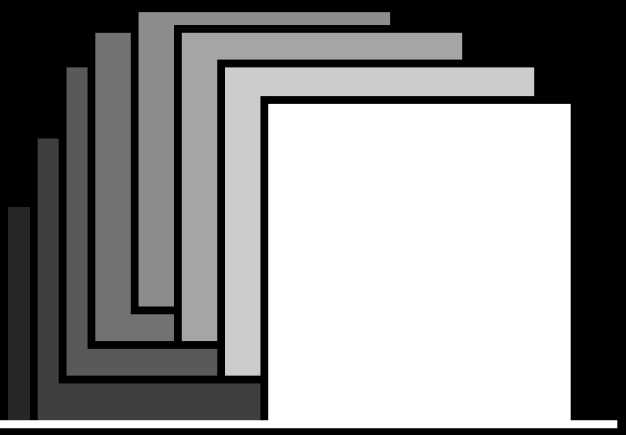
Allocation - 1.06 RLC MAIN WORKS VANS

R.P.M.	Project: Base Programme	Title: Works On Site	View: Vehicle Allocation	Blue Sky Piling & 8 block	Prog No : RLC/BSP8B/001	04/04/2022	Rev B	Landsec

APPENDIX H – FRAMEWORK TRAVEL PLAN

RED LION COURT

FRAMEWORK TRAVEL PLAN



MOMENTUM TRANSPORT CONSULTANCY

APRIL 2022

CONTACTS

MOMENTUM TRANSPORT CONSULTANCY

Clerkenwell House
23 27 Hatton Wall
London, EC1N 8JJ

T: +44 (0)20 7242 0228

momentum-transport.com

TABLE OF CONTENTS

Tables

Figures

1. INTRODUCTION

1.1 Context

1.1.1 This Framework Travel Plan (FTP) has been prepared by Momentum Transport Consultancy ("Momentum") on behalf LS Red Lion Court Limited, part of the Landsec group, to support a planning application for Red Lion Court (46-48 Park Street) (herein "the Proposed Development or "the Site") in the London Borough of Southwark (LBS).

1.1.2 Travel Plans are the key management tool for implementing the transport solutions highlighted in the Transport Assessment and are one of the primary tools for mitigating the transport impacts of a Proposed Development.

1.1.3 The FTP is a draft Travel Plan and will remain 'draft' until the scheme is taken forward for implementation, or one month after the baseline survey is completed following occupation, whichever is sooner and in agreement with the planning authority.

1.1.4 The applicant will manage the FTP and will be responsible for its implementation and further development until a management company or companies are identified.

1.1.5 This FTP has been produced in accordance with the latest Transport for London (TfL) guidance, Travel Planning Guidance (November 2013), and includes objectives aimed at promoting sustainable travel to and from the development.

1.1.6 The Mayor's Transport Strategy (2018) seeks to increase the share of sustainable modes of travel across London's network. The Mayor's Transport Strategy sets out to achieve 80% of travel by public transport or active travel modes (walking and cycling) by the year 2041.

1.2 Existing Site Conditions

1.2.1 The existing building on the Site, Red Lion Court, was originally constructed in 1989. It is seven stories in height above ground level and comprises office space. There is also an existing basement to the building.

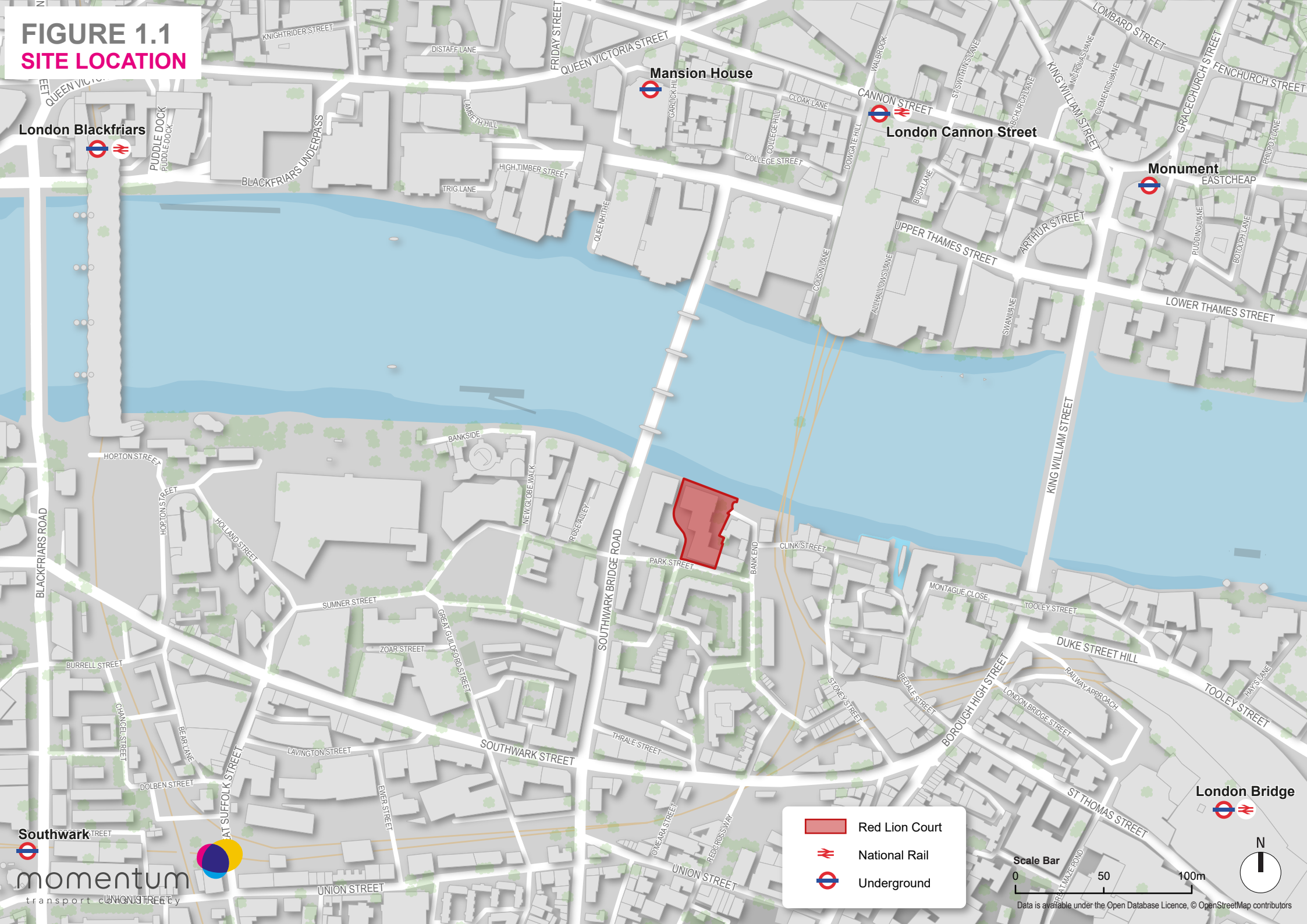
1.2.2 The Site currently lies between 1 Southwark Bridge Road (the former Financial Times Office Building) to the west and The Anchor Public House to the east.

1.2.3 The Site (along with the neighbouring address of 1 Southwark Bridge Road) currently acts as a barrier between Park Street and the Bankside Thames River Pathway. Pedestrians are unable to cross between the existing buildings to move between Park Street and the Thames River Path.

1.2.4 The Site benefits from a Public Transport Accessibility Level (PTAL) rating of 6b, which is the highest category possible. Public transport options include 4 bus routes, 2 TfL Cycle Docking Stations within 150m, Mansion House, Monument and Southwark London Underground Stations and Blackfriars, Cannon Street and London Bridge National Rail Stations.

1.2.5 Figure 1.1 details the Site Location in the London Borough of Southwark.

FIGURE 1.1
SITE LOCATION



1.3 Development Proposals

1.3.1 The Proposed Development at 46-48 Park Street provides a unique opportunity to enhance the pedestrian connectivity through the Site by enhancing north-south connections and providing an improved environment for all along the Site frontages on Bankside and Park Street.

1.3.2 The development will provide additional office, restaurant and retail floorspace through the redevelopment of the existing building, together with new external terraces, landscaping, public realm works, new plant equipment, cycle parking spaces and other associated works.

1.3.3 The development proposals designed by Bjarke Ingels Group Architects ('BIG'), and herein referred to as 'the Proposed Development' consist of the following:

> *"Demolition of the existing above ground building and part-basement and redevelopment of the Site to provide an 11-storey plus basement building providing office, retail, restaurant and wellness uses alongside external terraces, landscaping, public realm works, new plant equipment, cycle parking spaces and other associated works."*

1.3.4 For full details and scope of the planning application, please refer to the submitted Planning Statement, prepared by Gerald Eve LLP.

1.3.5 Table 1.1 outlines the proposed land uses and floor areas.

Table 1.1 Proposed Land Uses

Land Use	NIA (m^2)	GIA (m^2)	GEA (m^2)
Class E(a) Non-Food Retail	246	377	405
Class E(b) Food Retail	388	595	638
Class E(c) Office	20,867	31,993	34,329
Total	**21,501**	**32,965**	**35,372**

CYCLE PARKING

1.3.6 Cycle parking will be provided in line with the requirements of the Southwark Plan (2022) and the London Plan (2021). The London Plan (2021) cycle parking standards for B1 Office have been applied to the whole Class E floorspace proposed as outlined below:

1.3.7 Table 1.2 presents the long stay and short stay cycle parking required to comply with the London Plan (2021).

Table 1.2 London Plan Cycle Parking Requirements

Land Use	Requirement		Required Provision	
	Long Stay	Short Stay	Long Stay	Short Stay
Class E(c) Office	1 space per 75sqm (GEA)	First 5,000 sqm: 1 space per 500sqm. Thereafter 1 space per 5,000 sqm (GEA)	458	16
Class E(a) Non-Food Retail	First 1000 sqm: 1 space per 250	First 1000 sqm: 1 space per 60	2	84

	sqm. Thereafter 1 space per 1000 sqm (GEA)	sqm. Thereafter 1 space per 500 sqm (GEA)		
Class E(b) Food Retail	1 space per 175 sqm (GEA)	1 space per 20 sqm (GEA)	4	32
TOTAL			**463**	**132**

1.3.8 It is intended that the Proposed Development secure cycle parking facilities in line with the Southwark Plan (2022) which go beyond those outlined above in the London Plan (2021).

1.3.9 Table 1.3 below details the cycle parking standards of the Southwark Plan (2022).

Table 1.3: London Borough of Southwark Plan (2022) Cycle Standards

Land Use	Requirement		Required Provision	
	Long Stay	Short Stay	Long Stay	Short Stay
A1 Retail (Non-Food)	First 1,000 sqm: 1 space per 100 sqm. Thereafter 1 space per 1,000 sqm (GIA)	First 1,000 sqm: 1 space per 60 sqm. Thereafter 1 space per 1,000 sqm (GEA)	4	7
A3 Restaurant / Retail	1 space per 175 sqm (GIA)	1 space per 20 sqm (GEA)	4	32
Total			**719**	**167**

1.3.10 It can be seen that the London Plan (2021) requires a lower number of both short stay and long stay cycle parking spaces when compared to the Southwark Plan (2022). Despite this discrepancy, the Proposed Development will seek to provide an ambitious level of cycle parking in line with the Southwark Plan (2022) figures of 719 long stay spaces, and 167 short stay spaces.

Long Stay Cycle parking

1.3.11 It is proposed to provide 719 long stay cycle spaces within the building as basement level. These spaces would be accessed via Park Street and the new public realm area with two cycle lift elevators enabling easy cycle parking.

1.3.12 The first-class experience for cyclists will include an easy to access main cycling entrance from Park Street and excellent locker and shower facilities.

1.3.13 A breakdown of the proposed long stay spaces and the type of cycle stand is presented in Table 1.4. This includes a provision of folding bicycle lockers which is considered suitable for this Site given its position within the Central Activity Zone and near rail termini, as set out in guidance within the London Plan (2021).

1.3.14 All short stay cycle parking would be provided as Sheffield Stands within the vicinity of the Proposed Development.

Table 1.4 Proposed Cycle Stand Allocation

Type of Cycle Stand	Proportion	Approx. No. of Spaces
Two-Tier Rack	56%	398
Folding Bicycle Locker	10%	71
Accessible Stand	3%	24
Sheffield Stand	31%	226
Total	**100%**	**719**

1.3.15 Alongside the long stay spaces, it is proposed to provide 54 showers and 796 lockers in line with London Plan (2021) policy requirements as well as the Southwark Plan (2022) and BREEAM (2018) and WELL (2021) guidance. These would be situated alongside the long stay spaces.

1.3.16 Appendix A outlines how the long stay cycle parking and facilities would be accessed.

Short Stay Cycle Parking

1.3.17 48 Short stay cycle parking spaces would be provided at-grade (2 of these for cargo bikes) on the site in various easily accessible locations across the proposed public realm. The remaining 119 short stay cycle parking spaces would be provided on the first basement level. These would differ from the long stay cycle spaces in this location as they would be separated and also accessible via cycle concierge.

1.3.18 To use the proposed cycle concierge service, visitors with cycles would leave them with the concierge who would then park them, giving the visitors a receipt of drop-off. Visitors could then return to the concierge to pick up their cycles.

1.3.19 When compared to the London Plan (2021) standards, the Proposed Development would provide an additional 35 short stay cycle places to bring the Proposed Development in line with the Southwark Plan (2022).

1.3.20 In addition to the spaces mentioned above there will also be a cycle repair station and a bike retail unit, adding to the first-class cycling experience. This will increase the attractiveness of cycling to users of the building and should also encourage cycling for visitors.

1.4 Planning Policy & Standards

1.4.1 This report has been prepared according to the following guidance which is fully summarised in Appendix A of the TA:

National Policy

- National Planning Policy Framework (2019)
- Use Class Order (2020)
- Good Practice Guidelines: Delivering Travel Plans Through the Planning Process (2009)
- Equality Act (2010)
- Waste Management Plan for England (2021)

Regional Policy

- The London Plan (2021)
- Vision Zero Action Plan (2018)
- The Mayor's Transport Strategy (2018)
- Transport for London Travel Planning Guidance (2013)
- Freight and Servicing Action Plan (2019)
- London Environment Strategy (2018)

Local Policy

- London Borough of Southwark, Southwark Plan (2022)
- London Borough of Southwark Cycling Strategy (2015)
- London Borough of Southwark Movement Plan (2019)
- London Borough of Southwark Sustainable Modes of Transport Strategy (2009-2019)
- London Borough of Southwark Transport Plan 2011

2. TRANSPORT CONDITIONS

2.1 Introduction

2.1.1 The Site is bound by the River Thames Footway to the north, Park Street to the south, 1 Southwark Bridge Road to the west (former Financial Times Office Building) and the Anchor Public House to the east.

2.1.2 The TfL WebCAT Planning Tool has been used to calculate the PTAL for the Site. The PTAL is categorised in 6 levels, 1 to 6, where 6b represents a high level of public transport accessibility and 1 a low level of public transport accessibility. The PTAL estimate applies a walking speed of 80m per minute with a maximum walking distance of 640m to bus stops and 960m to rail and Underground stations.

2.1.3 The Site is in an area of high public transport accessibility (PTAL 6b), situated to the south of the River Thames and located close to the historic market centre of Borough Market.

2.1.4 A summary map of the key transport links is shown in Figure 2.2.

2.2 Pedestrian Facilities

2.2.1 Planning guidance highlights the integration of land-use, transport, and planning decisions. In order to achieve good integration, developments should be encouraged in areas with good levels of accessibility to local facilities and employment, as well as public transport. This section of the report sets out the current situation with regard to the provision of pedestrian facilities and links.

2.2.2 Figure 2.1 provides an overview of the walking catchment from the Proposed Development site.

2.2.3 The Site is located on the Bankside River Thames Path. This provides excellent east / west pedestrian connections along the south bank of the river Thames and also connects the site to Millennium Bridge giving excellent access to St Paul's Cathedral and more widely into Holborn and the City of London further north via the north bank river Thames Path.

2.3 Cycle Facilities and Network

Cycle Routes

2.3.1 Cycleway CS7 is situated very near to the site running in a north / south direction across Southwark Bridge and connects Southwark with the City of London. Cycleway CS7 connects central areas of London to areas further south, running through Kennington, Clapham, Tooting and eventually ending in Wimbledon. CS7 also leads to C14 and C10 which run east / west through Southwark and Elephant and Castle.

2.3.2 Cycleway CS7 also leads to CS3 which is located on the north side of the river Thames, this runs parallel to the river in upstream and downstream directions.

2.3.3 CS7 cycleway is mostly fully segregated from other road traffic and has been improved and extended over recent years.

Cycle Hire

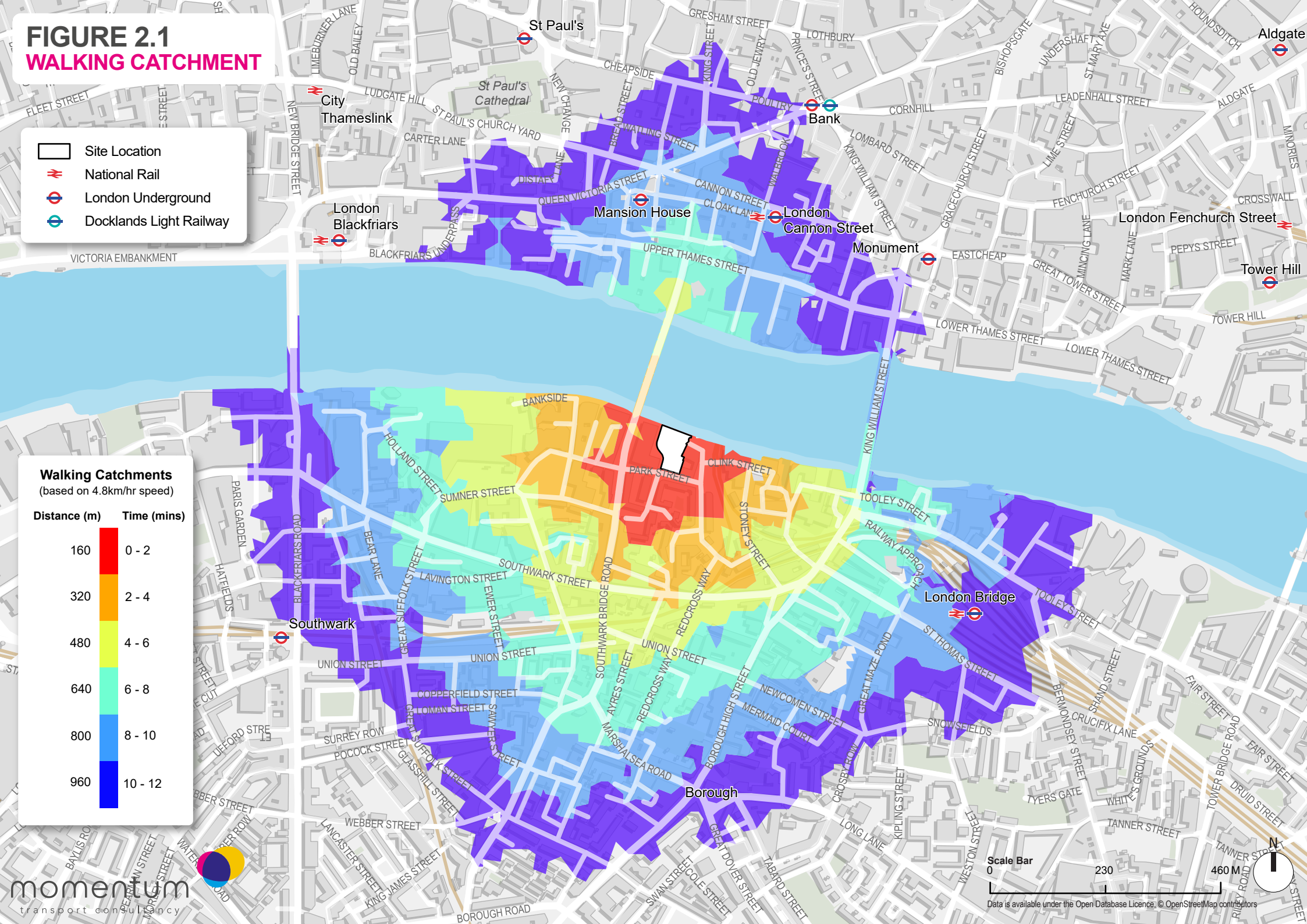
2.3.4 There are 11 TfL Cycle Hire docking stations within 640m of the Site providing a total of 331 cycles to hire.

2.3.5 HumanForest, Tier, and Lime currently offer dockless cycle hire within LBS.

Cycle Parking

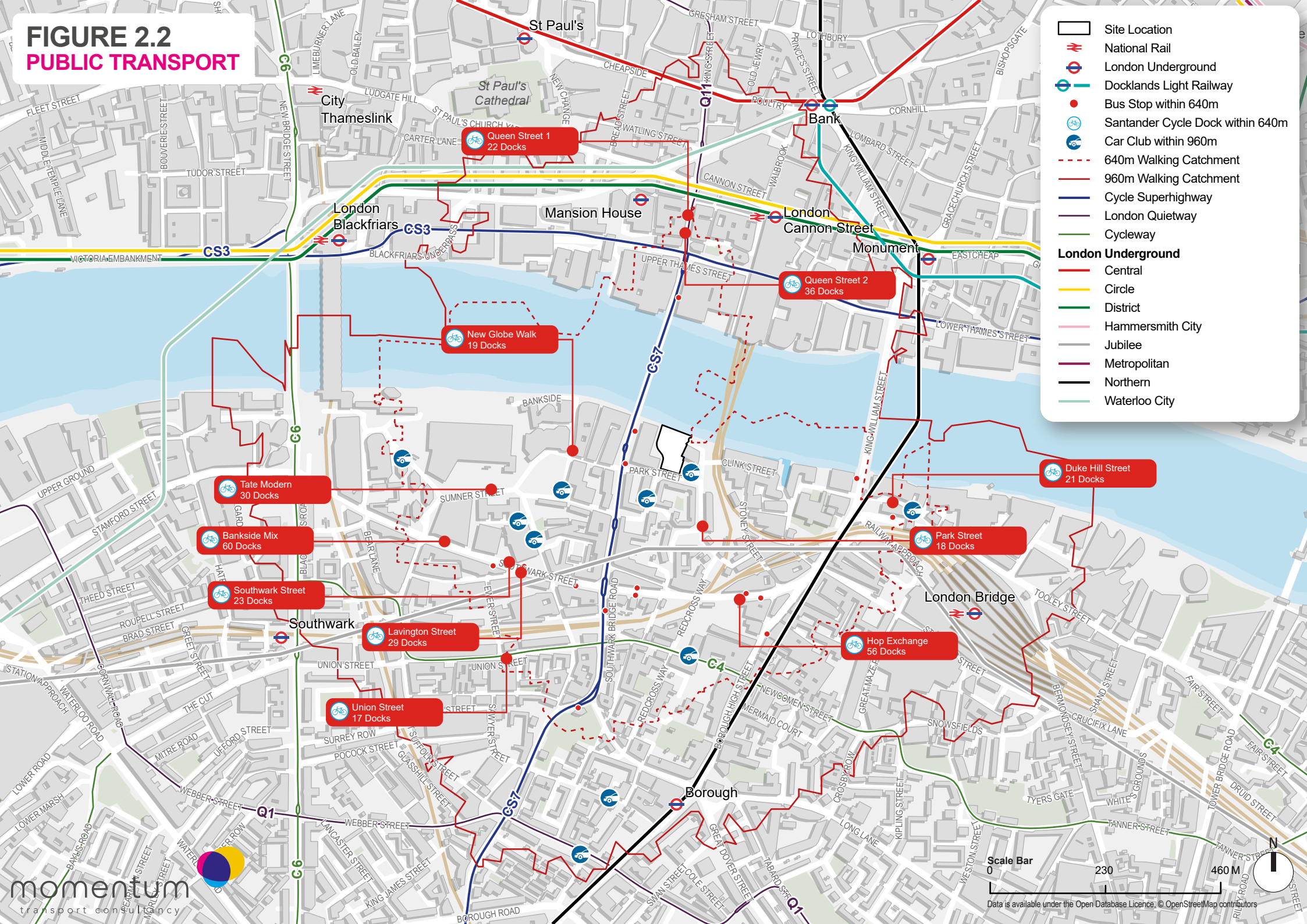
2.3.6 Short stay cycle parking in the form of Sheffield Stands is also located within the local area. The respective locations are shown in Figure 2.3, whilst the 20-minute cycling catchment is shown in Figure 2.4.

FIGURE 2.1
WALKING CATCHMENT



momentum
transport consultancy

FIGURE 2.2
PUBLIC TRANSPORT



momentum
transport consultancy

FIGURE 2.3
LOCAL CYCLE INFRASTRUCTURE

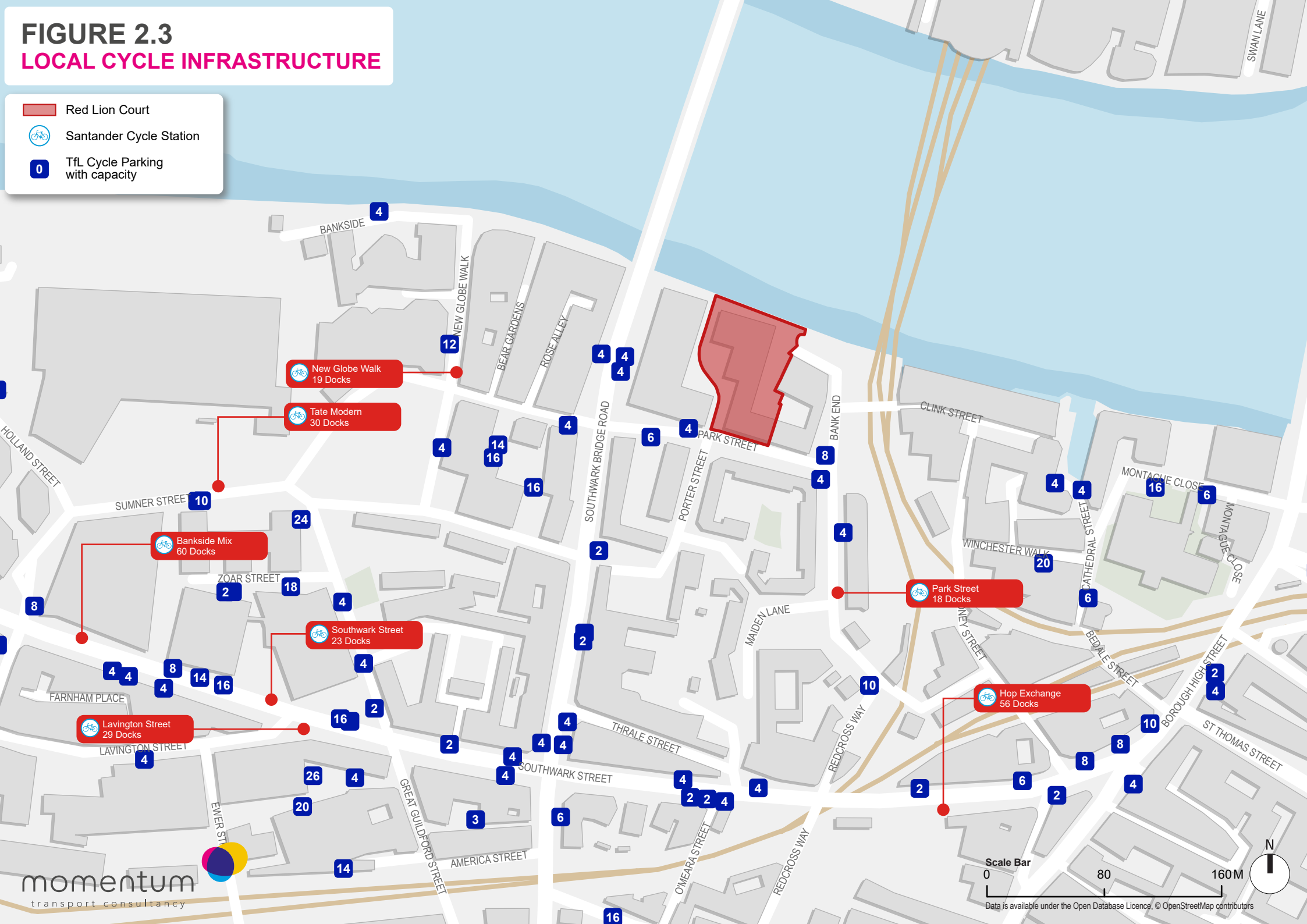
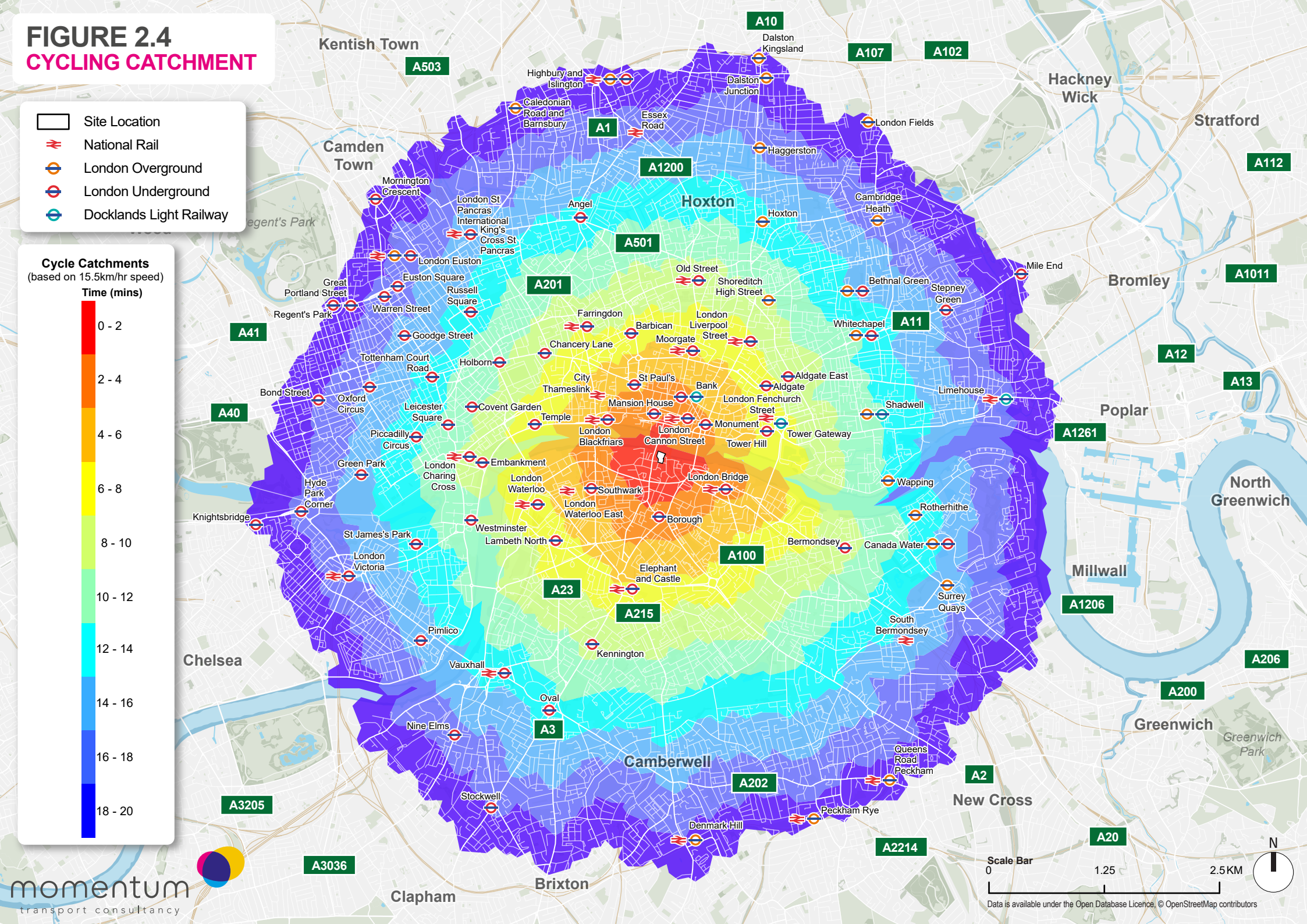


FIGURE 2.4
CYCLING CATCHMENT



2.4 London Buses

2.4.1 TfL states a maximum walking distance to a bus stop to be included in the PTAL calculation should be 640m, which equates to an eight-minute journey time by foot using a walking speed of 80 metres per minute. Table 2.1 details the bus services within the 640m catchment of the Site.

2.4.2 A total of approximately 29 buses serve the Site during the peak hours. The bus services are outlined below in Table 2.1.

Table 2.1: Bus Services within Walking Distance of the Proposed Development Site

Stop	Distance from Site (m)	Bus Route	AM Service Frequency (08:00 – 09:00) (vph)	PM Service Frequency (17:00 - 18:00) (vph)
Southwark Street / Southwark Bridge Road	395	381	5.75	5.75
Southwark Street / Southwark Bridge Road	39	RV1	6	6
Southwark Bridge Bankside	97	344	10	10
Southwark Street / O'Meara Street	412	17	7.5	7.5
TOTAL			**29**	**29**

2.5 London Underground

2.5.1 In accordance with PTAL walking access times, the maximum walking distance to a London Underground station is 960m, which equates to approximately a twelve-minute journey by foot.

2.5.2 Mansion House is located approximately 605m away from the Site, approximately an eight-minute walk north of the Site facilitating access to London Underground Circle and District Line services.

2.5.3 Cannon Street Station is located 713m away from the site, but for the purposes of this section, it is assumed travellers will use Mansion house as this is served by the same lines as Cannon Street and is located much closer to the Site. It can therefore be assumed that anyone accessing the Circle or District Lines would do so from Mansion House rather than Cannon Street. This is also true for Monument London Underground Station.

2.5.4 London Bridge Station is located 632m away from the Site and is served by the Northern and Jubilee London Underground lines.

2.5.5 Table 2.2 outlines the London Underground services for each station located within 960m of the Site. As London Underground Circle and District Line services are available from both

Mansion House and Cannon Street Station, only services from Mansion House have been included due to Mansion House being 100m closer to the Site.

Table 2.2 Underground Services within Walking Distance of the Proposed Development

Station	Distance from Site (m)	Service	Direction	Average AM Weekday Peak Hour Frequency	Average PM Weekday Peak Hour Frequency
Mansion House	605	Circle	Eastbound (ccl)	6	6
			Westbound (cl)	6	6
		District	Eastbound	12	12
			Westbound	11	11
London Bridge	632	Northern (Bank Branch)	Northbound	19	19
			Southbound	9	9
		Jubilee	Eastbound	17	17
			Westbound	8	8

2.6 National Rail

2.6.1 In accordance with PTAL walk access times, the maximum walk distance to a rail station is 960m, which equates to a 12-minute journey time by foot.

2.6.2 The Site is situated in close proximity to London Bridge Station and Cannon Street Station, where mainline rail services between Kent, Brighton, Surrey, and the wider southeast region are operated by National Rail Services. Table 2.3 outlines the frequency of services from London Cannon Street and London Bridge Station in the AM and PM peak. Please refer to the TfL PTAL report for further information (appendix D of the associated submitted Transport Assessment).

Table 2.3 Train Frequency at Nearby Stations

Station	Distance from Site (m)	Operator	Service Destinations / Origins	Peak Hour Frequency (all directions)
Cannon Street	713	South Eastern Railway	Hastings	9
			Barnehurst	
			Slade Green	
			Cannon Street	
			Dartford	
London Bridge	631	City Thameslink	Bedford	106
			Peterborough	
			Cambridge	
			Rainham	
			Sevenoaks	
			Orpington	
			Horsham	
			Littlehampton	
			East Grinsted	
			Brighton	
		Southern	London Victoria	
			Milton Keynes Central	

			Guildford	
			Wimbledon	
			Epsom Downs	
			Horsham	
			Southampton Central	
			Portsmouth Harbour	
			Tattenham Corner	
			Littlehampton	
			Bognor Regis	
			Brighton	
			Seaford	
			Eastbourne	
			Ashford International	
			Hastings	
			Uckfield	
			East Grinstead	
			Tonbridge	
			Beckenham Junction	
			Reigate	
			Caterham	
		South Eastern Railway	Cannon Street	
			Charing Cross	
			Slade Green	
			Barnehurst	
			Crayford	
			Dartford	
			Strood	
			Sherness-on-Sea	
			Ramsgate	
			Dover Priory	
			Ashford International	
			Tonbridge	
			Hastings	
			Hayes	
			Ore	

2.7 Accessible Amenities

2.7.1 In accordance with BREEAM (2018), accessible amenities within an a 500m walking catchment of the Site have been identified and are outlined in Figure 2.5 below.

2.7.2 As shown by Figure 2.5, the following amenities have been identified within a 500m walking catchment of the Site:

- Appropriate food outlet
- Access to cash
- Access to a recreation or leisure facility for fitness or sports
- Publicly available postal facility
- Community facility

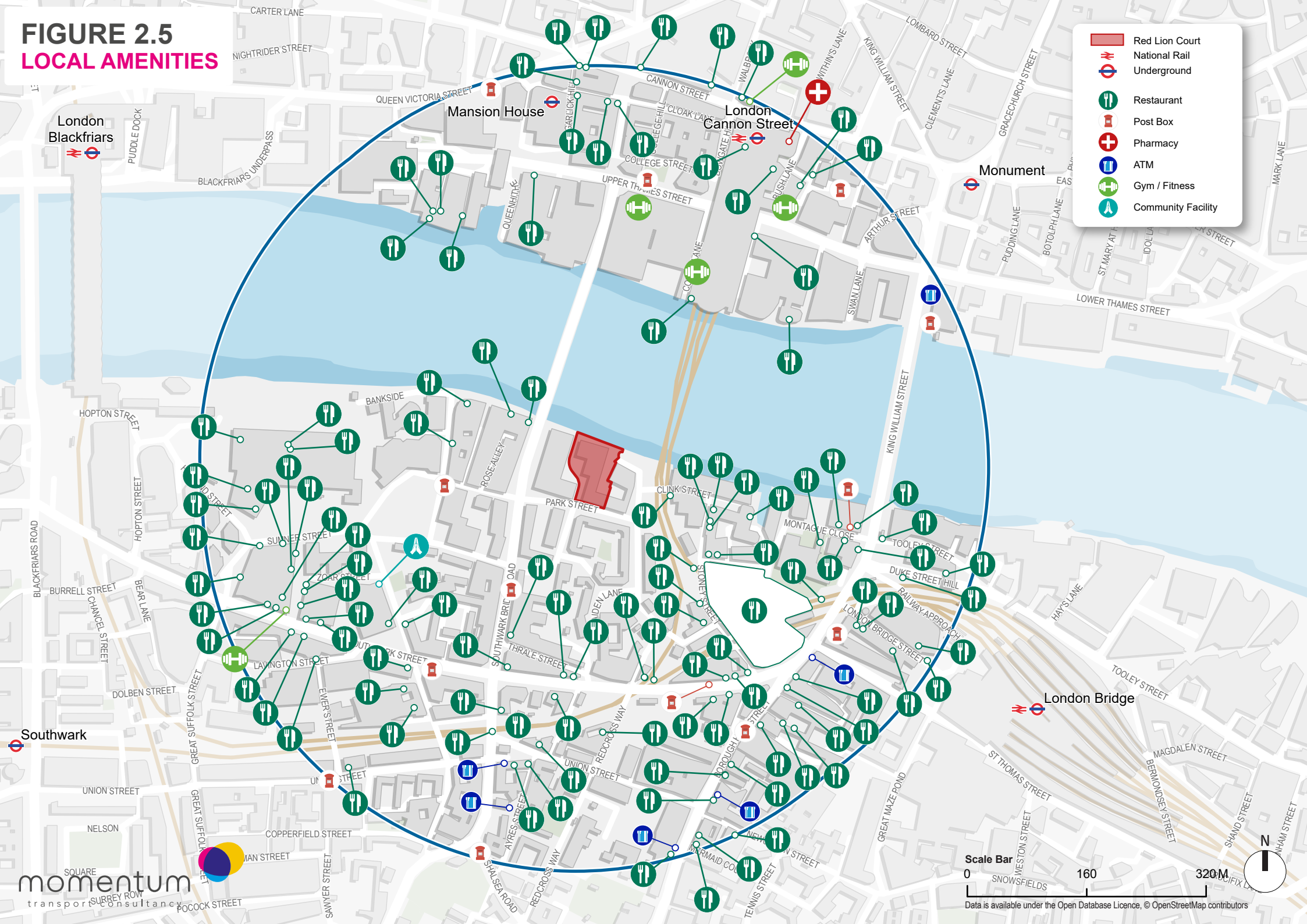
- Over the counter services associated with a pharmacy

2.7.3 The following amenities were also considered within the assessment but were not identified within a 500m walking catchment of the Site:

- Access to an outdoor open space (public or private, suitably sized, and accessible to building users)
- Public sector GP surgery or general medical centre
- Childcare facility or school

2.7.4 In addition, London Underground transport and National Rail service amenities were also located within 500m of the Site.

FIGURE 2.5
LOCAL AMENITIES



3. MODE SHARE

3.1 Introduction

3.1.1 This chapter provides information on the baseline mode share for the land uses relevant to the Site and proposes future targets for the mode share.

3.2 Baseline Mode Share

3.2.1 Mode shares for office workers have been calculated using Census 2011 data.

3.2.2 The Census 2011 data mode shares have been amended to remove mode shares for the "Work mainly at or from home" and "Other method of travel to work" categories. These Amended Mode Shares have also had the "Driving a car or van" mode share reduced to 0.0% to reflect the relatively low provision of existing on-site car parking. These Amended Mode shares are shown below in Table 3.1.

Table 3.1: Baseline Mode Share

Method of Travel		Mode Share	Amended Mode Share
Public Transport	Underground, metro, light rail	87%	28.3%
	Train		49.5%
	Bus		10.2%
	Taxi		0.3%
Private Vehicle	Motorcycle, scooter or moped	2%	1.6%
	Driving a car or van		0.0%
	Passenger in a car of van		0.5%
Active Travel	Bicycle	11%	5.7%
	On Foot		5.0%
Total		**100%**	**100%**

3.3 Mode Share Targets

3.3.1 As determined by TfL Travel Planning Guidance (2013) mode share targets are set at 1st, 3rd, and 5th years as seen below in Table 3.2.

3.3.2 Interim targets for the office and retail staff (based on the mode share data in the Transport Assessment) have been identified for the 3rd and 5th year, as shown in Table 3.2. The 6-month travel surveys will set out the baseline data.

3.3.3 These targets include a target for the share of users of the Site travelling by Riverboat.

Table 3.2: Proposed Mode Share Targets

Method of Travel		Proposed Mode Share	Grouped Mode Share	3rd Year Targets	Grouped Mode Share	5th Year Targets	Grouped Mode Share
Public Transport	Underground, metro, light rail	26.0%	80.2%	24.8%	77.2%	23.6%	74.2%
	Train	44.6%		42.5%		40.6%	
	Bus	9.3%		8.9%		8.5%	
	Other (Riverboat)	0.3%		1.0%		1.5%	
Private Vehicle	Taxi	0.2%	1.7%	0.2%	1.6%	0.2%	1.5%
	Motorcycle, scooter or	1.4%		1.4%		1.3%	
	Driving a car or van	0.0%		0.0%		0.0%	
	Passenger in a car of van	0.0%		0.0%		0.0%	
Active Travel	Bicycle	13.1%	18.2%	15.2%	21.2%	17.3%	24.3%
	On foot	5.1%		1.0%		1.5%	
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

3.3.4 Targets will be developed further once the baseline data has been established. Separate targets can be identified for staff and visitors to encourage sustainable modes such as walking and cycling. The baseline data will provide a better understanding of what is achievable and what modal share targets should be set.

3.3.5 The proposed mode share for public transport modes (Train / Underground / Bus / Riverboat) is 80.2% for visitors to the Site. It is proposed that targets aim to reduce these mode shares; however due to the proximity of the Proposed Development to excellent rail, underground and bus links these modes will still form significant percentage of all trips.

3.3.6 The proposed mode share for active transport modes (walking and cycling) totals 18.2%. Ambitious increases for each target year have been targeted. Improvements in cycling networks and infrastructure both locally and regionally will assist in the increase of cycling uptake.

3.3.7 Taxis and motorcyclists exhibit a minor proportion of the mode share as the Site is car-free, a 1.3% total. It is proposed that both modes are decreased marginally by the end of the five-year target period.

3.3.8 Due to the central London location of the Development, the mode share for car drivers is set at 0%. Car passengers are expected to encompass a negligible portion of the mode share, being those dropped off to the Site. This is in line with the Mayoral target to achieve 80% of trips by public transport or active travel by 2041 for London as a whole, with an ambitious target of 98.5% of trips targeted to be used by public transport or active travel within the 5th year of occupation.

4. OBJECTIVES

4.1 Introduction

4.1.1 This section of the report outlines the objectives of the FTP based on a review of the Proposed Development.

4.1.2 The FTP objectives relate to information provided in the associated Transport Assessment. The objectives are specific, measurable, attainable, realistic and time bound.

4.2 Objectives

4.2.1 The principal objective of the FTP is to facilitate sustainable travel to and from the Proposed Development.

4.2.2 To achieve the principal objective, the following elements have been considered:

- Site accessibility (this includes all the groups of people including those with mobility impairments);
- Use of sustainable transport modes (walking and cycling);
- Creating awareness of the FTP with the tenants and other users;
- Influence the travel behaviour of visitors; and
- Improve the health of staff and minimise the development's impacts on the environment

4.2.3 These objectives support the principles of a wider Travel Plan policy.

4.3 Benefits

4.3.1 Modal shift towards sustainable transport for the Proposed Development would provide the following wider benefits:

- Reduced pressure on highway capacity particularly at peak travel times;
- Significant health and well-being benefits from walking and cycling;
- Reducing carbon emissions and their contribution to climate change;
- Improved air quality and a reduction in noise pollution.

5. TRAVEL PLAN MANAGEMENT

5.1 Introduction

5.1.1 A Site Travel Plan (TP) will be developed once the scheme is taken forward for implementation. The effective management of the TP with clearly defined roles, responsibilities and targets is central to achieving the TP objectives.

5.1.2 This section explains how the TP will be taken forward once it has been implemented.

5.2 Delivery and Travel Plan Management

5.2.1 The applicant will identify a management company, potentially the company which will have responsibility for the facilities management within the development, which will manage the FTP for Red Lion Court. The management company will be responsible for the implementation and further development of the TP. The applicant may also choose to manage the TP themselves using their in-house personnel and expertise.

5.2.2 The applicant is responsible for the TP at this stage and will appoint a Travel Plan Coordinator (TPC), once a significant area of the Site is occupied by tenants. . The TPC may or may not be from the management company. Occupants will be consulted before appointing the TPC. The management company will work with the TPC appointed and the TPC will be responsible for implementing specific measures.

5.2.3 The TPC's responsibilities will include:

- Achieving commitment and support from the occupants;
- Setting up a forum to facilitate periodical internal meetings and knowledge sharing between Management Company and occupants;
- Create awareness of the TP and its specific measures;
- Provide advice on transport-related subjects to occupants and visitors;
- Liaising with the occupiers on-site and others outside (e.g. stakeholders, boroughs, TfL, public transport operators) wherever necessary;
- Coordinating the data collection and monitoring the TP programme; and
- Presenting a business case to secure a budget for developing the TP and ensuring its efficient use.

5.3 Travel Plan Awareness

5.3.1 The success of the TP is dependent on the occupant's awareness through promotion and advertisement which will be developed by the management company in conjunction with the future occupiers. Various forms of suitable communication will be used to advice and inform visitors about the travel options and other facilities.

5.3.2 The Action Plan provides more details of the specific measures that are to be pursued in relation to encouraging more sustainable travel patterns such as greater use of cycling,

walking, public transport, car sharing and the use of other non-single occupant modes of travel.

5.3.3 The creation of excellent cycling facilities with showers and lockers will further encourage visitors to the site to use more low carbon forms of travel, in accordance with the travel plan and wider LBS policy travel targets.

5.3.4 The TP will aim to encourage the journeys to be made by sustainable modes of transport. Visitors to the Site will be provided with information (notices and information on the invitations) on how to reach the Site by all modes so that they can make an informed decision. This guidance will highlight the commitment to sustainable transport modes.

6. MEASURES TO SUPPORT THE TRAVEL PLAN

6.1 Design of the Proposed Development

6.1.1 Due to the following features of the development, travel to the Site by means other than car use is expected to be the norm. The location of the Site, the proximity of nearby public transport connections, the low levels of on-site car parking, and the provision of on-site cycle facilities will encourage sustainable modes of transport to be chosen.

6.1.2 The Site has an excellent Public Transport Accessibility Level (Level 6b), due to the excellent connections between the Site and the surrounding area.

6.1.3 The amount of on-site long-stay and short-stay cycle parking proposed substantially exceeds the requirements of the London Plan (2021).

6.2 Measures

6.2.1 This section details the measures that will be introduced by the management company / TPC to the tenants. This is to encourage tenants to implement sustainable transport modes and reduce car use. Table 6.1 sets out the action plan, benefits of the various measures offered and the timescale for their implementation. Implementation will be phased depending on the level of occupation.

Information Provision

6.2.2 The following information will be provided to employees and visitors where applicable:

- Details of the purpose and objectives of the Site TP;
- The contact details of the relevant TPC;
- The relevant bus network diagram from TfL;
- A pamphlet from TfL promoting the use of Oyster cards and / or contactless payments;
- Any other information relevant to employee travel including company policies related to allowances and public transit operators and cycle stores (where applicable);
- Public Transport information including bus timetables. TfL Journey Planner and National Rail phone numbers and web addresses; and
- Cycle information including the location of the various cycle facilities provided and nearest safe cycle routes.

6.2.3 Visitor information for land uses requiring a booking which generates a confirmation e-mail, which will include travel information and details of the availability of cycle parking.

6.2.4 Other means of providing information on travel options will be communicated using the following means:

- Notice boards;
- Staff newsletters;

- Screens; and
- Company intranet sites where available

Cycling and Walking

6.2.5 The Site TP will include information on safe walking and cycling routes to key off-site destinations, including public transport links. The information will be made available through the internet (where appropriate) and at key locations on site.

6.2.6 Additional information about the TP actions is found in Table 6.1.

6.2.7 Information would be provided to the tenants / occupiers on safe walking and cycling routes to key off-site destinations, including public transport links. The information would be made available through the internet (where appropriate) and at key locations on Site.

6.2.8 Key schemes such as the 'cycle to work scheme' will be discussed and encouraged with individual tenants to help achieve the targeted modal shift. Moreover, the provision of secure cycle parking with storage and changing facilities are also to be provided as part of the development with access to these facilities to be made available to all tenants.

6.2.9 One key concern preventing people from taking up cycling is safety and confidence and so the offer of cycle training sessions will also be an option to encourage take up of this mode. The potential for facilitating the accompanying cycle buddies among tenants should also be investigated to help novice cyclists be accompanied by more experienced cyclists on their journey to work.

6.2.10 The Site will benefit from London's Walking Action Plan. London will become a city where walking is the most enjoyable, obvious, and attractive means of travel for all short trips. The wider public realm improvement proposals around the Site would further support this initiative and encourage trips by foot to / from the Site, should they come forward. Public realm improvements would include significant landscaping, expansion of the existing River Thames Footway, provision of seating within the landscape and additional short stay cycle parking.

Table 6.1 Descriptions of Travel Plan Actions

Actions	Description	Measures	Benefit(s)	Timescale	Responsibility
Adoption of TP	Acceptance of the TP ensures it will be a living document	Encourage the tenant to adopt the TP	Adoption of the TP ensures future commitment to the development and implementation	Upon occupancy	Applicant
Travel Plan Coordinator	A TPC will be responsible for managing the on-going development, delivery and promotion of the TP	Work with the tenants to identify a TPC for the Site	This will ensure that the TP is taken forward and results are delivered	Upon reaching appropriate level of occupancy	Applicant
Establish the Tenant's Forum	The Forum will enable the discussion of sitewide issues and the exchange of TP process / information between the tenant and the management company	Work with the tenants of the development to sign up and attend quarterly meetings	This will ensure that site-wide issues are addressed and that the results are delivered	Upon reaching appropriate level of occupancy	TPC
Feedback to the tenant	Promote the TP and achievements made through the Tenants Forum	Feedback to tenant on progress against issues	This feedback will keep the tenant involved and aware of the TP	Upon reaching appropriate level of occupancy	TPC
Site and TP Information	Provide information about the Site and the TP	Provide information such as access arrangements, walking, cycling, PT and maps, website links, and real-time journey information	This will provide staff and visitors with a high level of information to choose their travel options. Catchment maps will show the proximity of the local	Before occupation and on-going	TPC

		through fliers and notices	facilities, amenities and employment		
Discourage visitors from making private car trips	In order to discourage private car trips to the Site, the tenant's website will contain detailed information on how visitors can access the Site through sustainable means	Information on the tenant's website which lists London Underground, Bus, Overground, rail and cycle facilities in the surrounding area	Reduce the likelihood of visitors arriving on site by private car. Discourage the use of taxis and private hire vehicles	Upon occupancy	TPC
Cycle Parking	Provide secure cycle parking, storage and changing facilities	Provide cycle parking spaces as detailed in the TA and agree to monitor demand and usage	Provision of secure cycle parking will encourage tenants and their visitors to use bicycles as a mode of travel	This will be implemented when the Site is complete	Applicant
Pedestrian facilities	Good pedestrian access and permeability	Develop good pedestrian networks within the Site and create links with the wider area	The development will encourage employees to walk and provide a pleasant environment	Construction through to occupancy	Applicant

7. MONITORING AND REVIEW

7.1 Travel surveys

7.1.1 The monitoring of the Site TP will be the responsibility of the TPC who will implement a programme to survey travel patterns and evaluate the success of the plan.

7.1.2 Travel Plans are normally monitored on a five-year cycle, and comprehensive TRICS surveys are not necessary on an annual basis after the initial baseline survey. Therefore, TRCS surveys will be carried out at Red Lion Court on the first, third and fifth anniversary of the initial baseline travel survey.

7.1.3 These surveys will monitor whenever the mode share targets are met by each land use set out in this document and provide the basis on which any necessary modifications can be made if the Site TP targets are not being achieved.

7.1.4 It is proposed that this monitoring will be an ongoing process throughout the lifecycle of the development.

7.1.5 The surveys will follow TfL guidance to ensure their compatibility with iTRACE (the Travel Plan project management tool used by London Boroughs). The TPC will be responsible for populating the iTRACE database.

7.1.6 A standard questionnaire which will need to be adapted to suit the Site will usually ask for the following information:

- Time in and out of the Site;
- Origin and destination postcodes (full if known);
- Main mode used to access the Site – form of travel used for the greatest amount of time;
- Final mode used to access the Site – the last form of travel used before arriving at the Site;
- Time to walk to the Site (if applicable);
- First mode used to leave the Site – the first form of travel used when leaving the Site;
- Main mode used to leave the Site – form of travel used for the greatest amount of time;
- Car parking location (if applicable); and
- If a visitor has a disability affecting their travel to work.

7.1.7 The surveys will be commissioned by the TPC and will be undertaken by an independent fieldwork provider (IPF).

7.1.8 The TPC will be responsible for notifying LBS in writing when surveys are going to be undertaken with the name of the IFP who will be carrying out the survey and data analysis work.

7.1.9 The TPC will also monitor the uptake of Blue Badge parking demand to ensure that sufficient facilities are in place to cater for demand.

7.1.10 Additional monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. These factors should be monitored on a regular basis by the TPC which include:

- Monitoring the level of usage of cycle parking;
- Monitoring demand for additional cycle parking facilities; and
- Recording comments received from employees relating to the operation and effect of the TP.

7.2 Reporting

7.2.1 Monitoring reports will be submitted to LBS by the TPC after monitoring surveys. The monitoring reports will consider any results from the latest surveys. In the alternate years when surveys have not been undertaken, the TPC will submit a report to LBS to outline the progress the Site has made towards the implementation of measures set out in the TP / Previous monitoring report. It will also include any relevant information from the commercial tenants.

7.2.2 There will be several different surveys that will be conducted for staff and visitors (separately since not all will apply to each land-use). These include:

- Vehicular / Traffic Surveys
- Blue Badge Parking Survey
- Travel Survey
- Pedestrian Surveys

7.2.3 Additional monitoring of the following will be used to assess whether the implementation of certain measures needs to be modified. The following factors will be monitored on a regular basis:

- The level of usage of cycle stands;
- Demand for additional cycle parking facilities; and
- Comments received from employees and visitors relating to the operation and effects of the Site TP.

7.2.4 Information gathered through the monitoring process will be recorded for input to the annual review (outline below). This information will be made available to LBS and TfL.

7.3 Review

7.3.1 The Site TP will be reviewed on an ongoing basis and updated on an annual basis within two months of completing the monitoring surveys. It is anticipated that feedback made by LBS on the Monitoring Reports will be used in the review process.

7.3.2 The review (and subsequent targets) will be discussed. If the targets are not being met, then measures will be discussed with the LBS as to how to ensure the targets can be achieved.

7.4 Summary

7.4.1 The applicant will work with the tenants to identify a TPC to ensure the future development of the TP.

7.4.2 The management company will oversee the monitoring and review of the TP to ensure the document reflects the changing requirements of the Site and is up-to-date with travel planning options available.

7.4.3 The applicant will ensure suitable funding, through agreement between the management company and the tenants, for how the TP is delivered and the on-going monitoring and review.

7.4.4 Table 7.1 provides the plans and timescales for the monitoring and review of the TP.

Table 7.1 Framework Travel Plan Timescales

Action	Timescale
Baseline travel surveys (TRICS / iTRACE)	Within 6 months of occupancy
Future travel surveys (TRICS / iTRACE)	3rd and 5th year
Red Lion Court Tenant Forum Meetings	Quarterly
Feedback to the management company	Quarterly
Comprehensive and strategic review of all aspects of the TP	6 months, 3rd and 5th year

8. CONCLUSION

8.1.1 This Framework Travel Plan is an appendix to the Transport Assessment to set out the aims and objectives of the Travel Plan, which will accompany the Red Lion Court planning application.

8.1.2 Travel Plans are tools to minimise vehicle trips to a prospective development by setting out an effective framework encouraging public and active transport usage. This works in line with the Mayor's aims of promoting these transport methods and it is highly important that tenants support and implement the Framework Travel Plan as an overarching strategy for the Site.

8.1.3 The Framework Travel Plan also explains how tenants will be encouraged to follow the plan as set out in Table 6.1.

8.1.4 This Travel Plan sets out an initial framework of the key actions which will be taken to achieve the mode share targets which have been set for the development. These will aim to ensure compliance with the Mayoral target to 80% of trips by public transport or active travel by 2041 within London, with 99.6% of trips targeted to be by public transport or active travel in the 5th year of occupation.

8.1.5 Travel surveys will be carried out to assess the travel patterns of difference user groups within the development. The results of these surveys will be used to assess the efficiency of the Framework Travel Plan and determine whether changes should be made.