

NEW CITY COURT

Transport Assessment

TPP

Contents

1	Introduction5
2	Transport Policy8
3	Existing Situation and Assessment Scenarios15
4	Development proposals
5	Active Travel Zone43
6	Trip Generation and Mode Share63
7	Impact Assessment –71
8	Impact Assessment – Construction
9	Travel Plan
10	Summary and Conclusions90

Tables

Table 2.1 – London Plan 2021 cycle parking standards1	10
Table 3.1 – Cumulative Schemes1	18
Table 3.2 - Summary of local bus services 2	24
Table 3.3 – Services & frequencies from London Bridge Underground Station	27
Table 3.4 - Services & Frequencies from London Bridge National Rail Station	28
Table 3.5– River Taxi Services2	29
Table 3.6- Existing baseline traffic flows (2018) 3	31
Table 3.7 - Assessment baseline traffic flows (2026) 3	32
Table 5.1 - Priority of destinations in the ATZ 4	44

Table 5.2 - Location of KSI clusters 46
Table 5.3 - Comments on Image A2 along route a to London Bridge Rail Station and BusStation
Table 5.4 - Comments on Image B3 on route B to London Bridge Underground Station,Borough Market and Post Office52
Table 5.5 - Comments on Image C2 on route C to St George's Park 55
Table 5.6 - Comments on Image D4 on route D to CS7 58
Table 5.7 - Comments on photo E4 on route E to London Bridge City Pier
Table 6.1 – Selected office sites from TRICS63
Table 6.2- Person trip rates and trips for B1 Office based on TRICS 63
Table 6.3 – Proposed development office trip generation (persons trips) 64
Table 6.4– Proposed B1 modal split (main mode)65
Table 6.5 – Adjusted Underground trips66
Table 6.6- Existing office persons trips66
Table 6.7 – Existing office modal split (main mode)67
Table 6.8 – Adjusted Underground trips67
Table 6.9 – Net change in trips: office use
Table 6.10- Proposed taxi movements to Class E retail uses
Table 6.11 – Existing servicing movements 69
Table 7.1 – Proposed development walking trips71
Table 7.2 - Bus Network Impact Assessment
Table 7.3 - Split of Underground Trips 75
Table 7.4 - Assessment of Development Jubilee Line trips on Jubilee Line Planning Capacity

Table 7.5- Assessment of Development Northern Line trips on Northern Line PlanningCapacity
Table 7.6- Assessment of Development Northern Line trips on Northern Line Planning Capacity 77
Table 7.7 – Rail Network Impact Assessment78
Table 7.8 – Net change in vehicle trips79
Table 7.9 – Impact of proposed development trips on traffic flows – AM Peak80
Table 7.10 – Impact of proposed development trips on traffic flows – PM Peak81
Table 7.11 – Impact of proposed development trips on traffic flows – Daily
Table 7.12 – Impact of proposed development trips on traffic flows – peak hours83
Table 8.1 – AM Peak Percentage on Local Roads Attributed to Construction Traffic85
Table 8.2 – PM Peak Percentage on Local Roads Attributed to Construction Traffic85
Table 8.3 – Daily Percentage on Local Roads Attributed to Construction Traffic

Figures

1	Site location plan
2	Site boundary plan
3	Local cycle network
4	Local bus network
5	Public Transport Access map
6	20 minute cycle Active Travel Zone
7	Neighbourhood Active Travel Zone
8	Walking route A - London Bridge Rail Station and Bus Station
9	Walking route B - London Bridge Underground Station, Post Office and Borough Market
10	Walking route C - St George's Park
11	Walking route D - Cycle Superhighway 7
12	Walking route E - London Bridge City Pier

Appendices

A	Swept path analysis of service vehicles
В	Accident cluster location plan
С	Vehicle routeing plans

1 INTRODUCTION

1.1.1 Transport Planning Practice (TPP) have been appointed by GPE (St Thomas Street) Ltd (GPE) to prepare a Transport Assessment (TA) in relation to the proposed redevelopment at New City Court, 4-26 St Thomas Street, London, SE1 9RS (the site) within the London Borough of Southwark (LBS).

1.2 Background

- 1.2.1 The site is located in the London Bridge area covering an area of approximately 0.36 hectares (ha). The site is bounded by St Thomas Street to the north; shops on Borough High Street (A3) to the west; King's Head Yard to the south; and Guy's Hospital buildings to the east.
- 1.2.2 A site location plan is and red line boundary plan are sown in Figures 1 and 2 below.



Figure 1 – Site location plan



Figure 2 – Red line boundary plan



- 1.2.3 GPE is seeking to obtain full planning permission and listed building consent for the part demolition, part deconstruction and refurbishment of listed townhouses / façades, and construction of an office-led, mixed-use scheme.
- 1.2.4 The proposed development as described in the planning application form is as follows:

'Redevelopment to include demolition of the 1980s office buildings and erection of a 26-storey building (plus mezzanine and two basement levels), restoration and refurbishment of the listed terrace (nos. 4-16 St Thomas Street), and redevelopment of Keats House (nos. 24-26 St Thomas Street) with removal, relocation and reinstatement of the historic façade on a proposed building, to provide office floorspace, flexible office/retail floorspace, restaurant/café floorspace and a public rooftop garden, associated public realm and highways improvements, provision for a new access to the Borough High Street entrance to the Underground Station, cycling parking, car parking, service, refuse and plant areas, and all ancillary or associated works.'



- 1.2.5 This TA provides supporting information to a planning application submitted to LBS and has been prepared in accordance with Transport for London's (TfL) Healthy Streets Guidance for Transport Assessments. The report is structured as follows:
 - Chapter 2: Transport Policy provides a summary of the local, regional and national transport policies against which the proposals are assessed.
 - Chapter 3: Transport Planning for People introduces the scheme and describes who the development is for.
 - Chapter 4: Site and Surroundings assesses the site's accessibility by different transport modes and sets out current transport conditions in proximity to the site. It also describes the current parking and traffic conditions near the site.
 - Chapter 5: Proposed Development outlines the proposed development in terms of operation, access, parking and delivery and servicing arrangements.
 - Chapter 6: Active Travel Zone assesses the Active Travel Zone in terms of the Healthy Streets Indicators for how people of all abilities will make key journeys within a 20-minute cycle area around the site.
 - Chapter 7: Trip generation assessment describes and summarises the multi-modal trip generation assessment for the proposed development.
 - **Chapter 8: Impact assessment** assesses the impact of the development on each mode of transport.
 - Chapter 9: Construction provides information on the Construction Logistics Plan that accompanies this application.
 - Chapter 10: Summary and Conclusions summaries the report and its findings.



2 TRANSPORT POLICY

- 2.1.1 This section provides a summary of the relevant transport policies against which the proposals are assessed. The main policy and guidance documents in this regard are:
 - National Planning Policy Framework (2019);
 - Mayor's Transport Strategy (2018);
 - New London Plan (2021);
 - Saved Southwark Plan Policies (2013);
 - Southwark Core Strategy (2011); and
 - Draft New Southwark Plan (2020).

2.2 National Policy

New National Planning Policy Framework (NPPF) (2019)

- 2.2.1 The updated NPPF, revised for the first time since the original publication in 2012, was published in February 2019. The document focuses on increasing the delivery of new housing and achieving high quality design.
- 2.2.2 With regard to transport Chapter 9 'Promoting Sustainable Transport' states that transport issues should be considered from the earliest stages of planmaking and development proposals, so that:
 - the potential impacts of development on transport networks can be addressed;
 - opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - opportunities to promote walking, cycling and public transport use are identified and pursued;



- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

2.3 Regional Planning Policy

Mayor's Transport Strategy (2018)

- 2.3.1 The Mayor's Transport Strategy sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years.
- 2.3.2 The strategy recognises transport is fundamental to the lives of all Londoners and is at the heart of many of the city's present and future challenges. The central aim of the strategy is to create a future London that is not only home to more people, but is a better place for all of those people to live in. At the heart of this vision is the aim that, by 2041, 80 per cent of Londoners' trips will be made on foot, by cycle or using public transport.
- 2.3.3 The strategy adopts the Healthy Streets Approach which creates streets and routes that encourage walking, cycling and public transport use, reducing car dependency. The vision

"to create 'Healthy Streets' aims to reduce traffic, pollution and noise, create more attractive, accessible and people friendly streets where everybody can enjoy spending time and being physically active, and ultimately to improve people's health."

London Plan (2021)

2.3.4 The London Plan 2021 was adopted in March 2021 and most transport policies in the London Plan 2021 help reinforce those implemented in the previous London Plan. The London Plan 2021 covers the period from 2019 to 2041, providing a longer-term view of London's development to inform decision making.



- 2.3.5 Policy T2 'Healthy Streets' states that development proposals should demonstrate how they will deliver improvements to support the 10 Healthy Streets indicators, reduce dominance of vehicles on London's streets whether stationary or moving and be permeable by foot and cycle to connect to local walking, cycling and public transport networks.
- 2.3.6 Policy T5 Cycling states that "development plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located". Minimum cycle parking standards are summarised in Table 2.1.

Land use		Cycle parking			
		Long-stay	Short-stay		
E(a)	Food retail	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: first 750 sqm: 1 space per 20 sqm Thereafter: 1 space per 150 sqm		
	Non-food retail	from a threshold of 100 sqm: first 1000 sqm: 1 space per 250 sqm thereafter: 1 space per 1000 sqm	from a threshold of 100 sqm: first 1000 sqm: 1 space per 60 sqm. Thereafter: 1 space per 500 sqm		
E(b),E(c), Sui generis	Financial / professional services; Cafes and restaurants; Drinking establishments; Take- away	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: 1 space per 20 sqm		
E(g)(i)	Business Offices	1 space per 75 sqm	First 5,000 sqm 1 space per 500 sqm		
E(g)(ii)	Light Industry and Research and Development	1 space per 500 sqm	1 space per 1,000 sqm		
E(e)	Health Centres including Dentists	1 space per 5 FTE staff	1 space per 3 FTE staff		

Table 2.1 – London Plan 2021 cycle parking standards

2.3.7 Policy T6 sets out the requirements for parking, indicating 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, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking.



2.4 Local Planning Policy

2.4.1 Until the Draft New Southwark Plan is adopted, guidance is provided in the form of the Saved Southwark Plan Policies (2013) and the Southwark Core Strategy (2011) as set out below.

Saved Southwark Plan Policies (2013)

- 2.4.2 This document contains the policies from the Southwark Plan (2007) which have been saved. Although the LBS Core Strategy has already been adopted, the saved policies from the Southwark Plan currently remain a material consideration.
- 2.4.3 Included within the saved policies is Policy 5.1 Locating Developments, which states that developments must be located in areas appropriate to the size and characteristics, including accessibility to public transport and sustainable travel.
- 2.4.4 Policy 5.2 is also saved and notes that planning permission will be granted for developments unless there is an adverse impact on transport networks, adequate provision has not been made for servicing and circulation or there has been no consideration to impacts of development on the Transport for London Road Network (TLRN) or Bus Priority Network.
- 2.4.5 Saved Policy 5.3 states that cycle parking should be convenient, secure and weatherproof. The cycle parking standards provided within the document indicate that a provision of 1 space per 250m² should be provided for A and B1 uses and that a minimum of 2 cycle parking spaces should be provided.
- 2.4.6 Saved Policy 5.6 states that all developments requiring car parking should minimise the number of spaces provided.

Southwark Core Strategy (2011)

- 2.4.7 LBS adopted its Core Strategy in April 2011. The Strategy sets out the long term plan for the area up to 2026, setting out areas for growth and locations for future developments within the Borough.
- 2.4.8 Strategic Policy 2 of the LBS Core Strategy relates to sustainable transport. It notes the approach of encouraging walking, cycling and the use of public transport rather than travel by car which will be done through a number of



measures including planning places and development with priority for walking and cycling, whilst maximising the use of public transport and minimising car use. The policy also states that planning applications will require a Transport Assessment to show that schemes minimise their impacts, minimise car parking and maximise cycle parking to provide as many sustainable transport options as possible.

Draft New Southwark Plan Submission Version – Proposed Changes (August 2020)

- 2.4.9 The NSP will be a new borough-wide planning and regeneration strategy up to 2033. Once finalised and adopted it will replace the current local plan, comprised of the saved Southwark Plan policies and the Core Strategy.
- 2.4.10 The council submitted NSP to the Secretary of State on 16 January 2020. This means the 'Examination in Public' process has now started and will conclude in April 2021, which is the last stage of the plan-making process.
- 2.4.11 Once adopted the document will set out the aspirations of the borough's distinctive neighbourhoods and will contain sites allocated for development across the borough with requirements on how they should be developed and planning policies for making decisions on planning applications and development proposals.
- 2.4.12 Policy P44 'Healthy developments' states that development must "Be easily accessible from the walking and cycling network" and "Provide, or support opportunities for healthy activities". The proposals will be located within walking distance of local amenities and public transport facilities. The vicinity of the site also benefits from a cycle network which facilitates access to the local area for cyclists. The proposals will also comprise the provision of cycle parking which will encourage cycling. Therefore, the users of the site will have opportunities to walk and cycle from the site which represent active and healthy forms of transport.
- 2.4.13 Policy P48 'Public Transport' states that developments must demonstrate that the public transport network has the capacity for the increased users of the development and improve the accessibility of walking and cycle connections to public transport. Impact assessments to consider this have been undertaken and are presented within this report.



- 2.4.14 Policy P49 'Highway Impact' states that developments should minimise the demand for private car and ensure safe and efficient operation of the local road network, the bus network and the Transport for London (TfL) road network. Developments should also ensure safe and efficient delivery and servicing that minimise the number of vehicle journeys. The proposals will not provide car parking with the exception of disabled bays. This should minimise the impact on the local highway network. The impacts that the proposals could have on the local highway and bus network has been assessed in this report.
- 2.4.15 Policy P52 'Cycling' states that developments should meet minimum cycle parking standards shown in Table 2.2. Cycle parking should be secure, weatherproof, conveniently located, well-lit and accessible. There should be adequate provision for accessible bicycles and tricycles.

Land use		Cycle parking			
		Long-stay	Short-stay		
B1 Business offices		1 space per 45 m ² , Minimum of two spaces	1 space per 250 m ² , Minimum of 2 spaces		
A1	Food retail 1 space per 175 m ² , a minimum of two spaces		1 space per 40m ² for first 750 m ² and 1 space per 300 m ² thereafter, minimum of 2 visitor spaces		
	Non-food retail1 space per 100 m² for first 1000 m² and 1 space per 1000m² thereafter, a minimum of 2 spaces		1 space per 125 m ² for first 1,000 m ² and then 1 space per 1,000 m ² thereafter, minimum of 1 visitor space		
A3	Cafes & restaurants	1 space per 175 m ² , minimum of 2 space	1 space per 40 m ² , minimum of 2 visitor spaces		

 Table 2.2 – Draft New Southwark Plan (2020) minimum cycle parking standards

- 2.4.16 Policy P53 'Car Parking' states that developments should strive to reduce reliance on the private car. The proposals are in line with this policy as they will only provide disabled parking spaces.
- 2.4.17 Policy P54 'Parking standards for disabled people and the physically impaired' states that car parking spaces that are provided for disabled people and the physically impaired should be "be located within the development and in close proximity to the nearest entrance or lift core". It further states that there should be sufficient space to access the vehicle from both sides/at the rear of the



vehicle and that there should be easy manoeuvrability into and out of the spaces provided. The proposals provide disabled parking in line with this policy.

2.5 Summary

2.5.1 The proposed development has been designed to comply with relevant transport policies at national, regional and local levels. The development is proposed to be car-free with the exception of two disabled bays and will provide adequate cycle parking including a dedicated accessible cycle parking area. Further details regarding the proposals from a transport perspective are set out in Section 4.



3 EXISTING SITUATION AND ASSESSMENT SCENARIOS

3.1 Introduction

3.1.1 This section provides details of the existing site and sets out the proposed assessment scenarios.

3.2 Existing Site

- 3.2.1 The site is located approximately 50m from London Bridge Underground Station which has an entrance on Borough High Street whilst London Bridge National Rail Station is situated within 200m of the site. It is bounded by St Thomas Street to the north, shops on Borough High Street (the A3) to the west, King's Head Yard to the south and Guy's Hospital buildings to the east.
- 3.2.2 Whilst referred to as the New City Court development, the current site is composed of the following parts:
 - 1980s office building to rear (New City Court);
 - 1980s four-storey office building fronting St Thomas Street;
 - Four storey building with retained 19th Century façade (Keats House);
 - Early 19th Century Grade II listed Georgian terrace.
- 3.2.3 The existing site currently provides approximately 12,763m² GIA of commercial floor-space and there are currently 900 people employed at the site.
- 3.2.4 A site location plan is and red line boundary plan are sown in Figures 1 and 2 below.



Figure 1 – Site location plan



Figure 2 – Red line boundary plan





3.3 Existing access and parking

3.3.1 Vehicular and pedestrian access to the site is currently from St Thomas Street (A200) and King's Head Yard. King's Head Yard provides access to the site's car parking area whilst St Thomas Street is used for servicing. There is currently no public open space or a public route through the site.

3.4 Assessment Scenarios

- 3.4.1 The following scenarios have been considered within the assessment:
 - Existing Baseline 2018 (see para 3.4.2 for explanation of rationale);
 - Assessment (Future) Baseline 2026: This scenario comprises the Existing Baseline 2018 + committed developments which are currently under construction and are expected to be completed by the Development opening year;
 - Assessment (Future) Baseline 2026 + Development; and
 - Assessment (Future) Baseline 2026 + Development + committed developments: This scenario comprises the Assessment Baseline 2026 + Development + the committed developments which are not expected to be completed by the Development opening year.
- 3.4.2 With regard to the traffic assessment, traffic surveys were undertaken in 2018 for all LBS roads within the assessment area. Due to the Covid-19 situation this data is the most recent available and is representative of the pre-Covid 19 scenario. It is reasonable to use this data for the baseline as it represents a worst case scenario given these traffic flows are likely to be higher than anything that could be surveyed at present and is therefore the most accurate data available. For the Transport for London Road Network (TLRN) roads, the traffic data has been obtained from TfL. Where the data obtained was from 2017 or earlier, traffic growth has been applied based on the review of the DfT traffic trends over the last 10 years.
- 3.4.3 Table 3.1 summarises the committed schemes which will be included in the above scenarios. The schemes have been grouped into two categories according to where they are/expected to be in the planning/construction process relative to the proposed development.



Table 3.1 – Cumulative Schemes

The following schemes have been added to the 2018 baseline to form the future assessment baseline 2026.				
 Tower Bridge Magistrates Court and Police Station (15/AP/3303); 				
 175-179 Long Lane (15/AP/4072); 				
 25-29 Harper Road (15/AP/3886); and 				
 Isis House, 67-69 Southwark Street. 				
The following schemes represent the cumulative schemes in 2026.				
 1 Bank End (20/AP/2333); 				
 Fielden House (Shard Place) (17/AP/4008); 				
 2-4 Melior Place (18/AP/3229); 				
 Capital House (18/AP/0900); 				
 Colechurch House (20/AP/3031); 				
 Fielden House (Shard Place) 28-42 St Thomas Street; 				
 153-159 Borough High Street; 				
 Lavington House, 25 Lavington Street; 				
 19-23 Harper Street, 325 Borough High Street and 1-5 and 7-11 Newington Causeway; 				
 133 Park Street; 				
 40-44 Bermondsey Street, Vinegar Yard (19/AP/0404); 				
 Southwark Fire Station, 94 Southwark Bridge Road; 				
 1-5 Paris Garden and 16-19 Hatfields; 				
 Sampson House, 64 Hopton Street; 				
 185 Park Street (17/AP/1944); 				
 151-157 Tower Bridge Road (16/AP/3222); 				
 Guinness Court, Snowfields Street (16/AP/3819); 				
 King William Street (14/00178/FULEIA); 				
 Kings College London (19/AP/0405); 				
 Land bounded by St Thomas Street (18/AP/4171); 				
– Landmark Court (19/AP/0830);				
 Royal Mint Court (PA/16/00479/A1); and 				
- Seal House, 1 Swan Lane (18/01178/FULMAJ).				

3.5 Pedestrian Network and Facilities

3.5.1 The site is located in an area with an established network of footways and pedestrian facilities. Due to its central London location, numerous public transport services and amenities can be accessed on foot. Details of the existing



pedestrian infrastructure on each of the roads surrounding the site are provided below.

3.5.2 The key pedestrian desire lines are expected to be the footways of St Thomas Street and Borough High Street as they will provide access from the site to the nearest facilities for public transport. Another key pedestrian desire line is expected to be between the proposed development and the new London Underground exit proposed to be located adjacent to the development's public square.

St Thomas Street

- 3.5.3 St Thomas Street provides footways on both sides of its carriageway. The width of the footways varies between 2m (near the junction with Borough High Street) to 5m (in the vicinity of London Bridge Station and Weston Street).
- 3.5.4 A signalised pedestrian crossing facility is located on St Thomas Street, near the junction with London Bridge Street and Bedale Street. The crossing is provided with tactile paving on the footways on both sides of the carriageway and zig-zag road markings.
- 3.5.5 Signalised pedestrian crossings are also located at the junction with Borough High Street and outside the entrance to London Bridge Station. Both crossings are provided with tactile paving on the footways on both sides of the carriageway. The footways of St Thomas Street are well lit as they are provided with light columns at regular intervals.

Borough High Street

- 3.5.6 Borough High Street provides footways on both sides of the carriageway. The footways are generally wide and provide a minimum width of approximately 3m.
- 3.5.7 Signalised pedestrian crossings are located on each arm at the four-arm junction between Borough High Street, St Thomas Street and Bedale Street. Signalised crossings are also provided at the junction between Borough High Street and Southwark Street, at the junction between Borough High Street and London Bridge Street and at the junction between Borough High Street and Duke St Hill.
- 3.5.8 The footways of Borough High Street are well lit as they are provided with light columns at regular intervals.



King's Head Yard and White Hart Yard

- 3.5.9 King's Head Yard is accessible from the south-eastern side of Borough High Street and provides narrow footways (approximately 1m-1.5m wide) on both sides of the carriageway.
- 3.5.10 White Hart Yard is also accessible from the south-eastern side of Borough High Street and offers very limited footway provision. The road is very lightly trafficked and is effectively used as a shared surface with pedestrians utilising the whole width of the yard and having priority over vehicles.

3.6 Cycle Network and Facilities

3.6.1 The site is located in close proximity to established cycle routes which provide access within the Borough and the wider area. Figure 3 shows the available network for cyclists and cycle facilities in the vicinity of the site include Cycle Superhighway 7 (CS7) and National Cycle Network Route 4.



Figure 3 – Local cycle network



- 3.6.2 Weston Street and Bermondsey Street are located to the east of the Site and are identified by TfL on their cycle maps as routes '*signed or marked for use by cyclists on a mixture of quiet or busier roads'*. Tooley Street (north to the site) has been labelled in the same way.
- 3.6.3 Newcomen Street, Snowsfields and Crosby Row are local roads located to the west of the Site which feature on the TfL cycle map as 'quieter roads recommended by other cyclists'.
- 3.6.4 Cycle parking facilities are provided throughout St Thomas Street in the form of Sheffield Stands. A cycle hire docking station is located on Tooley Street, approximately 400m (4-5 minute walk) to the north of the site. The docking station provides access to 20 bicycles.
- 3.6.5 Southwark Bridge Road is located to the west of the site and is part of Cycle Superhighway 7. The superhighway extends by approximately 13.7km (an approximate 45 minute cycle) and connects the City, Southwark, Lambeth, Wandsworth and Merton.
- 3.6.6 Tooley Street forms part of the National Cycle Network Route 4, a long distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St Davids.
- 3.6.7 Given the above, it can be see that the site is well located in relation to the local cycle network.

3.7 Public Transport Accessibility Level (PTAL)

3.7.1 The TfL Planning Information Database (WebCat PTAL assessment tool) identifies the site as having a PTAL of 6b (the highest level). This indicates that the site has excellent public transport links as shown below.





3.7.2 Due to its central London location, the site benefits from being in close proximity to numerous bus routes, London Bridge Underground and National Rail stations. The various public transport services available are discussed in the following sections.

3.8 Local Bus Services

- 3.8.1 The local area is served by several bus routes. London Bridge Bus Station is located within a 200m walking distance (2-3 minute walk) to the north of the site and provides access to bus stops 'B', 'C' and 'D'. Bus stop 'B' provides access to routes 521 and N343. Bus stop 'C' provides access to routes 43 and 141. Bus stop 'D' provides access to routes 149, N21 and N343.
- 3.8.2 Bus stops 'S' and 'R' are located on Duke St Hill within a 300m walking distance (3-4 minute walk) to the north of the site. Both bus stops are served by routes 47, 343, 381, N381 and RV1. Bus stop R is also served by route N199.



- 3.8.3 Bus stops 'M' and 'Y' are located on Borough high Street within a 320m walking distance (3-4 minute walk) to the north of the site. Bus stop 'M' is served by routes 17, 21, 35, 40, 43, 47, 48, 133, 141, 149, 344 and N21. Bus stop 'Y' is served by routes 17, 21, 35, 40, 47, 48, 133, N21, N133 and N199.
- 3.8.4 There are two bus stop located outside of The Hop Exchange on Southwark Street within a 250m walking distance (2-3 minute walk) to the west of the site. These bus stops are served by routes 344, 381, N343, N381 and RV1.
- 3.8.5 Bus 'Southwark Street' is located on Borough High Street within a 280m walking distance (2-3 minute walk) to the south-west of the site. The bus stop provides access to routes 21, 35, 40, 133, 343, N21, N133, and N343. Bus stop 'G' is located on Borough High Street within a 400m walking distance (4-5 minute walk) to the south-west of the site and is served by the same bus routes as bus stop 'Southwark Street'.
- 3.8.6 Bus stop 'BD' is located on Southwark Bridge Road within a 580m walking distance (5-7 minute walk) to the west of the site. The bus stop is served by route 344.
- 3.8.7 Table 3.2 presents the bus services which are accessible in close proximity of the site.



Table 3.2 - Summary	of of	local	bus	services
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Number of peak hour bu				ses		
Bus Route	Stop Location	Destination	Monday – Friday		Caturday	Cundau
Route			AM Peak	PM Peak	Saturday	Sunday
48	Y	London Bridge	6	6	6	5
-10	M	Walthamstow Bus Station	6	6	6	5
343	S / Southwark Street	New Cross / Jerningham Road	7	7	8	6
	R/G	City Hall	8	8	8	6
21	Y / Southwark Street	Molesworth Street	9	9	8	5
	M / G	Newington Green	9	9	8	5
17	Y	London Bridge	7	7	6	4
17	М	Archway Station	8	8	6	4
	M / G	Duke's Place	8	8	6	4
40	Y / Southwark Street	Dulwich Library	7	7	6	4
	M / G	Shoreditch	6	6	6	4
35	Y / Southwark Street	Clapham Junction Station / Falcon Road	6	6	6	4
201	S / The Hope Exchange	County Hall	6	6	6	5
381	R / The Hop Exchange	Peckham Bus Station	6	6	6	5
344	M / The Hop Exchange	Appold Street	8	8	6	7
	BD	Clapham Junction Station	8	8	7	7
D) /1	R / The Hop Exchange	Tower Gateway Station	4	3	3	3
	S / The Hop Exchange	Covent Garden / Catherine Street	4	3	3	3
	В	London Bridge Station	20	20	-	-
521	В	Waterloo Station / Mepham Street	21	23	-	-
1 4 1	C	London Bridge Station	8	8	8	5
141	С/М	Tottenhall Road	8	8	7	6
149	London Bridge Station	London Bridge Station	11	9	8	7
	A / M	Edmonton Green Bus Station	11	9	7	7
10	С	London Bridge Station	11	11	9	7
43	С/М	Halliwick Park or Archway Station	11	11	7	6
47	S / M	Shoreditch	6	6	5	3
-17	R / Y	Catford Garage	5	5	5	3
	M / G	Great Winchester Street	11	11	7	4
133	Y / Southwark Street	Streatham Station	11	11	8	4
	То	tal	257	253	182	138

- 3.8.8 Table 3.2 above shows that during the weekday AM and PM peak hours, there are scheduled to be over 250 bus services arriving and departing from the vicinity of the site. A total of 182 and 138 hourly services are provided throughout the day on Saturday and Sunday.
- 3.8.9 The local bus network and the Public Transport access map are shown in Figures4 and 5 below.

Figure 4 – Local bus network



Buses from London Bridge



Figure 5 – Public transport access



3.9 London Underground Services

3.9.1 The site is located approximately 50m from the Borough High Street entrance to London Bridge Underground Station. The station is served by the Jubilee Line, which provides services towards Stratford and Stanmore and the Bank branch of the Northern Line, which provides services towards High Barnet, Mill Hill East, Edgware and Morden. Table 3.3 shows the peak hour frequencies at London Bridge Underground Station.

		Number of peak hour trains					
Service	Direction	Monday	– Friday	Caturday	Gundau		
		0800-0900	1700-1800	Saturday	Sunday		
Jubiloo Lino	Westbound	30	30	24	24		
	Eastbound	30	30	24	24		
Nouthoun Line	Northbound	25	23	20	20		
Northern Line	Southbound	23	23	20	20		

Table 3.3 – Services & frequencies from London Bridge Underground Station

- 3.9.2 Table 3.3 indicates that London Bridge Underground Station provides 30 Jubilee Line services and a minimum of 23 Northern Line services in both directions during the weekday AM and PM peak hours. Over Saturday and Sunday, the station provides 24 hourly Jubilee Line and 20 hourly Northern Line services in both directions throughout the day.
- 3.9.3 Planning capacity figures obtained from TfL indicate that each Jubilee Line train has a planning capacity of 960 passengers. Based on the AM Peak frequency of 30 trains per hour per direction there is a planning capacity of 28,800 passenger per hour per direction (pphd) on the Jubilee Line. With regard to the Northern Line, each train is shown to have a planning capacity of 800 passengers and therefore capacity of 20,000 pphd in the northbound direction in the AM peak and 18,400 in the southbound direction. In the PM peak the capacity is 18,400 pphd in each direction.
- 3.9.4 Additionally, it is understood that there are proposals to enhance the capacity of the Jubilee Line and the Northern Line by increasing the peak hour frequencies to 36 and 30 services per hour respectively although at present there are no confirmed timescales for the implementation of this.

3.10 National Rail Services

- 3.10.1 London Bridge National Rail Station provides services operated by Southern and Southeastern Rail and Thameslink. The station provides services from Charing Cross to southeast London, Kent and East Sussex as well as destinations towards South East England.
- 3.10.2 Table 3.4 presents the peak hour frequencies of National Rail services departing from London Bridge National Rail Station. These include through trains heading



north (Thameslink) or terminating / leaving London Charring Cross or Cannon Street as well as the services to the south, to destinations in Sussex, Kent and Surrey.

	Number of peak hour trains			
Destination	Monday – Friday			
	0800-0900	1700-1800		
Bedford and northern destinations	11	13		
Other London Terminating Stations	53	29		
Sussex, Kent and Surrey	57	71		
Total	121	113		

 Table 3.4 - Services & Frequencies from London Bridge National Rail Station

3.10.3 As can be seen, there is a high number of services available from London Bridge with 121 and 113 individual trains in both directions during the AM and PM peak hour respectively.

3.11 River Taxi Services

- 3.11.1 The London Bridge City Pier is located approximately within a 550m walking distance (5-7 minute walk) to the north-east of the site. It is served by routes RB1, RB1X, RB2 and RB6.
- 3.11.2 RB1 and RB1X provide services between Westminster and North Greenwich. RB1 operates daily whereas RB1X provides additional services on the weekend. RB2 operates daily and provides services between Battersea Power Station and London Bridge City. RB6 provides services between Blackfriars to Canary Wharf on weekday mornings and evenings only.
- 3.11.3 The river services during the AM, PM and weekend peak hours are summarised below.



	Destination	Number of peak hour River Taxis					
Service		AM Peak	PM Peak	Caturday	Sunday		
		0800-0900	1700-1800	Saturuay			
RB1	Westminster	3	1	2	2		
	North Greenwich	2	3	2	2		
RB1X	Westminster	-	-	2	2		
	North Greenwich	-	-	2	2		
RB2	Battersea Power	_	_	2	2		
	Station			2	۷		
	London Bridge	-	-	2	2		
	City			-			
RB6	Blackfriars	2	3	-	-		
	Canary Wharf	3	1	-	-		

Table 3.5- River Taxi Services

3.12 Local Road Network

3.12.1 Whilst there are currently temporary alterations and restrictions in place to provide enhanced pedestrian facilities to better accommodate the Covid-19 pandemic, for the purposes of this assessment the pre-Covid arrangements are described.

St Thomas Street

- 3.12.2 St Thomas Street is a TfL Red Route and is marked with double red lines on both sides of the carriageway which restrict stopping at all times. The eastern section of the road only allows for one-way westbound traffic whilst the western section of the road allows for two-way traffic. The road allows for two-way traffic from the vicinity of the junction with Weston Street (approximately 80m to the west of the junction).
- 3.12.3 There are a number of on-street parking facilities located on the western section of the road, near the site's access and in the vicinity of the junction with Borough High Street. At this location, there are marked taxi and 'Pay and Display' bays located on the southern side of the carriageway. The 'Pay and Display' bays have restrictions from Monday to Saturday between 08:00 and 18:30 and allow for a maximum stay of four hours. There is also a loading bay located on the southern side of the carriageway which has a 'No stopping' restriction between 07:00 and 19:00 except between 10:00 and 16:00. During these times, loading is available for a maximum of 20 minutes. The northern side of the carriageway provides bays restricted to authorised vehicles only.



Borough High Street

- 3.12.4 Borough High Street provides a wide carriageway which ranges between 12m and 15m in width. The section of the road in the vicinity of the site is a TfL Red Route and is marked with double red lines on both sides of the carriageway which restrict stopping at all times.
- 3.12.5 There are loading bays provided on Borough high Street, near the access junction with Talbot Yard and King's Head Yard / White Hart Yard. The loading bays have a 'No stopping' restriction between 07:00 and 19:00 except between 13:00 and 16:00 or between 10:00 and 13:00. During these times, loading is available for a maximum of 20 minutes and parking for disabled users is available for up to three hours.

King's Head Yard and White Hart Yard

3.12.6 King's Head Yard and White Hart Yard are marked with single yellow lines on both sides of the carriageway with restrictions from Monday to Saturday between 08:00 and 18:30. A disabled bay is provided at the south-eastern end of White Hart Yard and is available for use only by disabled badge holders.

3.13 Baseline Traffic Flows 2018

3.13.1 Due to Covid-19 it has not been possible to undertake new surveys that would provide representative results. The original traffic data based on surveys undertaken in 2018 has therefore been used for the roads surrounding the site which has been summarised in the Table 3.6 below.



					T	
Link	AM Peak Baseline Flows		PM Peak Baseline Flows		Baseline Daily Flows	
LINK	All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs
London Bridge to the North of Tooley Street	1,294	276	1,108	236	25,388	4,663
Borough High Street to the south of London Bridge	2,347	673	2,525	572	19,622	3,566
St Thomas Street	258	7	213	4	6,104	567
White Yard Road	4	1	2	1	26	5
Southwark Street to the east of Southwark Bridge Road	413	56	381	34	12,375	1,375
Southwark Street to the west of Southwark Bridge Road	890	87	741	72	14,825	1,447
Southwark Bridge Road	759	134	623	88	14,493	1,768
Marshalsea Road	763	160	755	107	14,311	2,044
Borough Highstreet to the north of Union Road	862	160	837	127	14,326	2,371
Long Lane	683	45	570	38	11390	756
Tower Bridge Road to the south of Druid Lane	1,392	145	1,160	95	23,202	1,909
Tooley Street	537	116	460	100	8,949	1,932

Table 3.6- Existing baseline traffic flows (2018)

3.14 Assessment Baseline Flows 2026

- 3.14.1 Given that the Development is not expected to be completed before 2026, the future baseline conditions which are expected to be in place at the year of opening are considered more applicable in terms of assessing the Development's effects. To this end, a future baseline scenario has been created incorporating those committed developments which are currently already under construction and would be expected to be operational by the Development opening year.
- 3.14.2 Based on the review of the transport reports for each of the committed developments which are expected to be completed by 2026 it has been found that they are reported to result in minor changes to traffic flows across the whole day with no changes in traffic during the AM and PM peak hours. The 2026 assessment baseline flows for the AM and PM peak hour as well as across the whole day are provided in Table 3.7.

Link	AM Peak Assessment Baseline Flows		PM Peak Assessment Baseline Flows		Assessment Baseline Daily Flows	
	All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs
London Bridge to the North of Tooley Street	1,311	276	1,134	236	25,529	4,675
Borough High Street to the south of London Bridge	2,359	673	2,546	572	19,731	3,572
St Thomas Street	271	7	256	4	6,158	579
White Yard Road	4	1	2	1	26	5
Southwark Street to the east of Southwark Bridge Road	416	56	391	34	12,485	1,385
Southwark Street to the west of Southwark Bridge Road	890	87	748	72	14,902	1,455
Southwark Bridge Road	784	134	645	88	14,566	1,776
Marshalsea Road	788	160	779	107	14,374	2,050
Borough Highstreet to the north of Union Road	869	160	871	127	14,406	2,379
Long Lane	714	45	604	38	11,461	762
Tower Bridge Road to the south of Druid Lane	1,418	145	1,194	95	23,257	1,915
Tooley Street	567	116	499	100	9,025	1,940

Table 3.7 - Assessment baseline traffic flows (2026)

3.15 Car clubs

- 3.15.1 The nearest 'Car Club Only' bay provided by Zipcar is located on Tooley Street, within a 280m walking distance (3-4 minute walk) to the north-east of the site. The bay provides access to two vehicles. A second 'Car Club Only' bay operated by Zipcar is located on Weston Street within a 400m walking distance (4-5 minute) to the south-east of the site.
- 3.15.2 Zipcar offer special business accounts to commercial users.



4 DEVELOPMENT PROPOSALS

4.1.1 This section provides details of the proposed development from a transport perspective including the proposed access, parking and servicing arrangements.

4.2 Proposed development description

4.2.1 The proposed development as described in the planning application form is as follows:

'Redevelopment to include demolition of the 1980s office buildings and erection of a 26-storey building (plus mezzanine and two basement levels), restoration and refurbishment of the listed terrace (nos. 4-16 St Thomas Street), and redevelopment of Keats House (nos. 24-26 St Thomas Street) with removal, relocation and reinstatement of the historic façade on a proposed building, to provide office floorspace, flexible office/retail floorspace, restaurant/café floorspace and a public rooftop garden, associated public realm and highways improvements, provision for a new access to the Borough High Street entrance to the Underground Station, cycling parking, car parking, service, refuse and plant areas, and all ancillary or associated works.'

4.3 Proposed land uses

- 4.3.1 The proposal is to redevelop and extend the existing site, to provide the following:
 - Delivery of a highly sustainable 26-storey building (plus mezzanine and two basement levels), providing 44,312 sqm (GIA) of highquality office floorspace (Class E);
 - Introduction of 340 sqm (GIA) of flexible office/retail floorspace (Class E) at ground floor level of proposed office building, activating the proposed public realm;
 - Provision of 5,017 sqm (GIA) of affordable workspace (Class E) within the Georgian terrace buildings, Keats House and levels 1 and 2 of the proposed office building, representing 10% of the overall office provision;



 Delivery of publicly accessible rooftop garden with high-quality landscaping and a complementary café and restaurant providing 421 sqm (GIA) food/drink floorspace (Class E);

4.4 Pedestrian access and public realm improvements

4.4.1 The pedestrian realm will be improved throughout, with increased permeability between King's Head Yard and St Thomas Street. The public realm within the development comprises a variety of new spaces including squares, passages and yards as illustrated below.



- 4.4.2 The main building will have pedestrian entrances from the new pedestrian route created by the public realm proposals within the site. This thoroughfare will be for pedestrian use only and will link with St Thomas Street through the site to the new Underground station entrance and King's Head Yard.
- 4.4.3 Permeability will be further enhanced through opening up of the original passage through the Georgian Terrace linking the site with St Thomas Street.



- 4.4.4 Outside of the site's red line boundary there is a proposal to open up the rear of the London Bridge Underground station building at ground level to provide a new exit directly into the site's public space. This is supported by TfL and London Underground. The applicant would enter into a development agreement with London Underground to undertake this works.
- 4.4.5 As part of the development proposals King's Head Yard will also be improved to offer a better pedestrian environment. The yard will operate predominantly as a car-free area given the very low vehicle movements on this road. In order to maintain the very low traffic flows and ensure that the route is as attractive to pedestrians as possible, the development generates no vehicle trips on the yards, with all access via St Thomas Street.

4.5 Vehicular access

- 4.5.1 All cars and service vehicles will enter the ground level service area via a new vehicle route to the east of Keats House. Having passed through a secure gate the vehicles can service the development before exiting back onto St Thomas Street in a forward gear. This arrangement has been developed following comprehensive discussions with both TfL and LB Southwark, who indicated that this was their preferred servicing option.
- 4.5.2 Vehicle sizes will be managed in order to minimise the number of deliveries taking place from large HGVs. Notwithstanding this, a turntable will allow larger vehicles to turn around within the service area.
- 4.5.3 Motorcycles and couriers will be able to stop either in the service area or on St Thomas Street.

4.6 Car parking

4.6.1 The development is proposed to be car-free with the exception of two accessible parking bays within the service area for the use of blue badge holders. This was previously agreed in respect to the previous similar scheme as an acceptable level by LBS. The parking will be accessible via St Thomas Street.

4.7 Cycle parking

4.7.1 Facilities for cyclists are divided into long stay and short stay spaces across the various user types on site, as per LBS and TfL's policies. These are
supplemented by seventy nine showers and circa 500 lockers are also provided, located within easy reach of the cycle parking.

- 4.7.2 Long stay cycle parking spaces and associated shower and locker provisions have been allocated across Basement Level 1. Short stay Sheffield stand parking has been provided at ground level and a mixture of double stacking racks, Sheffield stands and folding bike lockers are proposed at Basement Level 1 in secure access zones.
- 4.7.3 Access to the basement for cyclists is provided from King's Head Yard via a combined cycle stair with a special conveyor system to assist transporting the bikes. This is wide enough to allow two people to pass on the stair. A shuttle lift allows cyclists to return to reception once bikes have been stored. There is also a lift available for cyclists who are unable to use the cycle stair, ensuring adequate access for all users.
- 4.7.4 There are a number of different cycle parking standards that apply to the proposed development including the London Plan 2021 and LBS's forthcoming standards set out in the Draft New Southwark Plan, which have a more onerous requirement.
- 4.7.5 The proposed development will provide a total of 1,103 long stay cycle parking spaces comprising a mixture of Sheffield stands (including a dedicated accessible cycle storage area) two tier racks and some folding bike lockers. The proposed arrangement in Level B1 is indicated below.





4.7.6 In addition 219 short stay spaces are provided, 149 within the basement and a further 70 (including four accessible spaces) within the public realm / at street level.



Ground Floor

30848/D28a April 2021



4.8 Alterations to public highway

- 4.8.1 TfL have consulted on proposals to manage the direction of vehicles along St Thomas Street. This includes an original scheme to make St Thomas Street one way westbound along its entire length. This is in keeping with the eastern end which is already one way in this direction. They have also more recently proposed another alternative making the entire length of St Thomas Street run from west to east, with a contraflow cycle lane.
- 4.8.2 TfL has also proposed an interim solution whereby the western end of the road remains two-way but with a 7.5 ton restriction i.e. taxis will be able to access from Borough High Street but delivery vehicles will not.
- 4.8.3 Due to the constantly changing options associated with St Thomas Street it is unclear which, if any, option is most likely to be taken forward. In light of this the current scheme, with a simple vehicular access off St Thomas Street would not preclude any of the above options.
- 4.8.4 Whilst the scheme design therefore assumes a narrowing of the carriageway and a subsequent increase in footway adjacent to the site, if TfL prefer to switch the direction of vehicle flow on the road this can be accommodated.
- 4.8.5 Notwithstanding this the scheme could operate successfully without the one way operation if TfL decide not to progress with this idea.

4.9 Waste storage and collection arrangement

- 4.9.1 With regard to refuse, the strategy is that waste will be stored in 1,280l Eurobins at basement level with separate containers provided for the various waste streams (general/recyclables). The arrangement would be for the on-site management to transport the relevant waste stream to a ground level storage area via a bin lift on collection day. The temporary storage area is located at ground level within the service area allowing a refuse vehicle to stop within 10m of the bins, as required by LBS.
- 4.9.2 Waste would be collected by private contractors daily for each of the waste streams based on a 5 day week. A cardboard baler is also proposed given that paper is expected to make up the majority of the office recyclable waste.



4.9.3 It is envisaged that waste would be collected early morning to avoid highway peak periods.

4.10 Servicing

- 4.10.1 The proposed arrangement is for servicing is to take place from the development's service yard away from the public highway.
- 4.10.2 Service vehicles will park in the service bays and the goods will be trollied to the offices via the B1 level, except for the Georgian Terrace, where the goods will be transported at ground level.
- 4.10.3 Motorcycle couriers can also stop on St Thomas Street to deliver/collect packages from the development.
- 4.10.4 Following comments received from the London Borough of Southwark and TfL all deliveries are subject to a proposed servicing consolidation strategy. Building on the initial research into consolidation by TPP, the evolving strategy has been developed in consultation with a specialist logistics company, Davies & Robson (D&R) who have developed bespoke consolidation strategies for other sites, including Guy's and St Thomas's Hospital adjacent to New City Court. The consolidation strategy now being advanced for New City Court allows for a significant reduction in vehicle numbers, thus minimising impacts on the local road network and reducing potential conflicts with pedestrians and cyclists.
- 4.10.5 A key aspect of the servicing strategy, as detailed in the Delivery and Servicing and Waste Management Plan, will be utilisation of an off-site consolidation centre where individual deliveries that are identified for consolidation will be stored, consolidated and then transported to the site. The strategy has been based on D&Rs extensive experience and is underpinned by empirical data sourced through a comprehensive servicing survey at a comparable existing GPE office at 200 Gray's Inn Road.
- 4.10.6 It has been shown that there is a considerable potential to consolidate office deliveries, as the majority of items are non-perishable and non-urgent items. Overall, it has been demonstrated that there is potential to reduce the number of office deliveries by 62%. Deliveries to the retail element of NCC are unlikely to be suitable for consolidation given that this space will include restaurant/café uses relying on daily deliveries of fresh produce, and due to the disparate nature

of the retail units being occupied by individual tenants. The proposed strategy has therefore been based on a realistic and honest approach in terms of consolidation potential, and the expected level of vehicle reduction.

- 4.10.7 The proposed strategy will significantly reduce vehicle movements and minimise vehicle emissions, and the resulting impacts on the local road network is negligible.
- 4.10.8 The strategy has been developed based on a quantitative approach in consultation with highly experienced logistics experts providing a high level of confidence in the proposed consolidation opportunities and represents a tangible and deliverable strategy for New City Court.

Consolidation potential based on D&R assessment

- 4.10.9 The D&R study has provided an up-to-date baseline for the servicing assessment. This utilises empirical and up to date data, robustly sought and subsequently comprehensively scrutinised and adjusted by TPP.
- 4.10.10 Whilst this does provide an updated baseline against which to measure any potential reductions in servicing loads, the principle purpose of the D&R study is to use their logistics expertise, and real world data, to identify the consolidation potential for NCC, and the associated reduction in vehicle numbers. This study sets out in detail how deliveries to the office development at New City Court can be consolidated. The recommendations set out in the D&R study are evidenced-based and therefore represent a tangible and deliverable strategy.
- 4.10.11 As a starting point to its study, D&R undertook a comprehensive survey at GIR categorising deliveries into different types to understand their suitability for consolidation.
- 4.10.12 Table 4.1 summarises the various groups and whether they are considered suitable for consolidation.



Item	Suitable?	Comment
Parcels and couriers	Yes	Including personal deliveries
Post	No	Urgent deliveries
Food and beverage	Limited	Fresh food not consolidated but potential for water towers and ambient vending machines
Engineering deliveries for building repairs and maintenance	Yes	Typically non-urgent
Housekeeping. Cleaning and washroom items	Yes	Not time critical
Newspapers and magazines	No	Time/Date specific
Office equipment, stationary.	Yes	Not time critical

Table 4.1 – Delivery types and consolidation suitability

4.10.13 The assessment demonstrates many delivery groups are suitable for consolidation; this includes parcels and courier deliveries which according to D&R make up over 50% of all deliveries. The flow diagram below shows the process for how the consolidation would work for different elements.



4.10.14 The expected number of deliveries is only 38 a day, with a maximum of seven HGVs, including refuse vehicles. No deliveries will take place in the AM, PM or lunchtime peak hours in order to reduce conflict with pedestrians.

4.11 Swept path analysis drawings

4.11.1 Swept path analysis has been undertaken for the proposed access and servicing arrangement and are included in drawing 30848/AC/076 rev A, included in Appendix A. This drawing shows the swept path analysis for both a 10.2m refuse vehicle and a 10m HGV accessing the turntable within the service area, and LGVs and cars accessing their respective bays.

4.12 Supporting Documents

4.12.1 A number of documents have been produced to accompany the planning application, addressing specific areas, as required by LBN and TfL.,

Travel Plan

4.12.2 A Draft Travel Plan has been prepared and submitted as part of this planning application. The development and implementation of the Travel Plan will be committed to through either a Planning Condition or the S106 agreement for the development.

Delivery and Servicing Management Plan (DSP)

- 4.12.3 It should be noted that all servicing related to the development will be undertaken from the at grade service area. It will be managed through a Delivery and Servicing Management Plan (DSP). Details of the proposed access; sustainable delivery initiatives; and management of servicing and refuse collection activities for the commercial land uses have been incorporated in this document.
- 4.12.4 Such DSPs are increasingly being used to increase building operational efficiency by reducing delivery and servicing impacts to premises, specifically CO2 emissions, congestion and collisions through consideration of consolidation and collaborative delivery arrangements to help reduce the impact of commercial goods and servicing vehicle activity in and out of premises / developments.
- 4.12.5 DSPs aim to reduce delivery trips (particularly during peak periods) and increase availability and use of safe and legal loading facilities, using a range of approaches. The DSP therefore also focuses on the consolidation proposals.

5 ACTIVE TRAVEL ZONE

5.1.1 Figure 6 illustrates the 20-minute Active Travel Zone (ATZ) surrounding the site based on TfL's WebCAT tool. This map identifies all the potential key destinations in the ATZ, including London Underground stations, National Rail stations and the cycle superhighways. Key land uses such as hospitals and green spaces are shown within the ATZ in relation to the proposed development.



Figure 6 - 20 minute cycle Active Travel Zone (ATZ)



Key destination classifications

5.1.2 Table 5.1 classifies the key destinations (from high to low priority) based on the likelihood that users of the proposed development are expected to travel to / from them.

Key destination	Priority
London Underground Stations	High
National Rail Stations	High
Strategic Cycle Network	High
Bus stops	High
Green space	Medium
Hospitals	Low
Town centre/local centre	Low

Table 5.1 - Priority of destinations in the ATZ

- 5.1.3 The above key destinations have been determined for the commercial element of the site. Given the sites location, it is expected most staff will commute, so London Underground, National Rail stations, bus stops and the Strategic Cycle Network have been ranked as high priority. Other amenities such as green spaces, hospitals and town centres/local centres have also been considered, although given a lower priority as these could be possible destinations for staff at the proposed development.
- 5.1.4 The key destinations have been used to inform Figure 6 which shows the ATZ at the neighbourhood scale, highlighting key destinations.

5.2 Neighbourhood Active Travel Zone

- 5.2.1 The neighbourhood ATZ shown in Figure 7 illustrates the location of the nearest bus stops, rail station, underground station, together with collision clusters in the area. These key destinations include:
 - London Bridge Underground Station
 - London Bridge National Rail Station
 - London Bridge Bus Station
 - London Bridge City Pier
 - Cycle Superhighway 7
 - Borough Market



- Nearest amenity (post office, etc.)
- Accident clusters which lead to serious injuries it the local area.
- Green spaces such as St Georges Park and Hidden Park.



Figure 7 – Neighbourhood Active Travel Zone

5.3 Casualty Analysis

- 5.3.1 The Mayor's Transport Strategy is committed to Vision Zero to end deaths and serious injuries on London's roads and transport network. The strategy sets out the goal that by 2041, all deaths and serious injuries would be eliminated from London's road and transport network.
- 5.3.2 Casualty data recorded in the vicinity of the site for the three year period from September 2017 to September 2020 (most recent data available) has been obtained from TfL. A review of the casualties has been undertaken to determine clusters of 'killed or seriously injured' (KSI) clusters.
- 5.3.3 During this period there was a total of 30 KSIs within the Neighbourhood ATZ, of which 30 are classified as serious and none are classified as fatal.



- 5.3.4 Clusters of KSI casualties along key pedestrian and cycle routes in the vicinity of the site (Neighbourhood ATZ) have been illustrated in Figure 7. A cluster is defined as one or more fatal casualty and two or more serious casualties.
- 5.3.5 The locations of the clusters are set out in Table 5.2. A map illustrating the accidents that have occurred in the local area is provided in Appendix B.

Location	Number of KSIs
Borough High Street/Southwark Street	3 serious casualties
Borough High Street/London Bridge Street	4 serious casualties
Borough High Street/Tooley Street	7 serious casualties
Graze Maze Pond/St Thomas Street	3 serious casualties
Southwark Street/Southwark Bridge Road	2 serious casualties

Table 5.2 - Location of KSI clusters

- 5.3.6 The above clusters indicate there have been accidents that cause 5 KSI clusters at local junctions over a three year period. Of these accidents, none of them were reported as causing fatal casualties.
- 5.3.7 The junctions identified in Table 5.2 can be classified as locations with safety issues. In order to determine physical measures to improve safety issues at these junctions, the following actions could be undertaken.
 - Liaise with LBS's Road Safety officer to determine which junction(s) should be prioritised for physical improvements.
 - Undertake traffic surveys at the junction(s) to determine pedestrian, cyclist and traffic flows / turning movements. Undertake vehicle speed surveys.
 - Assess the results of the surveys to determine the reasons of why the accidents occurred.
 - Undertake a physical design assessment of the junction(s) to determine physical improvements to improve safety conditions.

5.4 Key routes

5.4.1 Figures 8 to 12 show the journeys to key locations identified in the previous paragraphs. The route to each key destination started by the site's primary access on St Thomas Street. As per the Healthy Streets Assessment Guidance, following each figure, commentary on the worst part of each journey is provided.



This includes the Healthy Streets indicators, including description of factors that can improve the pedestrian and cyclist environment at this location.

5.5 Route to London Bridge Rail Station and Bus Station

5.5.1 The pedestrian route from the site to London Bridge Rail Station and Bus Station is illustrated in Figure 8 below.



Figure 8 – Walking route A - London Bridge Rail Station and Bus Station



Route A – London Bridge Station and Bus Station



- 5.5.2 The route is to the closest station access on St Thomas Street, and the quickest route to the Bus Station. Access to London Bridge Underground Station can also be taken from this route. The route is generally clean and well maintained which encourages walking as a main mode of transport. An escalator and lift is provided on St Thomas Street which provides step free access up to London Bridge Bus Station, and additional platforms for London Bridge Rail Station. During this assessment, the footways along St Thomas Street were under maintenance. The pedestrian environment is expected to be further improved when complete.
- 5.5.3 The image that is considered to reflect the worst part of the journey is A2. Image A2 was taken on St Thomas Street and shows a manhole cover that displays signs of cracking and weathering, which could cause difficulty for pedestrians with mobility issues (for example wheelchair users) when passing over the manhole cover. This is considered low quality compared to the rest of the route and is a localised issue which is not anticipated to deter people walking to/from the station. Image A2 has been reviewed against the Healthy Streets indicators in Table 5.3.



Table 5.3 - Comments on Image A2 along route a to London Bridge Rail Station and Bus Station

Healthy	Observation	Area for improvement
Streets Indicator		
Shade and shelter	The properties along this section of St Thomas Street are approx. 4 storeys high and provide shade and shelter along the footway.	This location would be inappropriate for trees to be planted as it would impede pedestrians. However the proposals will provide additional shade and shelter on the footway along St Thomas Street.
Places to stop and rest	There is no public seating at this location, however seating is provided within London Bridge Station and around the bus station, which provides pedestrians with a place to stop and rest.	The proposals will provide seating within the proposed public realm giving pedestrians a place to stop and rest.
Not too noisy	There is not too much noise as people do not have to raise their voices to hold a conversation.	There is little room for significant improvement as St Thomas Street is already subject to a 20mph speed limit. The site is in a highly accessible location which will further encourage travel by sustainable modes of transport, which will help limit traffic noise.
People choose to walk, cycle and use public transport	London Bridge Bus Station, Rail Station, Underground Station and a number of other bus stops are close by which promote sustainable transport. Cycle Superhighway 7 is also close to this site which further encourages cycling.	There is little room for improvement as this is a highly accessible location. However there could be greater maintenance of the manhole covers along St Thomas Street, as Image A2 shows signs of cracking/weathering. This would further encourage walking as a main mode of transport.
People feel safe	This location is a public area with high pedestrian footfall. It is unlikely any criminal activity will occur in this location. This location has street lighting which also helps the area feel safer at night.	The additional activity and footfall from the proposals will provide greater passive surveillance and increase the feeling of safety.
Things to see and do	The Shard, and many local amenities including Borough Market are close by which provides pedestrians with something to see and do.	The proposals will provide a landscaped public realm, which will provide pedestrians with additional things to see and do at this location.
People feel relaxed	The footway is good quality at this location, and a section of the carriageway has been designated for pedestrian use to allow for social distancing due to the current Covid-19 restrictions.	Better maintenance of manhole covers along St Thomas Street will make the pedestrian environment more relaxing for pedestrians with mobility issues, especially wheelchair users and pedestrian with buggies.
Clean air	London Bridge Bus Station, Rail Station, Underground Station and a number of other bus stops are close by which promote sustainable transport. Cycle Superhighway 7 is also close to this site which further encourages cycling.	The Travel Plan that will be implemented at the development will further encourage travelling using sustainable modes of transport.



5.6 Route to London Bridge Underground entrance, Borough Market and the Post Office on Borough High Street

5.6.1 The closest access to London Bridge Underground Station is on Borough High Street. Other key destinations, such as the Post Office and an entrance to Borough Market are located in the proximity of the Underground Station access. Each amenity is considered a key destination as they are likely to be accessed on a daily basis from site users. Therefore the route from the site to the London Bridge Underground Station entrance on Borough High Street, Borough Market and the Post Office on Borough High Street is shown in Figure 9 below.

Figure 9 – Walking route B - London Bridge Underground Station, Post Office and Borough Market







Route B – London Bridge Underground Station, Post Office and Borough Market



- 5.6.2 The route is generally clean and well maintained which encourages walking as a main mode of transport. Signal controlled crossings are provided across Borough High Street and St Thomas Street, which provides pedestrians with safe crossing points. Parts of the carriageway along St Thomas have been temporarily suspended for use by pedestrians to allow for social distancing due to the Covid-19 restrictions.
- 5.6.3 The image that is considered to reflect the worst part of the journey is B3. Image B3 was taken in Borough High Street outside of the London Bridge Underground Station entrance. The footway in this location is fairly narrow with numerous pieces of street furniture along this stretch of footway. Given the expected high level of pedestrian flows, this section of footway is expected to become crowded during peak hours. It should be noted, the proposals will provide a new public access directly into London Bridge Underground Station from the site, which will help mitigate crowding along this section of footway. The image is reviewed against the Healthy Streets indicators in Table 5.4.



Table 5.4 - Comments on Image B3 on route B to London Bridge UndergroundStation, Borough Market and Post Office

Healthy	Observation	Area for improvement
Streets		
Shade and shelter	The properties along this section of Borough High Street are approx. 4 storeys high and provide shade and shelter to the footway.	The proposals will provide a new access into the Borough High Street London Bridge Underground entrance. The public realm to the new Underground access will provide shade and shelter for pedestrians.
Places to stop and rest	There is no public seating at this location, however seating is provided within Borough Market which is close to this location.	The proposals will provide a new access into the Borough High Street London Bridge Underground entrance. The public realm to the new underground access will provide seating giving pedestrians a place to stop and rest.
Not too noisy	This location could be noisy during peak hours due to the high pedestrian and traffic flows at this location.	The proposals will provide access into the Borough High Street London Bridge Underground entrance. This new access will be on a public realm through the site and would be a quieter route for pedestrians.
People choose to walk, cycle and use public transport	London Bridge Bus Station, Rail Station, Underground Station and a number of other bus stops are close by which promote sustainable transport. Cycle Superhighway 7 is also close to this site which further encourages cycling.	There is little room for improvement as this is a highly accessible location. However the new access into the Borough High Street London Bridge Underground entrance through a proposed public realm will encourage more site users to use Underground services.
People feel safe	This location is a public area with high pedestrian footfall. It is unlikely any criminal activity will occur in this location. This location has street lighting which also helps the area feel safer at night.	The additional of further activity and footfall from the proposals will provide greater passive surveillance and increase the feeling of safety. In addition, street lighting will be provided in the proposed public realm leading to the proposed access into the Borough High Street London Bridge Underground entrance, which will make it feel safer at night.
Things to see and do	Borough Market is located close to this location, which provides a wide range of foot stalls. There are also a large number of retail units along Borough High Street.	There is little room for significant improvement at this is a central location, with numerous amenities already in the surrounding area. The proposals will provide a public realm leading to the proposed access into the Borough High Street London Bridge Underground entrance.
People feel relaxed	The footway in this location is narrow for the respective pedestrian flows and could lead to pedestrian crowding during peak hours. This can make some pedestrians anxious and make the pedestrian environment less attractive.	The proposals will provide a new access into the Borough High Street London Bridge Underground entrance. The public realm to the new underground access is expected to be less crowded and be a more relaxing route for pedestrians to take.
Clean air	London Bridge Bus Station, Rail Station, Underground Station and a number of other bus stops are close by which promote sustainable transport. Cycle Superhighway 7 is also close to this site which further encourages cycling.	The Travel Plan that will be implemented at the development will further encourage travelling using sustainable modes of transport.



5.7 Route to St George's Park

5.7.1 The route to St George's Park is illustrated in Figure 10.



Figure 10 – Walking route C - St George's Park

Route C – St Georges Park











30848/D28a April 2021

- 5.7.2 The closest park to the site is Hidden Park. While Hidden Park is likely to be used by employees at the proposed site, St Gorge's Park is larger and provides planting, seating and there are nearby food stalls and so is more likely to be a destination for site users. The route is generally clean and well maintained which encourages walking as a main mode of transport.
- 5.7.3 The image that is considered the worst part of the journey is C2. Image C2 shows a bicycle that looks to have been vandalised, and a hire bike that has been placed along the footway, which will restrict the effective footway width for pedestrians. These conditions are considered low quality compared to the rest of the route. The image is reviewed against the Healthy Streets indicators in Table 5.5.



Table 5.5 - Comments on Image C2 on route C to St George's Park

Healthy	Observation	Area for improvement
Streets		
Indicator	The momenties along this costion of	This section of Deveugh Lligh Church would be
and shelter	Borough High Street will provide shade and shelter on the footway and the nearby Hidden Park and St George's Park	inappropriate to provide trees as it would impede pedestrians along Borough High Street However wayfinding signage could be
	provides shade and shelter.	provided to St George's Park/Hidden Park.
Places to stop and rest	There is no public seating at this location, however seating is provided within Hidden Park and St George's Park.	This section of Borough High Street would be inappropriate to provide seating as it would impede pedestrians along Borough High Street. However wayfinding signage could be provided to St George's Park/Hidden Park, which provides seating.
Not too noisy	This location could be noisy during peak hours due to the high pedestrian and traffic flows at this location.	There is little room for significant improvement as this is already a highly accessible location and Borough High Street is subject to a 20mph speed limit. However ensuring bikes are not vandalised in the surrounding area and the footway is not impeded by hire bikes will encourage more people to walk and cycle to the site, reducing traffic noise in this location.
People choose to walk, cycle and use public transport	London Bridge Bus Station, Rail Station, Underground Station and a number of other bus stops are close by which promote sustainable transport. Cycle Superhighway 7 is also close to this site which further encourages cycling.	There is little room for improvement as this is a highly accessible location. However ensuring bikes are not vandalised in the surrounding area and the footway is not impeded by hire bikes will encourage more people to walk and cycle to the site, reducing traffic noise in this location.
People feel safe	This location is a public area with high pedestrian footfall. It is unlikely any criminal activity will occur in this location. This location has street lighting which also helps the area feel safer at night. However a vandalised bike on a Sheffield stand along Borough High Street will make people wary of cycling due to the risk of their bike being vandalised.	The additional activity and footfall from the proposals will provide greater passive surveillance and increase the feeling of safety. This greater passive surveillance may reduce the risk of vandalism to parked bikes, and encourage more people to cycle.
Things to see and do	There are a number of active frontages and retail units at this location and Borough Market, Hidden Park and St George's Park are located nearby.	There is little room for significant improvement at this is a central location, with numerous amenities already in the surrounding area. However wayfinding signage could be provided to St George's Park/Hidden Park.
People feel relaxed	The presence of a hire bike that has been parked on the footway will reduce the effective footway width for pedestrians in a busy location. In addition, the presence of a vandalised bike will put off people cycling to the site and parking their bike in the surrounding area.	Greater passive surveillance may reduce the risk of vandalism to parked bikes, which will make cyclists more relaxed about parking their bikes along Borough High Street. Cycle hire companies could advise customers not to leave bikes in inappropriate places which would impede pedestrians.
	LUNUUN DRUYE DUS STATION, RAIL STATION,	The Travel Plan that will be implemented at



Underground Station and a number of	the development	will further	encourage
other bus stops are close by which	travelling using	sustainable	modes of
promote sustainable transport. Cycle	transport.		
Superhighway 7 is also close to this site			
which further encourages cycling.			

5.8 Route to Cycle Superhighway 7

5.8.1 The route to Cycle Superhighway 7 (CS7) is illustrated in Figure 11.

Figure 11 – Walking route D - Cycle Superhighway 7





Route D – Cycle Superhighway 7



- 5.8.2 CS7 is the closest cycle highway to the site and can be accessed from Southwark Bridge Road. CS7 runs from the City of London to Colliers Wood.
- 5.8.3 The image that is considered to reflect the worst part of the journey is Image D4. Image D4 shows 'black sack' bins that have been left out on the footway, presumably for waste collection. However the presence of loose 'black sack' bins could be off-putting for pedestrians walking past. In addition, loose 'black sack' bins could be ripped open by animals (such as birds), increasing the possibility of rubbish being blown onto the footway, or on the carriageway where it can present a danger to cyclists accessing CS7. This is considered low quality compared to the rest of the route. Image D4 is reviewed against the Healthy Streets indicators in Table 5.6. It should be noted, image D2 has been reviewed in route C to St George's Park.



Table 5.6 - Comments on Image D4 on route D to CS7

Healthy	Observation	Area for improvement
Streets Indicator		
Shade and shelter	The properties along this route will provide shade and shelter to pedestrians and cyclists at sections along this route.	There is little room for significant improvement as this location would be inappropriate to provides trees as it would impede pedestrians.
Places to stop and rest	There is no public seating at this location, however it is unlikely any pedestrians/cyclist would stop at this location to stop and rest. Seating is provided nearby at Borough Market, Hidden Park and St George's Park.	There is little room for significant improvement as this location would be inappropriate to provide seating as it would impede pedestrians. However wayfinding signage could be provided to Borough Market, St George's Park and Hidden Park which provides seating.
Not too noisy	This location is not too noisy as pedestrians do not have to raise their voices to be heard.	There is little room for significant improvement as this is already a highly accessible location and Southwark Street is subject to a 20mph speed limit. Wayfinding signage could be provided to CS7 which can be accessed further along Southwark Street to encourage more people to cycle. This will help reduce vehicle traffic noise.
People choose to walk, cycle and use public transport	London Bridge Bus Station, Rail Station, Underground Station and a number of other bus stops are close by which promote sustainable transport. Cycle Superhighway 7 is also close to this site which further encourages cycling.	Wayfinding signage could be provided to CS7 which can be accessed further along Southwark Street to encourage more people to cycle. In addition, waste waiting to be collected along Southwark Street could be stored within a bin rather than being left out in a black sack. This will make the pedestrian environment cleaner, and reduces the risk of rubbish getting loose onto the footway and the carriageway, which would discourage people from walking and cycling.
People feel safe	This location is a public area with high pedestrian footfall. It is unlikely any criminal activity will occur in this location. This location has street lighting which also helps the area feel safer at night. Southwark Street is subject to a 20mph speed limit which makes this route safer for cyclists.	The additional activity and footfall from the proposals will provide greater passive surveillance and increase the feeling of safety. The removal of rubbish and black sacks along the footway reduces the risk of rubbish getting loose along the footway/carriageway, which could impede pedestrians and cyclists.
Things to see and do	There are a number of active frontages and retail units along Southwark Street which gives pedestrians something to see and do.	There is little room for significant improvement at this location is in central London. However wayfinding signage could be provided to CS7 and loose black sacks and rubbish could be removed off the street or stored in bins, which will improve the overall pedestrian environment.
People feel relaxed	Despite the presence of loose black sacks along Southwark Street, there are low traffic flows making it a good route for pedestrians and cyclist. In additional the footway is provided with street lighting which makes the area feel safer at night.	Wayfinding signage could be provided to CS7 and loose black sacks and rubbish could be removed off the street or stored in bins, which will improve the overall pedestrian environment and make pedestrian and cyclists more relaxed.

Clean air Lond Stati numl close trans also enco	on Bridge Bus Station, Ra on, Underground Station and per of other bus stops a by which promote sustainab port. Cycle Superhighway 7 close to this site which furth- urages cycling.	The Travel Plan that will be implemented at the development will further encourage travelling using sustainable modes of transport.
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5.9 Route to London Bridge City Pier

5.9.1 The pedestrian route to the London Bridge City Pier is illustrated in Figure 12 below.



Figure 12 – Walking route E - London Bridge City Pier





Route E – London Bridge City Pier



- 5.9.2 Thames Clipper river boat services are available from London Bridge City Pier. The most direct route to London Bridge City Pier involves accessing the river side walk by London Bridge; however the route illustrated in Figure 12 and assessed is a step free access via Hay's Lane.
- 5.9.3 The image that is considered to reflect the worst part of the journey is photo E4. The image was taken at the pedestrian crossing by the Bus Station access and shows a section of the crossing which is heavily cracked. This cracking could represent a trip risk and may result in persons will mobility issues (i.e wheelchair users) or pedestrians with buggies having difficulty getting across the footway. Image E4 is reviewed against the Healthy Streets Indicators in Table 5.7. It should be noted the footway in photo E7 is currently blocked by construction work, however it is expected to be fully accessible when the development opens.



Healthy	Observation	Area for improvement
Indicator		
Shade and shelter	This location is provided with shade and shelter from the train line overhead. Sporadic shade and shelter is provided along the full route from nearby properties and trees.	There is little room for significant improvement as this location already has shade and shelter. The route could be reviewed to identify areas where additional trees could be planted.
Places to stop and rest	Public seating is provided nearby on Duke Hill Street which provides pedestrians with a place to stop and rest.	Wayfinding signage could be provided to the riverside walk where additional seating is provided. This signage could highlight the step free route via Hay's Lane.
Not too noisy	This location is not too noisy as pedestrians do not have to raise their voices to be heard. However it can be noisy when trains pass overhead.	There is little room for significant improvement as this is already a highly accessible location and Borough High Street is subject to a 20mph speed limit.
People choose to walk, cycle and use public transport	London Bridge Bus Station, Rail Station, Underground Station and a number of other bus stops are close by which promote sustainable transport. Cycle Superhighway 7 is also close to this site which further encourages cycling. Thames Clipper services are also easily accessible from London Bridge City Pier.	Wayfinding signage could be provided to the London Bridge City Pier which will encourage more people to use Thames Clipper services. The pedestrian crossing in Image E4 could be maintained to prevent cracking. This will encourage more pedestrians, especially those with mobility issues, to use this route.
People feel safe	This location is a public area with high pedestrian footfall. It is unlikely any criminal activity will occur in this location. This location has street lighting which also helps the area feel safer at night.	The additional activity and footfall from the proposed development will provide greater passive surveillance and increase the feeling of safety. Better maintenance of the pedestrian crossing over the bus station access road will make this route safer by reducing the trip risk to pedestrians, especially for those with mobility issues.
Things to see and do	There are a number of active frontages and retail units surrounding this location, including Borough Market.	Street art could be provided under the rail bridge along Borough High Street. In additional wayfinding signage could be provided towards the riverside walk, which will give pedestrians something to see and do.
People feel relaxed	Signal controlled pedestrian crossings are provided across the roads in the surrounding area which will make pedestrians feel relaxed. In addition street lighting is provided which will make the area feel safer at night. However the pedestrian crossing over the bus station access road shows evidence of cracking.	More frequent maintenance of the pedestrian crossing over the bus station access road will reduce the risk of cracks on the footway from forming, which represents a trip risk to pedestrians, especially those with mobility issues. Fixing the cracked footway would make this route more relaxing for pedestrians.

Clean air London Bridge Bus Station, Rail Station, Underground Station and a number of other bus stops are close by which promote sustainable transport. Cycle Superhighway 7 is also close to this site which further encourages cycling. Thames Clipper services are also easily accessible from London Bridge City Pier.	The Travel Plan that will be implemented at the development will further encourage travelling using sustainable modes of transport.
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6 TRIP GENERATION AND MODE SHARE

6.1.1 This section sets out a trip generation assessment for the proposed and existing development. A net change in trips has also been provided.

6.2 Proposed class E office trip generation

TRICS assessment

6.2.1 In the first instances, the industry standard TRICS (Trip Rate Information Computer System) database has been reviewed for comparable office sites within central London. Table 6.1 shows three sites which have been selected based on their central London locations and excellent public transport accessibility.

Table 6.1 – Selected office sites from TRICS

TRICS Site	Location	GIA	PTAL
CI-02-A-02	City of London	9,803m ²	6b
CN-02-A-02	Camden	6,056m ²	6b
SK-02-A-01	Southwark	17,187m ²	6b

6.2.2 The sites have been used to obtain average persons' trip rates per 100m² which have then been applied to the proposed element of the class E use proposed as office space (49,329m² GIA). The results of this assessment for the AM and PM peak hour are shown in Table 6.2.

	AM Pea	ık (08:30 –	09:30)	PM Peak (17:00 – 18:00)			
	In	Out	Total	In	Out	Total	
Person Trip Rates per 100m ² GIA	1.465	0.073	1.538	0.182	1.646	1.828	
Person Trips per 49,329m ² GIA	722	36	758	90	812	902	

6.2.3 The TRICS assessment indicates that the number of person trips to the proposed development could be in the region of 758 two-way trips in the AM peak and 902 trips in the PM peak. Compared to the expected occupancy levels of the proposed development, these figures appear low. Therefore, as a check, a first principles assessment has been undertaken.



First principles trip assessment

6.2.4 The maximum capacity of the proposed office space has been calculated as 4.362 employees based on the occupation density of 1 employee per $8m^2$ Net Internal Area (NIA). It would be reasonable to assume that 85% of employees would be in the office on any given day taking account of absenteeism/ working from home etc. and of those in the office 45% would arrive during the morning peak hour. On this basis, the number of people expected to arrive during the morning peak hour is calculated as 1,668 people. When compared to the TRICS trip generation, it can be seen that the TRICS assessment indicates a significantly lower trip generation. This could be due to the proposed development being more efficient in terms of the usable office space compared to the TRICS sites which are older developments. As such, it is proposed to use the first principles assessment as the basis of the trip generation analysis which shows a higher but a more realistic number of trips. This has been complemented by the TRICS data to establish the likely arrival/departure profile at the development. The resultant peak hour trip generation for all modes is provided in Table 6.3.

Time	In	Out	Total
08:30 - 09:00	820 33		853
09:00 - 09:30	848	67	915
09.20 00.20	1,668	100	1,768
08:30 - 09:30	(2.382 per 100m ² GIA)	(0.203 per 100m ² GIA)	(3.585 per 100m ² GIA)
17:00 - 17:30	92	818	910
17:30 - 18:00	75	695	770
17.00 - 19.00	167	1,513	1,680
17:00 - 18:00	(0.338 per 100m ² GIA)	(3.067 per 100m ² GIA)	(3.405 per 100m ² GIA)

 Table 6.3 – Proposed development office trip generation (persons trips)

6.2.5 Based on the above assessment, the proposed number of total person trips associated with the proposed office is expected to be 1,768 in the AM peak and 1,680 trips in the PM peak hour.

Modal split

6.2.6 The above person trips have been distributed by mode using the 2011 Census 'Workday Population' data for the Southwark 002 Middle Layer Super Output Area, where the site is located. It is noted that the proposed office does not provide any on-site car parking other than 2 disabled bays. With this in mind and given the local on-street parking restrictions, the proposed office modal split has



been adjusted to exclude car trips with the surplus distributed proportionally across the other modes. The results are provided in Table 6.4 which shows that 97.5% are expected to be undertaken by sustainable trips. The remaining 2.5% would be made by other modes including taxi, motorcycles and as a passenger in a car. This is in line with the future travel pattern assumptions to and from central London as set out within the Mayor's Transport Strategy.

	Mada	Mode	AM Pea	k (08:30	-09:30)	PM Pea	ak (17:00-	18:00)
	Mode	Split %	In	Out	Total	In	Out	Total
a)	Underground	28.2%	470	28	499	47	427	474
able	Train	48.4%	808	48	856	81	732	813
ain	Bus	10.2%	170	10	180	17	154	171
ust	Bicycle	5.6%	93	6	99	9	85	94
0)	On foot	5.1%	85	5	90	9	77	86
	Sub-total	97.5%	1627	98	1724	163	1475	1638
	Car	0.0%	0	0	0	0	0	0
es	Taxi (Persons)	0.2%	3	0	4	0	3	3
Jod	Motorcycle	1.5%	25	2	27	3	23	25
ther N	Passenger in a car	0.4%	7	0	7	1	6	7
ō	Other	0.3%	5	0	5	1	5	5
	Sub-total	2.5%	40	2	42	4	36	40
G	rand Total	<u>100.0%</u>	1,668	100	1,769	167	1,513	1,680

Table 6	.4- Pro	posed B	1 modal	split (main	mode)
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Adjustment to Underground trips

6.2.7 It is noted that approximately 48% of trips are expected to use rail as their main mode of transport. It is reasonable to assume that not all rail trips will be to/from London Bridge given that employees could be travelling from various locations across London, the South-East and potentially even further away. Therefore, some of the rail trips will use the Underground to get to London Bridge having used one of the other railway stations in London as the main mode. Based on the analysis of the 2011 Census 'Location of usual residence and place of work by method of travel to work' data it has been found that approximately 26% of the rail trips would terminate at stations other than London Bridge and therefore, 26% of these rail trips have been added onto the number of Underground trips. The adjusted Underground trips are shown in Table 6.5 below.



Mode	AM Peak			PM Peak			
	In	Out	Total	In	Out	Total	
Underground	470	28	499	47	427	474	
Underground having used train as main mode to station other than London Bridge	210	13	223	21	190	211	
Total Underground	680	41	721	68	617	685	

Table 6.5 – Adjusted Underground trips

6.3 Existing Office trip generation

6.3.1 It is noted that the existing development already provides approximately 12,763m² GIA of class E office space. It would therefore be appropriate to offset the proposed number of trips against the existing trip generation to allow for a net change assessment to be calculated. The existing trip generation has been calculated on the same basis as the proposed assessment and is set out in Table 6.6 for the AM and PM peak hour.

Table 6.6- Existing office person trips

	()	AM Peak 08:30-09:30))	PM Peak (17:00-18:00)			
	In	In Out Total			Out	Total	
Person Trip Rates per 100m ² GIA	3.382	0.203	3.585	0.338	3.067	3.405	
Person Trips per 12,763m ² GIA	432	26	458	43	391	435	

6.3.2 Similar to the proposed development, the existing trips have been distributed using the local Census travel to work data. Adjustments have also been made to the car driver mode to account for a small amount of car parking provision at the existing site. The existing trip generation by mode is set out in Table 6.7.



	Mada	Mode	AM Pea	k (08:30	-09:30)	PM Pea	ak (17:00-	18:00)
	Mode	Split %	In	Out	Total	In	Out	Total
a)	Underground	27.6%	120	7	128	12	109	121
able	Train	47.2%	207	13	219	21	187	208
ain	Bus	10.0%	43	3	46	4	39	44
ust	Bicycle	5.6%	24	1	25	2	22	24
0)	On foot	4.8%	22	1	23	2	20	22
	Sub-total	95.20%	416	25	441	42	377	419
	Car	1.9%	5	0	5	0	5	5
es	Taxi (Persons)	0.4%	1	0	1	0	1	1
٩od	Motorcycle	1.6%	6	0	7	1	6	7
ther h	Passenger in a car	0.4%	2	0	2	0	2	2
ð	Other	0.4%	1	0	1	0	1	1
Sub-total		4.80%	16	1	16	1	15	16
G	rand Total	<u>100%</u>	432	26	458	43	391	435

Table 6.7 – Existing office modal split (main mode)

Adjustment to Underground trips

6.3.3 As with the proposed development, an adjustment has been made to the Underground trips to account for employees using the Underground having used one of the train stations (other than London Bridge) as the main mode. This is shown in Table 6.8 below.

Table 6.8 – Adjusted Underground trips

Mada		AM Peak		PM Peak			
Mode	In	Out	Total	In	Out	Total	
Underground	120	8	128	12	109	121	
Underground having used train as main mode to stations other than London Bridge	54	3	57	5	49	54	
Total Underground	174	11	185	18	158	175	

6.4 Net change in trips: Class E office use

6.4.1 By comparing the existing and proposed office trip generation, the net change in trips per mode is presented in Table 6.9.

	Mada	AM Pea	ak (08:30-	09:30)	PM Pea	k (17:00	-18:00)
	Mode	In	Out	Total	In	Out	Total
	Underground	350	21	371	35	318	352
lable	Underground having used train as main mode	156	9	166	16	142	157
tair	Train	601	36	637	60	545	605
sng	Bus	127	8	134	13	115	128
0,	Bicycle	69	4	74	7	63	70
	On foot	63	4	67	6	58	64
	Car	-5	0	-5	0	-5	-5
es	Taxi (Persons)	2	0	3	0	2	2
lod	Motorcycle	19	1	20	2	17	19
cher N	Passenger in a car	5	0	5	0	4	5
ð	Other	4	0	4	0	3	4
	Total	1391	83	1475	139	1262	1401

Table 6.9 – Net change in trips: office use

6.4.2 It can be seen that the proposed office development is expected to result in an additional 1,475 two-way trips in the AM peak and 1,401 two-way trips in the PM peak hour. It is also noted that a small reduction is expected in car trips given the removal of general car parking as part of the proposed development which will only provide 2 disabled bays.

6.5 Class E retail / food and beverage Trip Generation

- 6.5.1 It is assumed that trips to the proposed retail uses will be pass-by or linked trips and that they will not generate additional movements on the transport infrastructure. This is with the exception of staff travel although the employment arrangements would be organised in shifts outside of the peak times as is typical for these uses.
- 6.5.2 The likely number of taxi trips to the proposed retail uses has been established based on servicing surveys undertaken at existing retail and restaurant uses along Notting Hill Gate. The units surveyed comprise a larger offer than that proposed at the development. Similar to the proposed development, the uses are a mixture of food and non-food retail including coffee shops and restaurants. Based on the assessment of this comparable site, the proposed number of taxi trips to the proposed retail uses have been pro-rated and are set out in Table 6.10.



	AM Peak				PM Pea	k	Daily		
Mode	In	Out	Total	In	Out	Total	In	Out	Total
Taxi Vehicles	0	0	0	1	1	2	6	6	12

Table 6.10- Proposed taxi movements to Class E retail uses

6.6 Proposed public garden

- 6.6.1 It is noted that the proposed development also includes a public garden for the use of both the on-site employees and the wider public. There is no general car parking proposed on-site and therefore any trips associated with the above use would be by sustainable modes. Furthermore, it is considered that this use will mainly generate pass-by or linked trips.
- 6.6.2 Anyone visiting the public garden that is not based at the site already would be expected to do so as part of a linked trip. The garden is expected to attract people who would be present in the area anyway. It is acknowledged that a proportion of trips to the public garden would be trips whose sole purpose is the garden itself although these would not be expected to be undertaken during the peak hours given the leisure nature of the facility.

6.7 Existing servicing trip generation

6.7.1 It is noted that the existing development provides approximately 12,763m² GIA of office space and attracts servicing trips already. A servicing survey has been undertaken of the existing development recording the number and type of vehicles. The survey found that servicing takes place from St Thomas Street from the loading and pay & display bays. The results are provided in Table 6.11.

Time	LGV	HGV	M/C	Total	
05:00 - 06:00	1	1	0	2	
09:00 - 10:00	0	0	2	2	
12:00 - 13:00	1	0	0	1	
13:00 - 14:00	1	0	0	1	
14:00 - 15:00	0	1	0	1	
15:00 - 16:00	2	0	0	2	
Total daily	5	2	2	9	

Table 6.11 – Existing servicing movements

6.8 Proposed servicing trip generation

6.8.1 An initial servicing trip assessment for this development suggested it would produce 126 vehicle deliveries per day as set out below. Following the consolidation exercise this is expected to reduce by 70% to only 38 vehicles a day.

Without consolidation

With consolidation



6.9 Timing of deliveries

- 6.9.1 As well as reducing the number of deliveries the proposed consolidation also allows for the deliveries to be scheduled outside of the peak pedestrian periods. This means there will be no deliveries between:
 - 07.00 -10.00
 - 12.00 14.00
 - 16.00 19.00
- 6.9.2 The deliveries will be spread out across the remainder of the day (and overnight) with a maximum of six deliveries an hour. These can be accommodated using the proposed two service bays. This is discussed in more detail in the DSP.



7 IMPACT ASSESSMENT -

7.1.1 This section summarises the number of trips generated by each mode, their expected impact and if there is any additional mitigation required for these trips.

7.2 Impact of walking trips

7.2.1 The following assessment has been based on the modal split numbers indicated in Table 6.9, showing the net change in trips by mode. The total two-way pedestrian trips to and from the proposed development are calculated to be 1,032 and 981 in the AM and PM peak hours respectively. These include walking trips between the site and transport access points such as to/from the local bus stops and Underground/train station with the remainder being undertaken solely on foot. The breakdown of the pedestrian trips associated with the development is set out below in Table 7.1.

Mada	AM Peak			PM Peak		
Mode	In	Out	Total	In	Out	Total
Walking to/from Underground	350	21	371	35	318	352
Walking to/from Underground (having used train as main mode)	156	9	166	16	142	157
Walking to/from London Bridge Station*	445	27	471	44	403	448
Walking to from bus stops	127	8	134	13	115	128
Walking to from Other (River Taxi)	4	0	4	0	3	4
Solely on Foot	63	4	67	6	58	64
Total	1145	68	1213	114	1038	1152

Table 7.1 - Proposed development walking trips

*Trips to other railway stations excluded from walking trips as they would use the Underground to get to/from London Bridge and are already accounted for in the table.

7.2.2 The walking trips would be dissipated across the existing network and the main pedestrian desire lines are anticipated to be to/from the London Bridge Underground and National Rail Station and to local bus stops on Borough High Street and St Thomas Street. Nearly 45% of the walking trips are predicted to be between the site and the Underground station. The nearest entrance to London Bridge Underground Station is adjacent to the site on Borough High Street and as such these trips will be contained within the immediate vicinity of the development minimising impacts on the local highway network. Furthermore, there are proposals to provide a new entrance to the Underground station


directly from the development's public square. With the new entrance in place, the proposed development walking trips associated with the Underground access would be contained within the Site's boundary and would have no impact on the pedestrian network.

7.2.3 It is noted that approximately 39% of walking trips would be between the Site and London Bridge National Rail station. The development will have a pedestrian entrance directly off St Thomas Street approximately 100m to the west of London Bridge Street which provides access to the station either via the retail arcade or the escalators adjacent to the Shard. The only walking trips that would be expected to be undertaken over a wider pedestrian network are those being made solely on foot which only account for approximately 6% of all walking trips. Pedestrian trips to and from the bus stops would be on the local pedestrian network.

7.3 Mitigation of walking trips

- 7.3.1 The existing and proposed infrastructure is considered sufficient to meet the additional pedestrian and demand and bring benefits to the local area.
- 7.3.2 The development will have a positive impact on the public realm and provide high quality connectivity through new public routes and a new public square. The new public areas will be kept well maintained and will benefit from natural/passive surveillance provided by the office lobby and entrances from the retail/restaurant entrances. This will enhance the perceptions of public safety by increasing the quality of the public realm.

7.4 Impact of cycling trips

7.4.1 The following assessment has been based on the modal split numbers indicated in Table 6.9, showing the net change in trips by mode. The development is expected to generate 74 and 70 cycle trips respectively in the AM and PM peak hour.

7.5 Mitigation of cycling trips

7.5.1 The proposed long-stay cycle parking at the site will more than meet the operational demand. Additionally, cycle stands will be provided within the public realm for the use of the visitors/customers and the general public. With this in

mind and given the number of cycle trips proposed no other mitigation measures are considered necessary.

7.6 Cumulative Assessment for walking and cycling

- 7.6.1 Each of the committed developments would generate their individual number of walking and cycling trips, but similar to the proposed development, they would be required to deliver schemes of high environmental and design quality, improved public realm and sufficient cycle parking provision for occupants and visitors in accordance with LBS and TfL requirements.
- 7.6.2 Some of the pedestrian links in the vicinity of the Site are forecast to have poor pedestrian comfort as a result of additional developments in the area with Borough High Street predicted to experience uncomfortable congested conditions (do nothing future baseline scenario) as set out in the Space Syntax report submitted as part of this planning application.
- 7.6.3 The additional permeability and the improved public realm as part of the Development significantly improves the pedestrian comfort around the site and takes away pressure off Borough High Street.
- 7.6.4 Additionally, walking and cycling trips generated by the cumulative assessment schemes would not all be focused on an isolated route and will be widely dissipated across the existing and proposed pedestrian and cycle network resulting in a negligible impact on the local pedestrian and cycle network.

7.7 Impact of Bus Trips

- 7.7.1 The following assessment has been based on the modal split numbers indicated in Table 6.9, showing the net change in trips by mode. The proposed development is expected to generate 134 and 128 dedicated bus trips in the AM and PM peak hours respectively.
- 7.7.2 Based on an average bus operational capacity of 63 persons and a weekday AM and PM peak bus frequency of 128 buses in each direction, the planning bus capacity has been calculated as 8,064 passengers per direction per hour. On this basis, the effect of the additional bus trips associated with the Development on the bus network is set out in Table 7.2.



Time and d	Time and direction Bus trips		Bus network capacity (hr)	% of bus network capacity	
	In	127	8,064	1.57%	
	Out	8	8,064	0.10%	
DM Deel	In	13	8,064	0.16%	
РМ Реак	Out	115	8,064	1.42%	

Table 7.2 - Bus Network Impact Assessment

7.7.3 Table 7.2 shows that the greatest impact on the bus network as a result of the Development would be 1.57% which would occur as a result of the arrival trips in the AM peak. This equates on average to approximately one additional person per bus. This level of increase in passengers is considered insignificant on the existing bus users.

7.8 Mitigation of bus trips

7.8.1 The level of bus trips is not expected to have a significantly adverse impact on the bus network. However, TfL is expected to require contributions towards improving bus services / frequencies as part of the proposed development to accommodate the additional patronage predicted when combined with the overall cumulative developments within the area. This could be secured through a financial contribution to bus services.

7.9 Cumulative Assessment for bus trips

7.9.1 In consideration of cumulative developments, each of the other cumulative schemes will be expected to have provided appropriate funding towards bus service and frequency enhancements to mitigate their own impacts.

7.10 Impact of Underground trips

7.10.1 The following assessment has been based on the modal split numbers indicated in Table 6.9, showing the net change in trips by mode. The proposed development is predicted to generate 371 and 352 two-way London Underground person trips during the AM and PM peak hour respectively. As explained in the trip generation section, some of the development rail trips are expected to use the Underground to get to London Bridge having used one of the other railway stations in London as the main mode. Based on the analysis of the 2011 Census "*Location of usual residence and place of work by method of travel to work*" it has been found that about 26% of rail trips would terminate at stations other than London Bridge and therefore, 26% of these rail have been added onto the number of Underground trips (166 and 157 in the AM and PM peak hour respectively). As a result, the total number of Underground trips is 537 and 509 two-way trips in the AM and PM peak hour respectively.

7.10.2 London Bridge Underground station is served by the Jubilee Line and the Bank branch of the Northern Line and thus the Underground trips will be split between these services. The 2011 Census data: Special Workplace Statistics (SWS), which provides travel to work data, has been used to determine the direction employees will be travelling to and from and which Underground services is most appropriate. The split of the Underground trips is displayed in Table 7.3.

Underground Line	Direction	Arrivals	Departures
Jubilee Line	From Bermondsey to London Bridge	22.7%	0.0%
Westbound	To Southwark from London Bridge	0.0%	22.7%
Jubilee Line	From Southwark to London Bridge	20.3%	0.0%
Eastbound	To Bermondsey from London Bridge	0.0%	20.3%
Northern Line	From Borough to London Bridge	16.1%	0.0%
Northbound	To Bank from London Bridge	0.0%	16.1%
Northern Line	From Bank to London Bridge	40.9%	0.0%
Southbound	To Borough from London Bridge	0.0%	40.9%

Table 7.3 - Split of Underground Trips

- 7.10.3 In respect of the rail trips that have been added on the underground as a secondary mode, the expected split is as follows and based on the location of the railways stations relative to London Bridge and available underground connections:
 - Jubilee Line to/from Southwark 44.4%; and
 - Northern Line to/from Bank 55.6%.

Planning Capacity assessment

7.10.4 Planning capacity figures obtained from TfL indicate that each Jubilee Line train has a planning capacity of 960 passengers. Based on the AM Peak frequency of 30 trains per hour per direction there is a planning capacity of 28,800 passenger per hour per direction (pphd) on the Jubilee Line. With regard to the Northern Line, each train has a planning capacity of 800 passengers and therefore capacity of 20,000 pphd in the northbound direction in the AM peak and 18,400 pphd in the southbound direction. In the PM peak the capacity is 18,400 each



direction. The assessment of the Development underground trips on the Jubilee Line and the Northern Line planning capacity is set out in Table 7.4 and Table 7.5 respectively.

Time	Direction	Jubilee Line person trips	Jubilee Line planning capacity (pphd)	% of Jubilee Line network capacity
	Westbound To Southwark	88	28,800	0.31%
Ам Реак	Eastbound To Bermondsey	145	28,800	0.50%
DM Dook	Westbound To Southwark	135	28,800	0.47%
rm reak	Eastbound To Bermondsey	86	28,800	0.30%

Table 7.4 - Assessment of Development Jubilee Line trips on Jubilee LinePlanning Capacity

7.10.5 The largest impact on the Jubilee Line network would be 0.50% of the planning capacity, due to AM peak arrivals from the west.

Table 7.5- Assessment of Development Northern Line trips on Northern LinePlanning Capacity

Time	Direction	Northern Line person trips	Northern Line planning capacity (pphd)	% of Northern Line network capacity
	Northbound to Bank	70	20,000	0.35%
AM Peak	Southbound to Borough	233	18,400	1.27%
	Northbound to Bank	214	18,400	1.16%
PM Peak	Southbound to Borough	74	18,400	0.40%

7.10.6 It can be seen that the largest impact on the Northern Line network would be 1.27% of the planning capacity, due to AM peak arrivals from the north.

Demand Capacity

7.10.7 The expected future passenger numbers on the Jubilee Line and the Northern Line for the development opening year have been obtained from TfL in order to establish the impact of the development on the future baseline line flows. This has been undertaken for the AM peak hour when the impact of the proposed development on the underground network is predicted to be greater than during the PM peak.

Branch	Direction	Baseline Planning Capacity (pphd)	Future Baseline Flows	Ratio of Demand to Capacity	Proposed Dev AM peak hour Trips	Future Baseline + Proposed Dev trips	Ratio of Demand to Capacity	% Difference
	From Bermondsey	28,800	18,450	64.1%	80	18,530	64.3%	0.3%
	To Southwark	28,800	18,206	63.2%	8	18,214	63.2%	0.0%
Jubilee Line	From Southwark	28,800	15,816	54.9%	140	15,956	55.4%	0.5%
	To Bermondsey	28,800	16,699	58.0%	5	16,704	58.0%	0.0%
	From Borough	20,000	14,784	73.9%	56	14,840	74.2%	0.3%
Northern	To Bank	20,000	16,366	81.8%	14	16,380	81.9%	0.1%
Line	From Bank	18,400	6,741	36.6%	230	6,971	37.9%	1.3%
	To Borough	18,400	4,741	25.8%	3	4,744	25.8%	0.0%

Table 7.6- Assessment of Development Northern Line trips on Northern LinePlanning Capacity

7.10.8 Table 7.6 shows that in respect of the Jubilee Line services, the greatest increase of ratio to flow capacity is 0.5% on inbound services from the west. Regarding the Northern Line, the highest increase of ratio to flow capacity is 1.3% for inbound services from the North.

7.11 Mitigation of the Underground Trips

7.11.1 The predicted increase in Underground trips for the proposed development would not result in any material impact on the Underground network. Additionally, it can be seen that the services would continue to operate within the capacity following the addition of the proposed development trips.

7.12 Impact of Rail Trips

7.12.1 The following assessment has been based on the modal split numbers indicated in Table 6.9, showing the net change in trips by mode. The proposed development is predicted to generate 637 two-way rail trips during the AM peak and 605 two-way rail trips during the PM peak. As mentioned previously, based on the SWS Census data, approximately 74% of rail trips would be expected to use London Bridge National Rail Station with 26% of trips using other railways stations within London and then using the Underground. The number of total



trips expected to use London Bridge National Rail Station is therefore calculated as 471 and 448 trips in the AM and PM peak respectively.

7.12.2 London Bridge National Rail Station is currently served by 121 trains arriving and departing in the AM Peak with 113 services arriving and departing in the PM peak hour including South-eastern, Southern and Thameslink services. Based on the information provided on each of the train operators' websites, the average capacity of each train has been taken as 980 passengers. This equates to a capacity of 118,588 passengers in each direction in the AM Peak and 115,200 passengers in the PM peak hour. Therefore based on the proposed development rail trips, the impact of on the rail network has been calculated in Table 7.7.

Time a	and Direction	Proposed Development Rail Trips	Rail Network Planning Capacity (pphd)	% of Rail Network planning capacity
AM Book	In	445	118,588	0.37%
Ам Реак	Out	27	118,588	0.02%
DM Doold	In	44	115,200	0.04%
PIM PEak	Out	403	115,200	0.35%

 Table 7.7 - Rail Network Impact Assessment

7.12.3 Table 7.7 indicates that the greatest impact on the railway network as a result of the proposed scheme would equate to 0.35% of the planning capacity of the line which would occur as a result of the departure trips in the AM Peak towards central London. This level of impact is very low and could be adequately accommodated on the railway network. Therefore, the impact of the proposed development on the railway network would be negligible.

7.13 Mitigation of Rail Trips

7.13.1 The proposed development is not expected to have a significant impact on the capacity of the rail services. Therefore no site specific mitigation is required.

7.14 Cumulative Assessment for Underground and Rail

7.14.1 All major developments that have been referred to the GLA since July 2010 have been subject to mayoral Community Infrastructure Levy (CIL) payments. Through these contributions, strategically important transport infrastructure within London such as Crossrail will be part funded from developments. Thus the cumulative impacts are mitigated through mayoral CIL financial contribution.

7.15 Impact of Vehicle Trips

7.15.1 The following assessment has been based on the modal split numbers indicated in Table 6.9 and the servicing data. A summary of the proposed development vehicle trips per vehicle day during the AM and PM peak hour and across the whole day is set out in Table 7.8.

Mode	AM Peak			PM Peak			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi office	2	1	3	0	2	2	16	16	32
Taxi retail	0	0	0	1	1	2	6	6	12
LGVs St Thomas Street	0	0	0	0	0	0	18	18	36
HGVs St Thomas Street	0	0	0	0	0	0	5	5	10

Table 7.8 – Net change in vehicle trips

Vehicle distribution

St Thomas Street servicing

- 7.15.2 It has currently been assumed that servicing vehicles will approach St Thomas Street from the east when arriving and exit in the westbound direction along St Thomas Street before turning left out onto Borough High Street. This caters for a continuation of the existing one way arrangement on the eastern end of St Thomas Street and the existing scenario where the western end of St Thomas Street is two way.
- 7.15.3 If the direction of travel is reversed on St Thomas Street the distribution will be similar on these elements of the highway albeit that the flows will be reversed (ie the will arrive from the west and depart towards the East).

<u>St Thomas Street taxis</u>

- 7.15.4 Whilst St Thomas Street is envisaged to operate one-way for all vehicles in the future, currently taxi vehicles can enter and exit St Thomas Street from Borough High Street.
- 7.15.5 The proposed routes for different vehicle types for the proposed development are provided in Appendix C.



Vehicle impact

7.15.6 Table 7.9, Table 7.10 and Table 7.11 show the predicted effect these trips would have on the local highway network during the AM, PM peak and across the whole day.

Link	Assessment Baseline Flows		Asses Baseline Prop Develo	sment Flows + osed opment	Percentage Change		
	All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs	
London Bridge to the North of Tooley Street	1,294	276	1,296	276	0.2%	0.0%	
Borough High Street to the south of London Bridge	2,347	673	2,348	673	0.1%	0.0%	
St Thomas Street	258	7	263	7	1.9%	0.0%	
White Hart Yard	4	1	4	1	0.0%	0.0%	
Southwark Street to the east of Southwark Bridge Road	413	56	415	56	0.5%	0.0%	
Southwark Street to the west of Southwark Bridge Road	890	87	892	87	0.2%	0.0%	
Southwark Bridge Road	759	134	759	134	0.0%	0.0%	
Marshalsea Road	763	160	763	160	0.0%	0.0%	
Borough Highstreet to the north of Union Road	862	160	864	160	0.2%	0.0%	
Long Lane	683	45	683	45	0.0%	0.0%	
Tower Bridge Road to the south of Druid Lane	1,392	145	1,392	145	0.0%	0.0%	
Tooley Street	537	116	537	116	0.0%	0.0%	

 Table 7.9 – Impact of proposed development trips on traffic flows – AM Peak



Link	Assessment Baseline Flows		Asses Baseline Prop Develo	sment Flows + osed pment	Percentage Change		
	All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs	
London Bridge to the North of Tooley Street	1,108	236	1,110	236	0.2%	0.0%	
Borough High Street to the south of London Bridge	2,525	572	2,526	572	0.1%	0.0%	
St Thomas Street	213	4	218	4	2.3%	0.0%	
White Hart Yard	2	1	2	1	0.0%	0.0%	
Southwark Street to the east of Southwark Bridge Road	381	34	383	34	0.5%	0.0%	
Southwark Street to the west of Southwark Bridge Road	741	72	743	72	0.3%	0.0%	
Southwark Bridge Road	623	88	623	88	0.0%	0.0%	
Marshalsea Road	755	107	755	107	0.0%	0.0%	
Borough Highstreet to the north of Union Road	837	127	839	127	0.2%	0.0%	
Long Lane	570	38	570	38	0.1%	0.0%	
Tower Bridge Road to the south of Druid Lane	1,160	95	1,160	95	0.0%	0.0%	
Tooley Street	460	100	460	100	0.0%	0.0%	

 Table 7.10 – Impact of proposed development trips on traffic flows – PM Peak

 Table 7.11 – Impact of proposed development trips on traffic flows – Daily

Link	Assessment Baseline Flows		Assessment Baseline Flows + Proposed Development		Percentage Change	
	All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs
London Bridge to the North of Tooley Street	25,427	4,664	25,413	4,665	-0.06%	0.02%
Borough High Street to the south of London Bridge	19,661	3,567	19,640	3,567	-0.11%	0.00%
St Thomas Street	6,104	567	6,153	572	0.80%	0.88%
White Hart Yard	26	5	26	5	0.00%	0.00%
Southwark Street to the east of Southwark Bridge Road	12,429	1,375	12,402	1,378	-0.22%	0.22%
Southwark Street to the west of Southwark Bridge Road	14,887	1,447	14,856	1,450	-0.21%	0.21%
Southwark Bridge Road	14,501	1,768	14,509	1,770	0.06%	0.11%
Marshalsea Road	14,319	2,044	14,327	2,046	0.06%	0.10%
Borough Highstreet to the north of Union Road	14,361	2,372	14,359	2,375	-0.01%	0.13%
Long Lane	11,406	756	11,424	760	0.16%	0.53%
Tower Bridge Road to the south of Druid Lane	23,202	1,909	23,215	1,912	0.06%	0.16%
Tooley Street	8,965	1,934	8,968	1,935	0.03%	0.05%



7.15.7 The above tables show that all of the road links would experience a change in traffic flows of less than 1%, with traffic flows predicted to increase by negligible amounts.

7.16 Mitigation of vehicle trips

7.16.1 On the basis of the impact assessment analysis, it can be seen that the development would have a negligible impact on the local highway network.

7.17 Cumulative Assessment of vehicle trips

- 7.17.1 The cumulative baseline traffic flows have been estimated based on the trip generation set out in each of the committed developments' Transport Assessments. From the review of the transport reports, it has been found that each of the committed developments proposals involves redeveloping brownfield land whereby the proposed development replaces an existing use. All schemes have been designed to exclude general car parking in order to comply with the current transport guidance and additionally many of the developments replace sites with car parking provisions. As a result, the majority of the committed developments are reported not to result in additional traffic on the highway network. For those developments where an increase in traffic is predicted the increases are negligible and these have been added to the baseline flows to generate the cumulative baseline flows.
- 7.17.2 Table 7.12 provides details of the effects of the committed developments in combination with the proposed development on the local highway network.



Link	Future I Flo	Baseline ws	Cumulativ + Devel	e Baseline lopment	Percentage Difference	
	AM	PM	AM	PM	AM	PM
London Bridge to the North of Tooley Street	1,294	1,108	1,313	1,136	1.47%	2.53%
Borough High Street to the south of London Bridge	2,347	2,525	2,360	2,547	0.55%	0.87%
St Thomas Street	258	213	276	261	6.98%	7.54%
White Hart Yard	4	2	4	2	0.00%	0.00%
Southwark Street to the east of Southwark Bridge Road	413	381	418	393	1.21%	3.15%
Southwark Street to the west of Southwark Bridge Road	890	741	892	750	0.22%	1.21%
Southwark Bridge Road	759	623	784	645	3.29%	3.53%
Marshalsea Road	763	755	788	779	3.28%	3.18%
Borough Highstreet to the north of Union Road	862	837	871	873	1.04%	4.30%
Long Lane	683	570	714	604	4.54%	5.96%
Tower Bridge Road to the south of Druid Lane	1392	1160	1,418	1,194	1.87%	2.93%
Tooley Street	537	460	567	499	5.59%	8.48%

 Table 7.12 - Impact of proposed development trips on traffic flows - peak hours

7.17.3 As can be seen from the above assessment, when the cumulative baseline plus the proposed development traffic flows are compared with the baseline flows, all links would experience an increase of traffic of less than 10% during both the AM and PM peak. Therefore, the cumulative effect is assessed as being negligible across the wider road network.



8 IMPACT ASSESSMENT – CONSTRUCTION

8.1 Construction

8.1.1 An assessment of the anticipated impacts of construction traffic for the proposed development has been undertaken. More detailed demolition and construction information is contained in Chapter 6: Development Programme, Demolition, Deconstruction, Refurbishment and Construction of the Environmental Statement.

8.2 Vehicle Movements

- 8.2.1 Construction and demolition works would generate short-term increases in vehicle movements on the highway in the vicinity of the site. It should also be noted that these increases would not be constant throughout the construction period and consideration has only been given in the assessment to the highest peak frequency of vehicle movements as this gives a worst case assessment.
- 8.2.2 Based on the information provided, there is expected to be a maximum of 60 two-way HGV movements a day during the most intense construction period (when piling activities and excavation overlap for 3 months). Based on a ten hour day, the peak hour two-way HGV traffic would be 6 movements (i.e. 3 in, 3 out). This represents a worst case assessment as it looks at only the peak operational periods, at other times of construction traffic movements would be less, averaging between 10 and 20 two way trips a day.

8.3 Construction Vehicle Distribution

8.3.1 All construction vehicles would enter the Site via St Thomas Street from the east. In order to depart, vehicles will travel in the westbound direction on St Thomas Street and turn left onto Borough High Street which is a strategic route and enables connections with other major road links.

8.4 Impact of Construction Vehicles

8.4.1 The predicted average increases in traffic flows during construction based on assessment baseline traffic are shown in Tables 8.1, 8.2 and 8.3 for the AM peak, PM peak and 24 hours respectively.



Link	Assessment Baseline Flows		Assessment Baseline Flows + Construction Flows		Percentage Change	
	All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs
London Bridge to the North of Tooley Street	1,294	276	1,294	276	0.0%	0.0%
Borough High Street to the south of London Bridge	2,347	673	2,347	673	0.0%	0.0%
St Thomas Street	258	7	262	11	1.7%	62.9%
White Hart Yard	4	1	4	1	0.0%	0.0%
Southwark Street to the east of Southwark Bridge Road	413	56	414	57	0.1%	1.0%
Southwark Street to the west of Southwark Bridge Road	890	87	890	87	0.1%	1.3%
Southwark Bridge Road	759	134	760	135	0.1%	0.8%
Marshalsea Road	763	160	764	161	0.1%	0.7%
Borough Highstreet to the north of Union Road	862	160	864	162	0.2%	1.0%
Long Lane	683	45	683	45	0.1%	1.2%
Tower Bridge Road to the south of Druid Lane	1,392	145	1,392	145	0.1%	0.8%
Tooley Street	537	116	537	116	0.0%	0.2%

Table 8.1 – AM Peak Percentage on Local Roads Attributed to Construction Traffic

Table 8.2 - PM Peak Percentage on Local Roads Attributed to ConstructionTraffic

Link	Assessment Baseline Flows		Assessment Baseline Flows + Construction Flows		Percentage Change	
	All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs
London Bridge to the North of Tooley Street	1,108	236	1,108	236	0.0%	0.0%
Borough High Street to the south of London Bridge	2,525	572	2,525	572	0.0%	0.0%
St Thomas Street	213	4	217	8	2.1%	100.0%
White Hart Yard	2	1	2	1	0.0%	0.0%
Southwark Street to the east of Southwark Bridge Road	381	34	382	35	0.1%	1.6%
Southwark Street to the west of Southwark Bridge Road	741	72	742	73	0.1%	1.5%
Southwark Bridge Road	623	88	624	89	0.2%	1.3%
Marshalsea Road	755	107	756	108	0.1%	1.0%
Borough Highstreet to the north of Union Road	837	127	839	129	0.2%	1.3%
Long Lane	570	38	571	39	0.1%	1.4%
Tower Bridge Road to the south of Druid Lane	1,160	95	1,161	96	0.1%	1.2%
Tooley Street	460	100	460	100	0.0%	0.0%



Link	Assessment Baseline Flows		Assessment Baseline Flows + Construction Flows		Percentage Change	
	All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs
London Bridge to the North of Tooley Street	25,427	4,664	25,429	4,666	0.0%	0.0%
Borough High Street to the south of London Bridge	19,661	3,567	19,661	3,567	0.0%	0.0%
St Thomas Street	6,104	567	6,148	611	0.7%	7.8%
White Hart Yard	26	5	26	5	0.0%	0.0%
Southwark Street to the east of Southwark Bridge Road	12,429	1,375	12,435	1,381	0.0%	0.4%
Southwark Street to the west of Southwark Bridge Road	14,887	1,447	14,898	1,458	0.1%	0.8%
Southwark Bridge Road	14,501	1,768	14,512	1,779	0.1%	0.6%
Marshalsea Road	14,319	2,044	14,330	2,055	0.1%	0.5%
Borough Highstreet to the north of Union Road	14,361	2,372	14,378	2,389	0.1%	0.7%
Long Lane	11,406	756	11,412	762	0.0%	0.7%
Tower Bridge Road to the south of Druid Lane	23,202	1,909	23,213	1,920	0.0%	0.6%
Tooley Street	8,965	1,934	8,965	1,934	0.0%	0.0%

Table 8.3 – Daily Percentage on Local Roads Attributed to Construction Traffic

- 8.4.2 From the above analysis, it can be seen that construction vehicle activity would have a negligible effect on the majority of the surrounding roads, resulting in an increase of less than 10%. The greatest changes in traffic would occur on St Thomas Street which has existing low HGV flows in the AM and PM peak hour. The increase in HGVs would be up to 100% for St Thomas Street in the PM peak. Due to the low baseline HGV movements on this road. In real terms, there would only be an increase of 4 HGV movements (which is the equivalent of 2 HGVs) in the AM and PM peak hour which averages an additional 1 HGV vehicle movement every 15 minutes.
- 8.4.3 It should be noted that St. Thomas Street has been closed to through traffic since 2012 as part of the London Bridge Station redevelopment project resulting in a lower amount of HGV traffic that would otherwise be expected to occur on this road.

8.5 Pedestrian and cyclists

8.5.1 Potential traffic and transportation related effects could arise causing temporary disruption to road users and pedestrians from vehicles (particularly HGVs) entering and leaving the site. These include footway closure on the southern side of St Thomas Street outside the site with pedestrians being diverted onto the opposite side of the road.

8.6 Public Transport Users

8.6.1 During the demolition and constructions there would be an increased number of workers in the local area who would use the public transport network. However, based on the proposed working hours which would be from 8am – 6pm, the majority of the construction workers would be travelling outside of the peak periods. Therefore, the impact on the bus, rail and underground network users would be insignificant.

8.7 Mitigation

CEMP/CLP Head of Terms

- 8.7.1 The construction vehicles would be managed in accordance with a Construction Logistics Plan and a Site Environmental Management Plan (SEMP). These documents would be agreed with LBS prior to the commencement of works and are expected to be secured by planning conditions.
- 8.7.2 Other potential effects as a result of construction would be on road surfaces from mud and dirt, as well as temporary footway closure on the southern side of St Thomas Street which would be actively managed in accordance with measures set out in the SEMP and the CLP. These measures would be expected to be incorporated as planning conditions / Section 106 measures and are therefore considered as mitigation measures rather than part of the scheme design, hence their consideration as such within this assessment. These measures are summarised as follows:
 - restricted hours of work;
 - demolition and construction method statements;
 - Considerate Constructors Scheme;
 - management of deliveries and trade contractors;
 - management of noise, vibration and dust; and
 - management of construction waste.



Pedestrian and Cyclist Movement

- 8.7.3 Details on the management of footway closures and routing would be agreed with LBS through the SEMP post-planning and prior to commencement of the Development as part of discharging the expected planning conditions / Section 106 Obligation for the CLP and SEMP.
- 8.7.4 Details on the management of road closures and routeing would also be agreed with LBS through the CLP and SEMP post-planning.

8.8 Cumulative impacts during construction

- 8.8.1 Given that there is an uncertainty over when the various committed developments would commence in the area, the methods of construction that would be employed; the management measures that would be adopted at each site and the periods of peak construction, it is difficult to predict the cumulative impacts of construction activities, particularly where the intensive operations are of short duration.
- 8.8.2 It is anticipated that each site coming forward would be required to develop their own SEMP and therefore agree vehicular numbers and vehicular routes with LBS and TfL. It is therefore considered that on this basis and subject to the implementation of best practice construction traffic management measures, the residual cumulative effects on all users of the local transport network would be negligible.



9 TRAVEL PLAN

9.1 Introduction

9.1.1 This section sets out the key principles of a Travel Plan for the proposed development. It is envisaged that the mechanism for updating and managing the Travel Plan will be secured through a planning condition or an obligation in the S106 agreement. The Travel Plan is being submitted as part of this application.

9.2 Aims and objectives

9.2.1 The key aim of Travel Plan is to set out the strategy for maximising the use of public transport, waling and cycling amongst all occupants of the site. As the proposed development will be car-free, the travel patterns have already been significantly influenced towards the use of sustainable transport to the site. Therefore, the main objective of the Travel Plan is to ensure that the site's location with excellent access to sustainable modes is taken advantage of and the predicted travel patterns are achieved and maintained.



10 SUMMARY AND CONCLUSIONS

10.1.1 This Transport Assessment has been prepared in support of the proposed redevelopment at New City Court, 4-26 St Thomas Street, London, SE1 9RS (the site) within the London Borough of Southwark (LBS).

10.2 Site location

- 10.2.1 The site is located in the London Bridge area covering an area of approximately 0.36 hectares (ha). The site is bounded by St Thomas Street to the north; shops on Borough High Street (A3) to the west; King's Head Yard to the south; and Guy's Hospital buildings to the east. It is currently almost entirely occupied by:
 - Georgian terraced townhouses at Nos. 4, 6, 8, 12, 14 and 16 St Thomas Street;
 - New City Court office building at No. 20 St Thomas Street; and
 - Keats House at Nos. 24 to 26 St Thomas Street.

10.3 Planning policy

10.3.1 The location, design and land uses for the development proposals accord with current national, regional and local transport planning policies.

10.4 Development proposals

- 10.4.1 GPE (St Thomas Street) Ltd is seeking to obtain full planning permission and listed building consent for the part demolition, part deconstruction and refurbishment of listed townhouses / façades, and construction of an office-led, mixed-use scheme.
- 10.4.2 The proposed development as described in the planning application form is as follows:

'Redevelopment to include demolition of the 1980s office buildings and erection of a 26-storey building (plus mezzanine and two basement levels), restoration and refurbishment of the listed terrace (nos. 4-16 St Thomas Street), and redevelopment of Keats House (nos. 24-26 St Thomas Street) with removal, relocation and reinstatement of the historic façade on a proposed building, to provide office floorspace, flexible office/retail floorspace, restaurant/café floorspace and a



public rooftop garden, associated public realm and highways improvements, provision for a new access to the Borough High Street entrance to the Underground Station, cycling parking, car parking, service, refuse and plant areas, and all ancillary or associated works.'

- 10.4.3 All cars and service vehicles will enter the ground level service area via a new vehicle route to the east of Keats House. Having passed through a secure gate the vehicles can service the development before exiting back onto St Thomas Street in a forward gear. This arrangement has been developed following comprehensive discussions with both TfL and LB Southwark, who indicated that this was their preferred servicing option. Motorcycles and couriers will be able to stop on St Thomas Street.
- 10.4.4 The development is proposed to be car-free with the exception of two accessible parking bays for the use by blue badge holders.
- 10.4.5 Adequate long and short stay cycle parking is being provided, including accessible cycle parking spaces, along with showers, lockers and changing facilities.
- 10.4.6 The pedestrian realm will be improved throughout, with increased permeability between King's Head Yard and St Thomas Street. The main building will have pedestrian entrances from the new pedestrian route created by the public realm proposals within the site. This thoroughfare will be for pedestrian use only and will link with St Thomas Street through the site to the new Underground station entrance and King's Head Yard.
- 10.4.7 Outside of the site's red line boundary there is a proposal to open up the rear of the London Bridge Underground station building at ground level to provide a new exit directly into the site's public space. This is supported by TfL and London Underground. The applicant would enter into a development agreement with London Underground to undertake this works.

Accessibility

10.4.8 The site has a PTAL of 6b indicating an excellent level of accessibility being in close proximity to London Bridge Underground and National Rail Station and several bus routes.

30848/D28a April 2021



- 10.4.9 The site is located in an area with an established network of footways and pedestrian facilities. Pedestrian accessibility to the site, in the context of the surrounding area, is very good. In addition, the proposed development will deliver significant improvements to pedestrian connectivity by public realm enhancements.
- 10.4.10 The site is located in close proximity to established cycle routes including Cycle Superhighways.

10.5 Development impact

- 10.5.1 The proposed development would result in additional trips on the surrounding transport network. As the proposed development will be car-free (other than 2 disabled bays) the majority of the trips in terms of staff travel are forecast to be undertaken on foot and by public transport. The impact of these trips has been assessed in the context of the existing and future capacity of the local public transport services. It has been demonstrated that the impact on the surrounding public transport network would be negligible.
- 10.5.2 The additional pedestrian trips are also considered to have a negligible impact given the improvements to the pedestrian network including a new entry/exit to London Bridge Underground Station directly from the site's new public square.
- 10.5.3 The proposed development will attract additional servicing and taxi trips compared to the existing situation. An impact assessment analysis has been undertaken which shows that these trips would have a negligible impact on the local highway network.
- 10.5.4 Following comments received from the London Borough of Southwark and TfL all deliveries are subject to a proposed servicing consolidation strategy. Building on the initial research into consolidation by TPP, the evolving strategy has been developed in consultation with a specialist logistics company, Davies & Robson (D&R) who have developed bespoke consolidation strategies for other sites, including Guy's and St Thomas's Hospital adjacent to New City Court. The consolidation strategy now being advanced for New City Court allows for a significant reduction in vehicle numbers, thus minimising impacts on the local road network and reducing potential conflicts with pedestrians and cyclists.



10.5.5 A key aspect of the strategy will be utilisation of an off-site consolidation centre where individual deliveries that are identified for consolidation will be stored, consolidated and then transported to the site. The strategy has been based on D&Rs extensive experience and is underpinned by empirical data sourced through a comprehensive servicing survey at a comparable existing GPE office at 200 Gray's Inn Road.

10.6 Travel Plan

10.6.1 The proposed development will operate a Workplace Travel Plan. The key aim of Travel Plan is to set out the strategy for maximising the use of public transport, waling and cycling amongst all occupants of the site. As the proposed development will be car-free, the travel patterns have already been significantly influenced towards the use of sustainable transport to the site.







Site location plan



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Figure 2

Site Boundary Plan



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Local cycle network

Figure 3







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20 minute cycle Active Travel Zone (ATZ)





Neighborhood Active Travel Zone



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Walking route A - London Bridge Rail Station and Bus Station



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Walking route B - London Bridge Underground Station, Post Office and Borough Market Figure 9





Walking route C - St George's Park



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Walking route D - Cycle Superhighway 7





Walking route E - London Bridge City Pier



Appendices


Appendix A

Swept path analysis of service vehicles





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Appendix B

Accident cluster location plan





Appendix C

Vehicle routeing plans







St.Thomas Street access/egress (One-way)



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St.Thomas Street access/egress (One-way)



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St. Thomas Street access/egress (Two-way)





St. Thomas Street access/egress (Two-way)

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