

Liam Mcfadden

From:
Sent:
To:
Cc:
Subject:



Categories: Object

Dear Liam,

Further to my comments on 5th April 2023 to you, below for reference. I've update my response in light of the response sent to the Council on 25th April 2023. Page 3 of the Quod letter, refers to transport comments made in Stage 1 report, these are TfL strategic advice. My comments to you are without prejudice to subsequent GLA or Mayoral decisions on the application. The intention of the follow up responses are to help the Council and applicant to address issues raised in Stage 1 report and provide further detail where necessary. They are not designed to supersede Stage 1 comments.

For avoidance of doubt, whilst we understand the Airport, would like TfL to start DLR services earlier than currently, TfL is unable to run services earlier to the Airport DLR station, due to constraints of engineering hours that we use to maintain the railway. Whilst we are improving the line capacity of the network by introducing new trains including those funded by the Airport through s106, this does not enable earlier start times especially given opportunities at weekends would be constrained by the proposed extension of airport operational hours in the s73.

Notwithstanding the above, we welcome proposal to work with TfL to improve the Airport DLR station, to enable TfL to extend buses to the forecourt and support interchange improvements at Custom House and Canning Town, as the s73 proposal will increase passenger movements at peak times and at weekends, specifically on Saturday afternoon, compared to CADP. It would help to set out initial specific proposal in terms of scope, funding and timescales, so they can be secured, taking account the need for flexibility related to monitoring and your proposed approach to funding. There is a balance, TfL would like some certainty on certain aspects to insist in delivering necessary measures as set out below to mitigate impact, whilst we accept applying funding in flexible manner may help optimise the overall sustainable transport fund. TfL would encourage measures to reduce car dependency among staff such as shuttle buses for when the DLR is not running or from other places of concentrated demand from staff.

The TA shows additional demand at Canning Town due to s73 will have impact on existing passengers at already crowded station. We are working on proposals to improve interchange at Canning Town station, which will directly assist Airport passengers, and support the mode shift aims of the Airport. This includes improving wayfinding as well as projects to improve vertical capacity. TfL would like an initial funding commitment to fund wayfinding measures at Canning Town station to support better links to airport in light of increase weekday and weekend demand, especially Saturday demand from the Airport.

TfL welcomes the Airport willingness to work with TfL to facilitate the new Silvertown Tunnel bus link. We would welcome bus subsidy from the Airport and are open to work on branding (and other measures) to help encourage increase bus use among passengers and staff to help support mode shift in an achievable and balanced manner

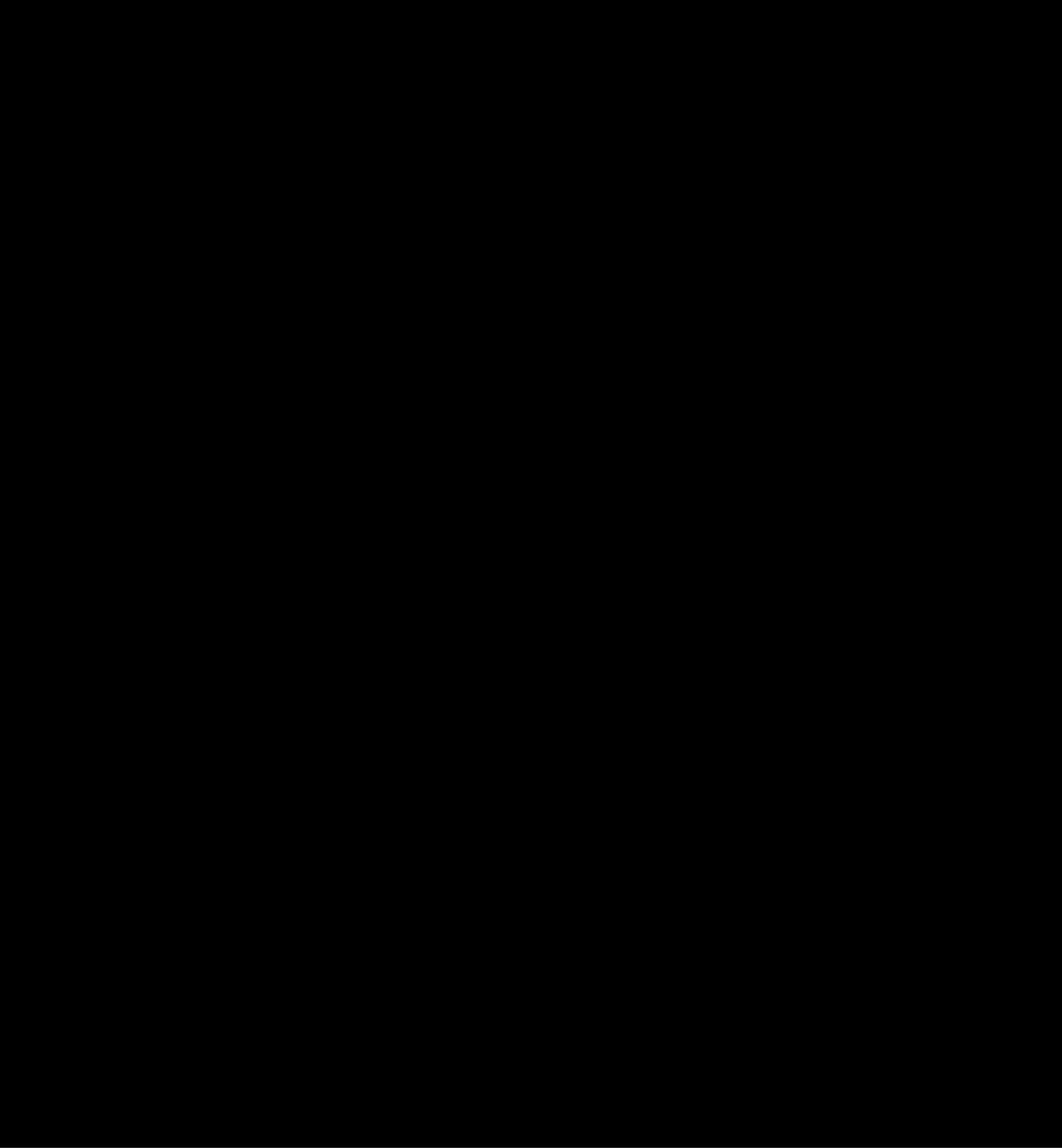
The s73 approach to mode shift is more aligned with current policy than original CADP. The London Plan sets out the 80% target based on walking, cycling and public transport use. The mode shift targets in the London Plan apply to all trips not just passengers to the airport. Therefore, the proposed s73 target is 70% for passengers and 55% for staff, rather than 80% implied in the response. We know London Taxi is an important mode for the Airport (though predicted to diminish over time), especially for passengers, and TfL has been working to convert the fleet to zero carbon since 2018, measures to support that aim are also welcome. We would seek to work with the Airport to achieve the proposed mode targets and zero carbon approach to taxi provision, and see to strengthen the targets in

line with the London Plan, and through car parking management measures and reduced supply of car parking, which is strongly encouraged by London Plan policy and the strategic approach to transport.

To conclude, TfL think strategic transport issues could be resolved if permission is granted through s106, planning controls linked to mode shift, conditions and through collaborative working as suggested through a revitalised Airport Transport Forum. The latter needs to be supported by clear commitments on specific aspects pertinent to TfL and DLR, (station upgrades and wayfinding, bus links to the Airport, zero carbon taxis) and appropriate defined controls to allocate funding in a coherent and defined process.

I trust the above gives you a clear overall position on strategic transport aspects arising from the application, whilst more detail discussion maybe needed on s106 and conditions.

Melvyn Dresner, Technical Principal Planner
Spatial Planning (North Team), City Planning
Transport for London



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