

## City Airport Development Programme (CADP1)

### Condition 79: Transport Management Strategy



September 2019

## **Contents**

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2</b>	<b>STEWARDSHIP ARRANGEMENT.....</b>	<b>3</b>
<b>3</b>	<b>CAR RENTAL MOVEMENTS.....</b>	<b>5</b>
<b>4</b>	<b>TAXI MOVEMENTS.....</b>	<b>6</b>
<b>5</b>	<b>LONDON BUS MOVEMENTS.....</b>	<b>8</b>
<b>6</b>	<b>COACH MOVEMENTS.....</b>	<b>9</b>
<b>7</b>	<b>PEDESTRIAN AND CYCLISTS MOVEMENTS.....</b>	<b>10</b>
<b>8</b>	<b>SHUTTLE BUS MOVEMENTS .....</b>	<b>11</b>
<b>9</b>	<b>ROAD MARKINGS AND SIGNAGE.....</b>	<b>12</b>
<b>10</b>	<b>SUSTAINABLE TRANSPORT.....</b>	<b>13</b>
<b>11</b>	<b>TIMES, LOCATIONS AND NOTIFICATION ARRANGEMENTS.....</b>	<b>14</b>
<b>12</b>	<b>DECREASING DWELL TIMES FOR VEHICLES .....</b>	<b>15</b>
<b>13</b>	<b>MONITORING AND REVIEW .....</b>	<b>16</b>

**APPENDIX A    SITE PLANS**

**APPENDIX B    LAYOUT PLANS**

**APPENDIX C    TRAFFIC MANAGEMENT AND SIGNAGE**

## 1.0 INTRODUCTION

- 1.1 Vectos is retained by London City Airport ("the Airport") to advise on surface access matters in relation to the City Airport Development Programme (CADP1).
- 1.2 The City Airport Development Programme (CADP1) planning application (13/01228/FUL) was granted planning permission by the Secretaries of State for Communities and Local Government and Transport in July 2016 following an appeal and public inquiry, which was held in March/April 2016.
- 1.3 A Transport Assessment and Environmental Statement accompanied the CADP1 planning application assessing the environmental and transport effects of the CADP1 Development.
- 1.4 Condition 79 of the planning permission requires that:

*"Prior to the use of the Eastern Terminal Extension, a Transport Management Strategy shall be submitted to the local planning authority for approval in writing. The Transport Management*

*Strategy shall include details regarding:*

- *stewardship arrangements;*
- *signage;*
- *measures to promote and provide for sustainable transport;*
- *times/locations notification arrangements; and*
- *how to encourage decreased<sup>1</sup> dwell time for vehicles, including hire vehicles, arriving to collect passengers).*

*The airport shall only be used in accordance with the approved Transport Management Strategy thereafter.*

*Reason: In the interest of residential amenity, parking congestion and highway, pedestrian and visitor safety"*

- 1.5 As required by Condition 79, this document sets out a Transport Management Strategy to manage traffic movements at London City Airport (LCY) for the CADP1 development. This includes some temporary arrangements necessary during the construction period, until the full CADP1 development is built out.

---

<sup>1</sup> Note the condition wording states 'increased', however this is a typographical error and it should read "decreased dwell time"

- 1.6 This Transport Management Strategy is consistent with the assessment set out in Updated Environmental Statement (UES) and Transport Assessment (TA) and should be read in conjunction with the drawings shown at **Appendix A** that illustrate the general internal road layout for CADP1.
- 1.7 This Transport Management Strategy includes provision for it be reviewed through the Airport Transport Forum (ATF). London Borough of Newham, as Local Planning Authority, will be advised of any updates agreed by the Airport in conjunction with the ATF.



## 2.0 STEWARDSHIP ARRANGEMENT

### Parking Arrangements: Passengers (Private Vehicles)

- 2.1 The arrangements with regards to private vehicle parking and passenger drop-off/pick-up are described below.
- 2.2 The location of the passenger parking areas are shown at **Appendix A**.
- 2.3 There will be three main car parking areas within the airport for passengers, all accessed from Hartmann Road. Car Park 1 (the Decked Car Park) will be situated to the east of the replacement terminal forecourt. Car Parks 2 and 3 will be situated further to the east on Hartmann Road.
- 2.4 There will be 39 disabled parking spaces situated in Car Park 1. These will be the closest spaces to the airport terminal.
- 2.5 All passenger car parks will be barrier controlled with tickets issued upon arrival. Tickets will have to be validated by paying the relevant parking charge within the terminal, by card at a machine in the car park or at the barrier itself. **Concessions will be made for disabled bays, for example, free parking for the first 30 minutes.**
- 2.6 As part of the CADP1 development there will be 22 active electric vehicle charging points and a further 22 passive charging points for passenger use. These will be situated in Car Park 1.
- 2.7 Motorcycle parking for passenger use will be provided to the south of the replacement terminal forecourt and in Passenger Car Park 2. There will be a total of 27 spaces across the two locations. They are shown in **Appendix B**.

### Parking Arrangements: Staff (Private Vehicles)

- 2.8 Staff parking will be provided in Car Park 4 which will be accessed from Hartmann Road.
- 2.9 Disabled parking for staff will be provided in Car Park 1, which will have 39 disabled parking spaces.
- 2.10 As part of the CADP1 development there will be 5 active electric vehicle charging points and a further 5 passive charging points for staff use.
- 2.11 At total of 22 motorcycle parking spaces will be provided within Car Park 4 for staff use.

## **Passenger Pick-Up and Drop Off**

- 2.12 Passenger Pick-Up and Drop-Off will be catered for in the terminal forecourt and signage will be provided to advise access is from the eastern side of the forecourt.
- 2.13 Private vehicles users can drop-off passengers in the forecourt, adjacent to the pedestrian canopy.
- 2.14 If passengers cannot be picked up immediately, vehicles will have to park within Car Park 1, which is anticipated to be designated as a short stay car park.
- 2.15 If attempts are made to wait for longer periods of time than specified in the forecourt, drivers will be instructed to move to the short stay car park by Forecourt Marshals, employed by the Airport to assist in management of passenger and transport flow in the forecourt area.
- 2.16 There will be a charge for the use of the forecourt, which is yet to be determined. The current charges for passenger Pick-Up and Drop-Off increase in price from 0 to 10 minutes and 10 to 20 minutes. After 20 minutes a penalty charge is applied for every 5 minutes.
- 2.17 Final charging rates will consider the current applicable rates for parking and the requirements to control its use by passengers as part of the Airport's Travel Plan. The rates will be discussed with the ATF and considered alongside the wider Travel Plan measures.
- 2.18 All charges will be paid within the terminal, by card at a machine or at the barrier itself.

### 3.0 CAR RENTAL MOVEMENTS

- 3.1 The location of car rental parking areas is shown at **Appendix A** and the layout is shown in **Appendix B**.
- 3.2 There will be 159 car rental parking spaces allocated to car hire companies in two locations:
- West Car Rental – 31 spaces situated to the south of Car Park 1, accessed via Hartmann Road;
  - East Car Rental – 128 spaces situated to the south of the Taxi Feeder Park at the eastern end of Hartmann Road.
- 3.3 Passengers will be able access the West Car Rental from the terminal building
- 3.4 A shuttle bus will be provided to transport passengers between the terminal forecourt passenger Pick-Up and Drop-Off area and the East Car Rental and vice versa.

## 4.0 TAXI MOVEMENTS

- 4.1 The location of the Taxi Feeder Park and London Taxi Rank is shown at **Appendix A** and in more detail in **Appendix B**.

### **London Taxis**

- 4.2 Upon arrival at the airport, London Taxis will wait in a holding area (Taxi Feeder Park) located just over 1km to the east of the forecourt. This will be accessed via Hartmann Road, either from the west, or via the new eastern access from Woolwich Manor Way.
- 4.3 The Taxi Feeder Park will hold 309 taxis. This includes rest bays and bays with charging points.
- 4.4 A London Taxi pick-up rank will be situated in front of the terminal entrance, making it clear and easily accessible to passengers. There will be space for ten London Taxis, including one disabled London Taxi access drop off. London Taxi drop-off will be via a dedicated area with ten spaces, located to the south of the terminal and to the west of the forecourt
- 4.5 Taxi Marshals will be provided during peak hours, to manage any taxi and passenger queues. An appointed Taxi-Coordinator resource will be provided by LCY for five hours per week to communicate with taxi drivers and resolve any issues that arise.

### **Private Hire Mini-Cabs (including mobility as a service transport)**

- 4.6 Private hire mini-cab drop-off and pick-up will be treated the same as private vehicle pick-up/drop off. As such, pick-up will take place from the terminal forecourt. If passengers cannot be picked up immediately, vehicles will have to park within the designated short stay car park. Drop-off is undertaken via the terminal forecourt, adjacent to the pedestrian canopy, whilst pick-up can also be from the designated short stay car park. Private hire mini cabs will incur the same fees as private vehicles when dropping off or waiting to collect passengers.
- 4.7 Signage information will be provided to direct private hire vehicles to the correct pick-up areas. Forecourt Marshals will be available to control this.
- 4.8 Private hire mini cabs parking off-site on local streets when waiting for a collection will be monitored through the Airport Transport Forum (ATF). The introduction of a residential

Controlled Parking Zone in the surrounding area has begun to limit the impact of this. In addition, Uber operate a GPS 'Zoning' system so their drivers cannot accept a pick-up request when parking in the surrounding residential streets. This stops Uber drivers parking within this area.

- 4.9 Forecourt Marshals will be employed during peak hours to manage the flow of passengers and vehicles in the forecourt area, including private hire mini-cab vehicles. In addition, the Airport has an appointed Taxi-Coordinator resource who allocates five hours per week to communicate with taxi drivers and resolve any issues that arise.

## 5.0 LONDON BUS MOVEMENTS

- 5.1 The location of bus stops is shown at **Appendix B**.
- 5.2 There will be two London Bus Stops and one London Bus Stand located within the forecourt.
- 5.3 Currently, all London Buses arrive and depart the airport from/to the west. When arriving from the west, the buses will access the dedicated bus lane within the forecourt and loop around in an eastbound direction. Once passengers are collected/dropped-off, buses then depart the forecourt onto Hartmann Road where they will again travel west.



## 6.0 COACH MOVEMENTS

- 6.1 Two coach parking bays will be provided as shown at **Appendix B**. These will be situated at the southern end of the forecourt, to be accessed via Hartmann Road. The arrival and departure of coaches will be managed by Forecourt Marshals on an ad-hoc basis (i.e. when required). Coaches will be directed to arrive from the west on Hartmann Road, and depart to the east.

## **7.0 PEDESTRIAN AND CYCLIST MOVEMENTS**

- 7.1 The main pedestrian route from Hartmann Road to the terminal entrance is situated to the west of the forecourt and London Taxi drop-off point. A new zebra crossing, with dropped kerbs and tactile paving, will provide a connection to footways on the southern side of Hartmann Road. This crossing will also connect into the exiting ramp pathway from Hartmann Road to Newland Street.
- 7.2 A pedestrian route will also be established along Hartmann Road from the eastern entrance. This route switches from north and south of Hartmann Road as required by the various access requirements. The primary route for pedestrians will be the dockside path leading from the terminal building along the dock edge to Woolwich Manor Way.
- 7.3 Within the forecourt itself, a series of zebra crossings, with dropped kerbs and tactile paving, will ensure that pedestrians alighting, and boarding coaches, buses and taxis can move around the forecourt safely.
- 7.4 Canopy's or shelters will be provided at all waiting areas to provide cover for pedestrians in inclement weather.
- 7.5 A pedestrian canopy will also be provided along the north of the forecourt and Car Park 1. This will form a covered walkway for pedestrian movement between the terminal entrance and the car park.
- 7.6 Zebra crossings will be provided within all car parks to assist pedestrian movement.
- 7.7 Cycle parking for passengers and staff are located in various locations to the south of the forecourt and to the east of the terminal. Cyclists will access these parking facilities via Hartmann Road.
- 7.8 Cyclists can use the dockside path route but will be expected to dismount to avoid conflict with pedestrians.
- 7.9 These proposals will enable connection to existing pedestrian and cycle facilities, whilst improving the connectivity of the site with the local area.

## 8.0 SHUTTLE BUS MOVEMENTS

8.1 A shuttle bus will be provided to transport passengers and staff to the different areas of the Dockside. Shuttle bus stops will be provided in the following locations, which can be seen in the car park plans at **Appendix B**.

- Forecourt next to the passenger pick-up/drop off area;
- Car Park 2;
- Car Park 4; and
- East Car Rental (including a turning head).

## 9.0 ROAD MARKINGS AND SIGNAGE

- 9.1 The relevant road markings for the forecourt, car parks, Taxi Feeder Park, car rental, motor bike parking, bicycle parking and Hartmann Road are shown at **Appendix B**.
- 9.2 The proposed external signage, as shown at **Appendix C**, will direct passengers who are using the car parks or car rental towards the eastern end of Hartmann Road.
- 9.3 The existing external signage will be modified to direct passengers to the western access for drop off and pick up.

## **10.0 SUSTAINABLE TRANSPORT**

- 10.1 The Travel Plan submitted as required by condition 71 sets out the package of measures that the Airport will be introducing / participating in to increase the sustainable and healthy modes of transport used by passengers and staff. This strategy is built into those measures.

## **11.0 TIMES, LOCATIONS AND NOTIFICATION ARRANGEMENTS**

- 11.1 The notifications for passengers on how to use the surface access modes, including parking facilities, how to get a blue badge parking space, ask for more assistance or book EV charging will be provided on the Airport's website.
- 11.2 The website information will be supported on internal site signage at the respective parking and drop-off areas and within the terminal building and Airport staff will be able to provide passengers with direction to the various transport modes.



## **12.0 DECREASING DWELL TIMES FOR VEHICLES**

- 12.1 This Transport Management Plan sets out the controls put in place for management of the drop-off and pick-up bays to encourage rapid turnover and reduce dwell times. This includes appropriate user charging to encourage vehicles to move as quickly as possible through the forecourt area.

## **13.0 MONITORING AND REVIEW**

### **Monitoring**

- 13.1 The performance of traffic management as set out in this Transport Management Strategy and will be monitored by the Travel Plan Coordinator. The ATF will agree the method of monitoring and reporting and the intervals at which it will be undertaken.

### **Review**

- 13.2 The results of monitoring will be reported to the ATF.
- 13.3 The ATF will also determine the measures to be implemented, with agreement from the London Borough of Newham, to overcome any issues that arise should there be a need.

## **APPENDIX A**

### **SITE DRAWINGS**

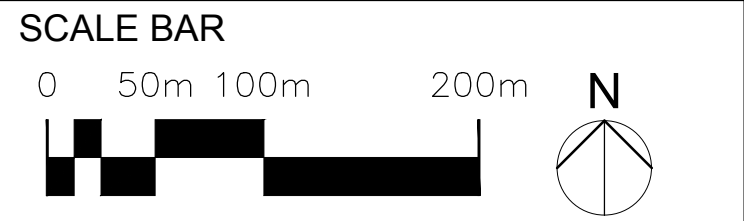


Note:  
Any reproduction of Ordnance Survey map work illustrated on this drawing is covered by licence (No. SR11110) issued by the Director General of Ordnance Survey and allows PASCALL WATSON Limited ("The Licensee") to copy Ordnance Survey material for their business use.  
The signed control copy of this drawing is held at the offices of PASCALL WATSON Limited.

- All information shown outside the Proposal Boundary is for illustrative purposes only.

- Internal layouts are for illustrative purposes only.

- Base building survey information by LCY and MSA



- LEGEND
- EXISTING BUILDINGS
  - PROPOSED BUILDINGS
  - OUTLINE OF WORKS OVER DOCK
  - EXISTING DLR VIADUCT
  - PROPOSED DEVELOPMENT BOUNDARY LINE

A	SW	16.06.11	Issued for Planning Appeal
-	MN	01.07.13	Issued for Planning
Rev	Dm	Date	Description

## FOR INFORMATION

**LondonCityAirport**

London City Airport Limited City Aviation House Royal Docks London E16 2PB

**PASCALL+WATSON**

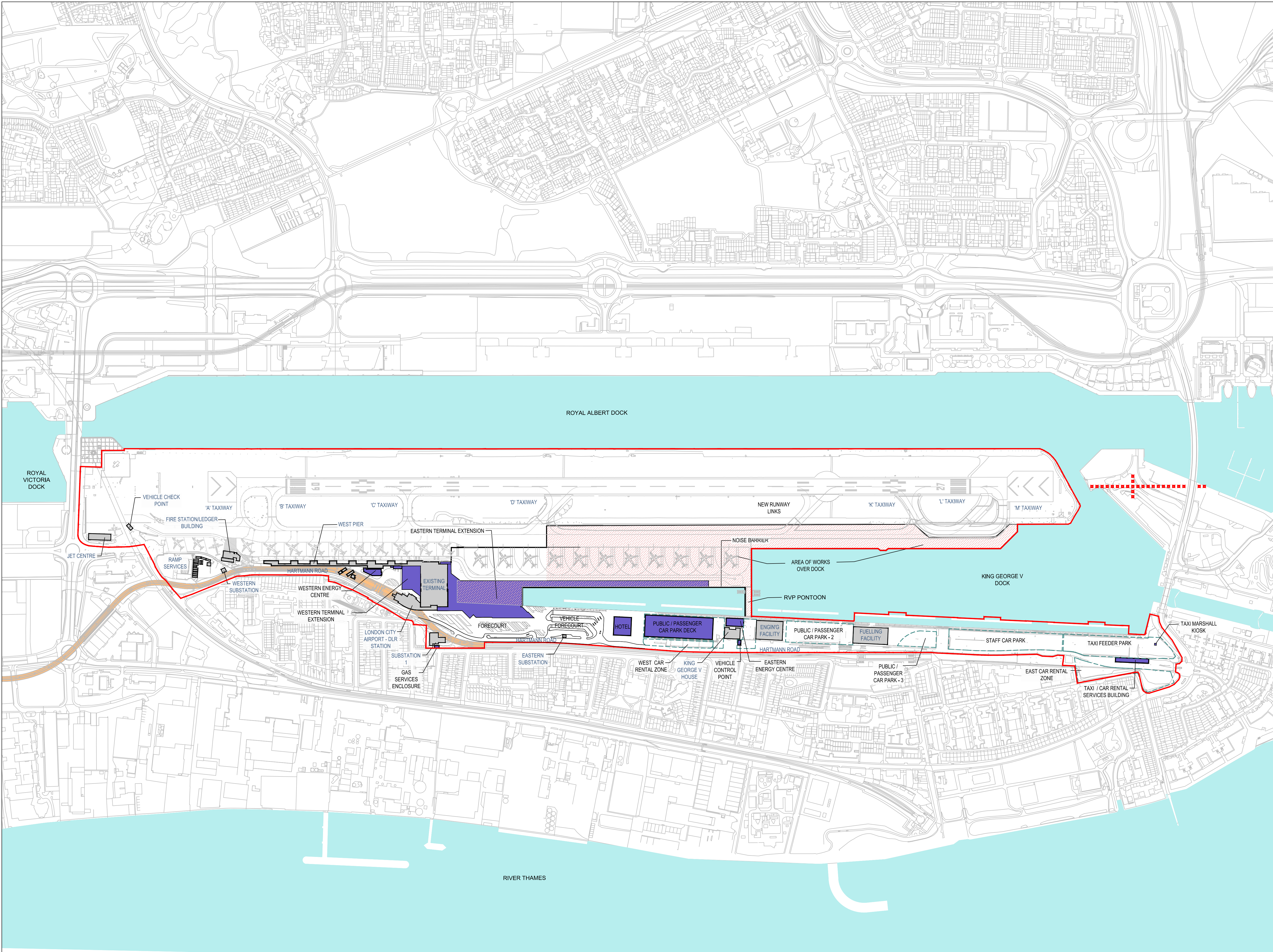
5 Carlsson Court 116 Putney Bridge Road London SW15 2NQ  
+44 (0)20 8874 1311 [www.pascalls.co.uk](http://www.pascalls.co.uk)

Client:  
LONDON CITY AIRPORT  
Project Name:  
CITY AIRPORT DEVELOPMENT PROGRAMME

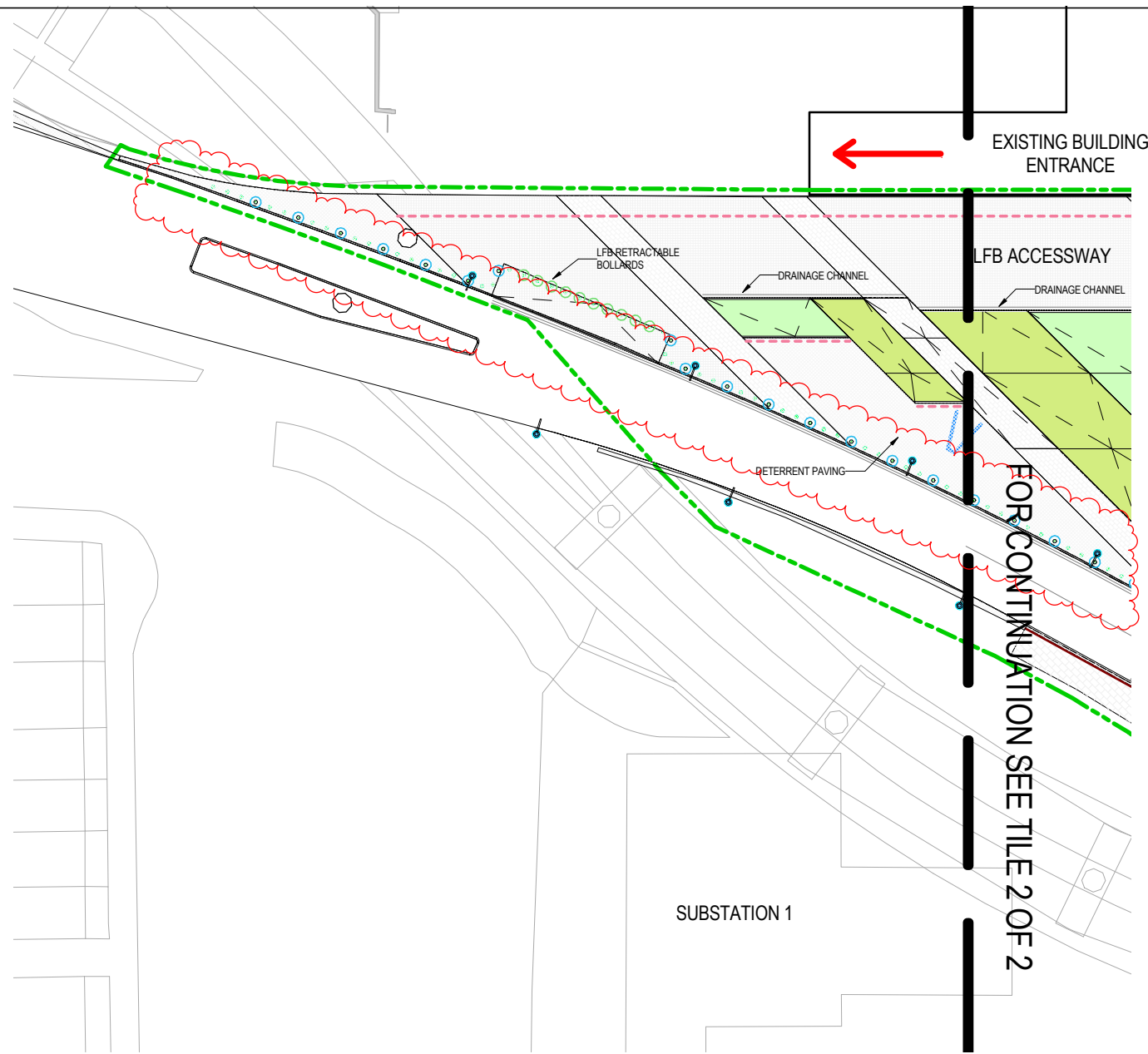
Title:  
- ILLUSTRATIVE SITE PLAN

Discipline: Architecture	Project Phase: PLANNING
Drawing Originator: Pascall Watson architects	Originator's ID No.: 016
Checked By: SW	Checked Date: 16.06.2011
Approved By: MN	Approval Date: 16.06.2011
Building Grid Reference: SITE	Drawn By: GC
	Drawn Date: 11.03.2013
	Scale: 1:3,000 A1

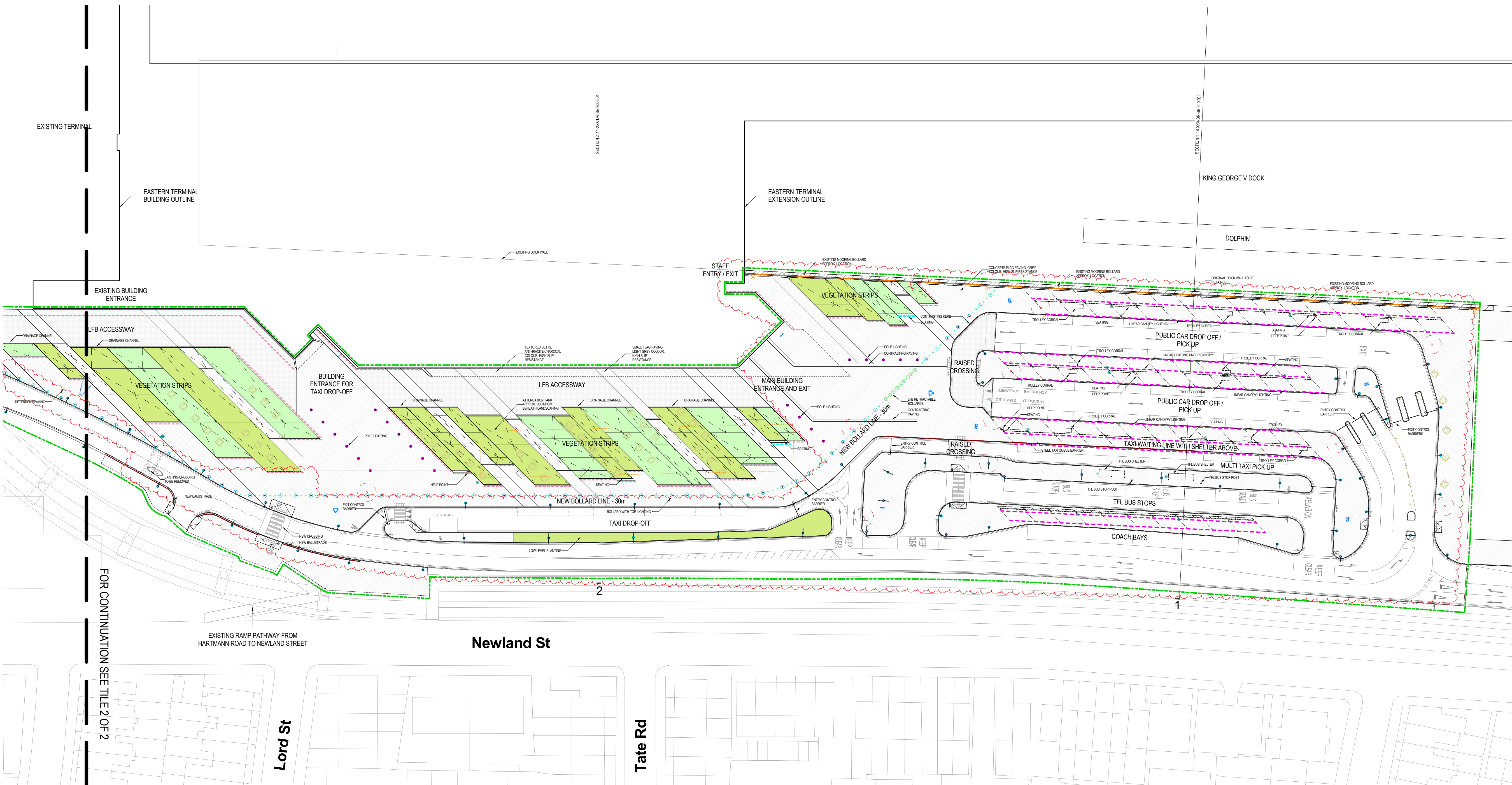
Client: LCY	Originator: P+W	Project Ref.: 016	Discipline: B	Drawing No.: SI20002	Revision: A
----------------	--------------------	----------------------	------------------	-------------------------	----------------







1 FORECOURT (TILE 1 OF 2)  
1:500



2 FORECOURT (TILE 2 OF 2)  
1:500

Enter address here

LEGEND

- PLANTED STRIPS WITHIN STEEL RETAINERS (VARYING SPECIES)
- GROUND COVER LANDSCAPING
- AGGREGATE CONCRETE TEXTURED SETTS, HIGH SLIP RESISTANCE (ANTHRACITE CHARCOAL)
- AGGREGATE CONCRETE FLAG PAVING, HALF STAGGERED JOINT FORMAT, HIGH SLIP RESISTANCE (MID GREY / LIGHT GREY)
- DETERRENT PAVING (LIGHT GREY)
- EXISTING DOCK WALL
- OUTLINE OF BELOW-GROUND ATTENUATION TANK
- TREE WITH CUBOID CANOPY
- GLASS / STAINLESS STEEL EDGE BALUSTRADE
- STEEL BALUSTRADE

- LIGHTING LAMP POST FOR ROAD / PARKING AREA
- WAYFINDING LIGHTING POST
- PEDESTRIAN CROSSING LAMP POST
- CCTV POST MOUNTED CAMERA (PTZ)
- ANPR CAMERA
- L.E.D LIGHTING MOUNTED ON WEATHER CANOPIES
- RECESSED L.E.D LINEAR UP LIGHTING TO PLANTERS AND FACADE
- RECESSED L.E.D LINEAR UP LIGHTING TO SEATING
- DRAINAGE CHANNEL
- PROPOSED DEVELOPMENT BOUNDARY

- HELP POINT
- RUBBISH BIN
- POTENTIAL LIFE-JACKET MOUNTING LOCATION
- HIGH SECURITY BOLLARD (1200 C's)
- FLEXIBLE BOLLARD
- RETRACTABLE HIGH-SECURITY BOLLARD (1200 C's) FOR LFB ACCESS
- HIGH-SECURITY BOLLARD (1200 C's) WITH LIGHTING
- PROPOSED MEDIA SCREEN LOCATIONS

NOTES  
REFER TO FORECOURT DETAILS DRAWINGS FOR SETTING OUT:  
A400-PAW-A-14-XXX-DR-DE-735-001  
A400-PAW-A-14-XXX-DR-DE-735-002  
A400-PAW-A-14-XXX-DR-DE-735-003  
REFER TO PLANTING DETAIL FOR SETTING OUT:  
A400-LDA-L-14-L00-DR-DE-734-002  
A400-LDA-L-14-L00-DR-DE-734-003

Note:  
Any reproduction of Ordnance Survey map work illustrated on this drawing is covered by licence (No. SR151580) issued by the Director General, Ordnance Survey and allows Pascall+Watson Limited ("The Licensee") to copy Ordnance Survey material for their business use. The signed control copy of this drawing is held at the offices of Pascall+Watson Limited.

- All information shown outside the Proposal Boundary is for illustrative purposes only.

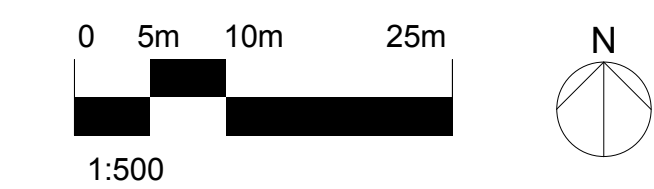
- Base building survey information by LCY and MSA

- Landscape details to be approved pursuant to Condition 36

REVISION NOTES

- Eastern sub-station demolished
- Revised eastern terminal extension
- Revised forecourt configuration
- Forecourt bin store omitted
- Revised landscape extents
- Revised canopy extents
- Additional canopy shown
- Revised forecourt details

SCALE BAR



=REVISION CLOUD

C	RC	31.07.17	Issued for Planning
Previously Issued as LCY_P+W_4486_B_FC_20002			
B	MN	04.02.14	Legend Update
A	MN	04.12.13	Re-issued for Planning
-	HRS	26.04.13	Issued for Planning
Rev	Dm	Date	Description

FOR APPROVAL

**London City Airport**  
Get closer.

London City Airport Limited City Aviation House Royal Docks London E16 2pb

**PASCALL +WATSON**  
The Warehouses 10 Black Friars  
Lane London EC4V 6ER  
T +44 (0)20 3837 2500  
www.pascalls.co.uk

Client  
LONDON CITY AIRPORT

Project Name  
CITY AIRPORT DEVELOPMENT PROGRAMME

Title  
7.4 PROPOSED FORECOURT  
GROUND LEVEL 00

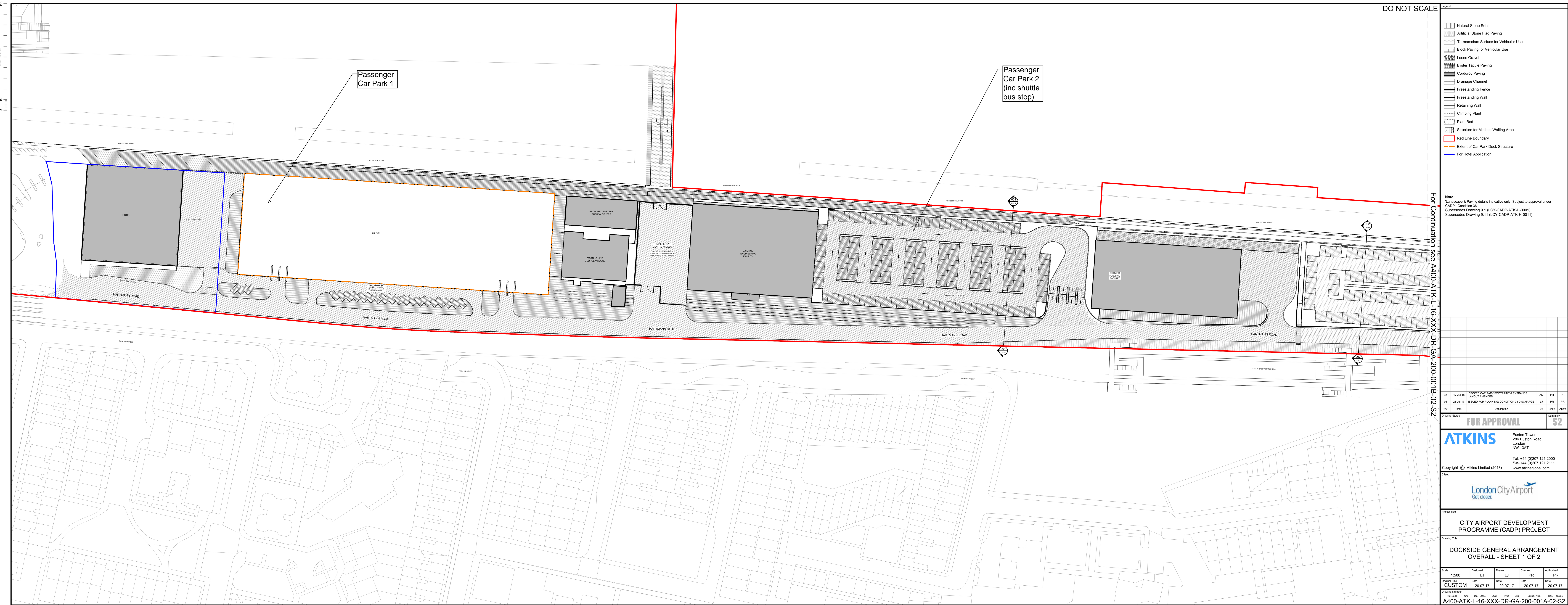
Discipline Architecture		Purpose of Issue PLANNING	
Drawing Originator Pascall+Watson architects		Originators Job No. 4486	
Checked By SW	Checked date 31.07.2017	Drawn By RC	Drawn Date 31.07.2017
Approved By MN	Approval Date 31.07.2017	Scale @ A1 As indicated	

Building Grid Reference CADP									
Prog Code	Orig.	Disc.	Zone	Level	Type	Subtype	Orig. Series/No.	Rev.	Status
A400/PAW	A	14	L00	DR	GA	200-004	C	S2	



**APPENDIX B**  
**LAYOUT**  
**DRAWINGS**





DO NOT SCALE

- Legend
- Natural Stone Setts
  - Artificial Stone Flag Paving
  - Tarmacadam Surface for Vehicular Use
  - Block Paving for Vehicular Use
  - Loose Gravel
  - Blister Tactile Paving
  - Corduroy Paving
  - Drainage Channel
  - Freestanding Fence
  - Freestanding Wall
  - Retaining Wall
  - Climbing Plant
  - Plant Bed
  - Structure for Minibus Waiting Area
  - Red Line Boundary
  - Extent of Car Park Deck Structure
  - For Hotel Application

Note:  
Landscape & Paving details indicative only; Subject to approval under  
CADP1 Condition 3P  
Supersedes Drawing 9.11 (LCY-CADP-ATK-H-0001)  
Supersedes Drawing 9.11 (LCY-CADP-ATK-H-0011)

For Continuation see A400-ATK-L-16-XXX-DR-GA-200-001B-02-S2

Rev	Date	Description	By	CHKD	App'd
02	17-Jul-18	DOCKED CAR PARK FOOTPRINT & ENTRANCE LAYOUT AMENDED	AM	PR	PR
01	21-Jul-17	ISSUED FOR PLANNING: CONDITION 73 DISCHARGE	LJ	PR	PR

Drawing Status: **FOR APPROVAL** Suitability: **S2**

**ATKINS** Euston Tower  
288 Euston Road  
London  
NW1 3AT

Tel: +44 (0)207 121 2000  
Fax: +44 (0)207 121 2111  
www.atkinsglobal.com

Copyright © Atkins Limited (2018)

Client

**London City Airport**  
Get closer.

Project Title

**CITY AIRPORT DEVELOPMENT  
PROGRAMME (CADP) PROJECT**

Drawing Title

**DOCKSIDE GENERAL ARRANGEMENT  
OVERALL - SHEET 1 OF 2**

Scale	Designed	Drawn	Checked	Authorised
1:500	LJ	LJ	PR	PR
Original Size	Date	Date	Date	Date
CUSTOM	20.07.17	20.07.17	20.07.17	20.07.17
Drawing Number	Rev	Rev	Rev	Rev
A400-ATK-L-16-XXX-DR-GA-200-001A-02-S2	001	002	003	004



