# Transport Assessment

## The Hop Exchange, 24 Southwark Street

**14 April 2021**

**Prepared for**

**Peer Freeholds Ltd**

MARKIDES ASSOCIATES

**Prepared for:**
Peer Freeholds Ltd
The Hop Exchange,
24 Southwark St,
London SE1 1TY

**Prepared by:**
Markides Associates
2nd Floor, The Bridge
73 – 81 Southwark Bridge Road
London SE1 0NQ
United Kingdom

T: +44 (0)20 7442 2225
E: info@markidesassociates.co.uk
W: markidesassociates.co.uk

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# 1. Introduction

## 1.1 Overview

1.1.1 This Transport Assessment (TA) has been prepared by Markides Associates (MA) on behalf of Peer Freeholds Ltd. (hereafter referred to as "the applicant") in support of a planning application for the part redevelopment of office floorspace at the Hop Exchange, 24 Southwark Street, London SE1 1TY (hereafter referred to as "the site").

1.1.2 The development proposals are for the rear infill extension of 6 storeys connecting to a 2-storey roof extension on the western section of the building; a new atrium roof on the eastern section; roof terrace, landscaping and public realm works and general works of enhancement to the listed building in connection with the continued use of the building within Class E.

## 1.2 Updates to the Transport Assessment

1.2.1 This TA has been updated in response to comments received from the London Borough of Southwark (LBS) in correspondence dated 13th January 2021 as part of the pre-application process. In relation to transport and highways matters, the comments related to the following topics:

- Pedestrian/Cyclist and Vehicular Access Arrangement Plus Servicing;
- Traffic and Public Transport Impact;
- Walking and Cycling Conditions around the Site;
- Car and Cycle Parking Provision;
- Necessary mitigations; and
- Other Transport and Highways Considerations

1.2.2 These have been addressed throughout this TA. For clarity, LBS comments have been replicated verbatim in blue text boxes.

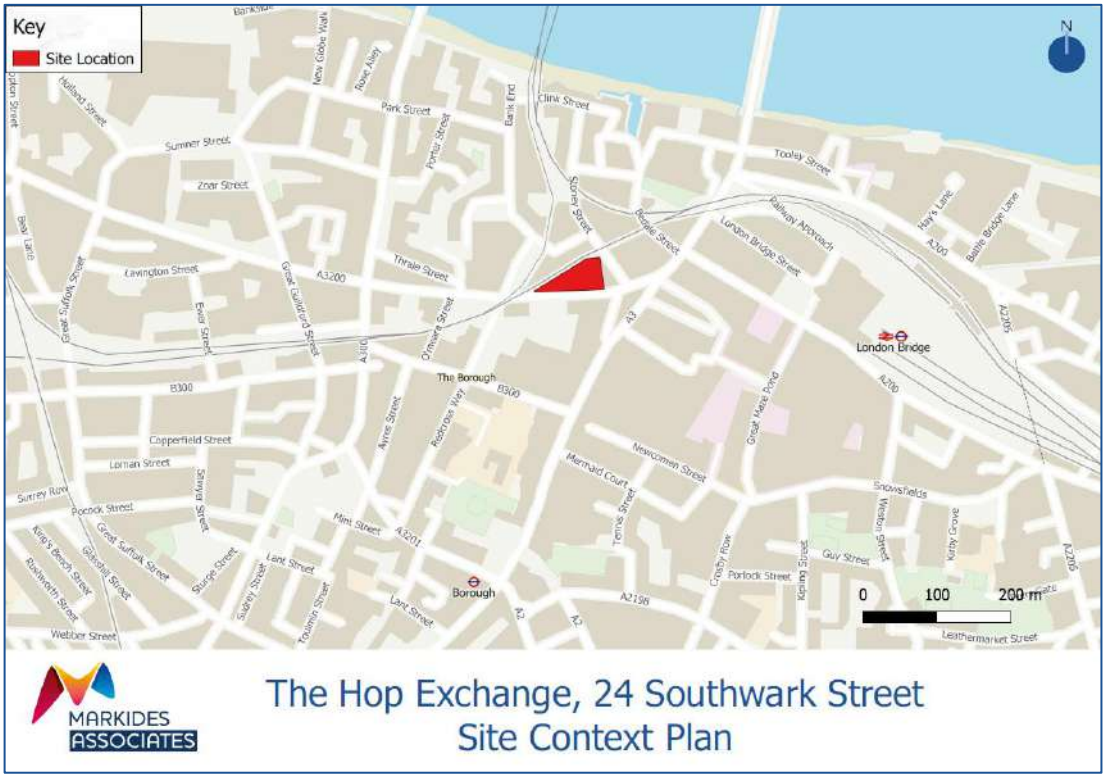
## 1.3 The Development Site

1.3.1 The application site currently accommodates 6,806sqm GIA of Class E office floorspace and 1,792sqm of Class E restaurant use in London's Southbank, a short walk from Borough Market. The building itself dates back to 1867 but has since had modern refurbishments to provide open plan offices with air-conditioning, lifts, showers, and secure bike storage.

1.3.2 The site is bound by the A3200 Southwark Street and associated active retail frontage to the south and west; by Stoney Street to the east, which comprises one of the gateway streets of Borough Market; and by the bridged railway line and A3/A4 land uses fronting Park Street to the north. Also to the north (which constitutes the rear of the Hop Exchange), lies Borough Yards, a redevelopment area which will form a new commercial area complementary to Brough Market set within the Victorian railway arches. It will accommodate 50 restaurants, boutique shops, bars, cafes, and an Everyman cinema.

1.3.3 The site location relative to the surrounding area and transport networks is shown in **Figure 1.1**.

**Figure 1.1 Site Context Plan**




## 1.4 Scope of the Transport Assessment

1.4.1 This Transport Assessment has been prepared as a Healthy Streets Transport Assessment using the best practice guidance provided by TfL dated June 2019.

### Planning Policy

1.4.2 This planning application has been prepared in consideration of national, regional, and local transport planning policies that are relevant to the development site including:

- National Planning Policy Framework – NPPF (2019);
- The London Plan (2021);
- The Mayor's Transport Strategy (2019);
- London Borough of Southwark Core Strategy (2011); and
- The Draft New Southwark Plan (2019).

1.4.3 A summary of the relevant planning policies and standards for the proposed development site is provided in **Appendix A.**

## Planning History

1.4.4 The site has a history of planning applications covering several small-scale alterations as well as Pre-Application Enquiries and Screening Opinions.

1.4.5 The most recent planning approval of significance is dated February 2015 (14/AP/2245) and was for the following:

> Change of use of vacant office (Use Class B1) and storage to restaurant and bar (Use Class A3/A4) on upper ground, first, second and third floors together with ancillary storage in the basement; roof top plant and solar panels; external alterations including formation of new entrance and alterations to fenestration to the west wing of the building.

1.4.6 A subsequent application was submitted and granted for the conversion of basement space to additional bar floorspace for Katzenjammer's beer hall (15/AP/3356). More recently, an application was submitted in August 2019 (19/AP/0585) for the change of Use from B1 (Office) to A3 (Restaurant) use, extraction unit to side elevation; however, no detail was submitted at that time and the application was withdrawn.

## Supporting Healthy Streets, Vision Zero & the MTS

1.4.7 The development has been designed to support the strategic priorities of the Mayor in terms of Healthy Streets, Vision Zero and the Mayor's Transport Strategy. **Table 1.1** provides a summary of the primary design components and considerations relevant to these strategic objectives.

### Table 1.1 Supporting Strategic Transport Objectives

| Design Principle | Description | Objectives | | |
|---|---|---|---|---|
| | | MTS | Healthy Streets | Vision Zero |
| **Development within high PTAL area** | The proposed development is within a high PTAL area with excellent accessibility to established public transport, walking and cycling networks maximising their likely use. | ✓ | ✓ | ✓ |
| **Car-free development** | The proposals will have very restrained car parking and therefore encourage the use of sustainable transport trips through design. | ✓ | ✓ | |
| **Servicing Strategy** | The development has been designed with a single servicing area requiring only one servicing vehicle access. This allows for the operation of an efficient servicing strategy within the buildings away from the highway/pedestrian links whilst also minimising the number of vehicle crossovers from the development within are reduced from four to one. | | ✓ | ✓ |
| **Active Frontages** | A significant proportion of the ground floor of both buildings will provide an active frontage increasing natural surveillance and therefore perception of safety and active uses providing spaces for people with things to see and do. | | ✓ | |
| **Reducing vehicle trips** | The development results in a forecast reduction in private car trips providing the ability for cleaner air and safer streets. | ✓ | ✓ | ✓ |
| **Sustainable freight** | The design has taken into account opportunities for encouraging sustainable freight, such as designing for Cargo Bikes and enabling goods consolidation. | | ✓ | |

## 1.5 Report Structure

1.5.1 The remainder of this Healthy Streets Transport Assessment, for which this chapter has provided an introduction, is structured as follows:

- Chapter 2 – covers information on **transport planning for people**,
- Chapter 3 – provides an overview of the **Site and its surroundings**.
- Chapter 4 – outlines the **Active Travel Zone (ATZ)** in relation to the site.
- Chapter 5 – provides details of the **London-wide network** in relation to the site, including details of the **trip generation characteristics** of the development and **design solution**s.
- Chapter 6 – provides a **summary** of the key transport impacts/issues and the solutions/mechanisms and concluding remarks.

1.5.2 In addition to this Transport Assessment, the applicant has prepared a separate Framework Travel Plan (FTP).

# 2. Transport Planning for People

## 2.1 Overview

2.1.1 This section provides details of the proposed development, including details on who the development is for, when they will travel there and why.

## 2.2 Development Proposals

2.2.1 The development proposals are for the rear infill extension of 6 storeys connecting to a 2-storey roof extension on the western section of the building; a new atrium roof on the eastern section; roof terrace, landscaping and public realm works and general works of enhancement to the listed building in connection with the continued use of the building within Class E.

2.2.2 The proposed Ground Floor and Basement plans associated with the proposed development are provided in **Appendix B.**

2.2.3 The schedule of Land uses is summarised in **Table 2.1** below. It should be noted that the retail uses are for the application area only and do not include uses within the building that will remain unchanged by the proposals.

**Table 2.1 Schedule of Accommodation**

| Land Use | Existing | Proposed Uplift | Proposed Total |
|---|---|---|---|
| **Office** | 6,816 | 478 | 7,294 |
| **Retail** | 54 | 1,231 | 1,285 |
| **Total** | **6,870** | **1,709** | **8,579** |

### New Development Users

2.2.4 The Hop Exchange is already well-known locally as a drinking and dining establishment. Katzenjammers (not counted in the existing floor area given above) is a German-style beerhall located at ground floor level and which has recently substantially extended into the basement floor area and now offers hot food within a new bierhall, only open 3 nights per week. Katzenjammers hours of operation do not overlap with the general highway AM peak, and the venue is likewise typically not at its busiest during the highway PM peak. There are separate opening hours for the bierhall as follows:

**General Opening Hours:**

- Monday-Thursday – 12:00-23:00
- Friday-Saturday – 12:00-00:00
- Sunday - 12:00-22:30

**Bierhall**

- Thursday – 18:00-23:00
- Friday-Saturday – 18:00-00:00

2.2.5 Also occupying basement space is The Sheaf (and likewise not included in the existing floor area in Table 2.1) a public house and restaurant which also provides a beer garden, accessible from 13 Park Street. The yard operates 17:00-23:00 on weekdays and 12:00-23:00 at weekends, whilst the basement bar is open Monday to Thursday 11:00 to 23:00, Fridays 11:00-00:00, Saturdays 12:00-00:00 and Sundays 12:00-22:30.

2.2.6 Located immediately adjacent to the world-famous food retail of Borough Market, the Hop Exchange creates a natural bridge from daytime to nighttime economies and extends the offer of the pubs and restaurants within the market. It is expected that the proposed new units will therefore operate similarly to existing and local uses, and may include:

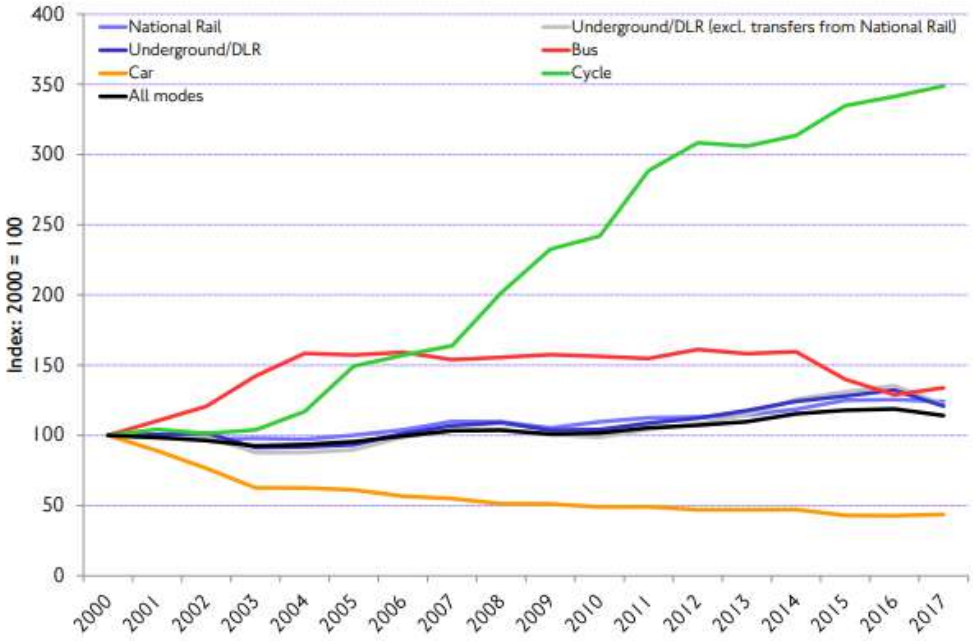
- Cafes or takeaway offering daytime drinks, snacks, cold and hot meals, catering to pass-by traffic and local office staff for the lunchtime peak, with a high level of takeaway retail and limited or no in-house seating.
- A pub or bar, operating similarly to The Sheaf, with or without an events offer.
- Bistro or restaurant catering, with daytime hours to coincide with the lunchtime peak and an evening service.

2.2.7 Users are therefore predominately adults, with a smaller proportion of families (generally tourists visiting the area), and a large majority are expected to be local office workers and other professionals already in the area for other purposes. The level of linked trips is therefore expected to be high, with most users on a weekday visiting after work and before heading home on their usual commuting route, or during lunch hours. At weekends, and for daytime visitors, many will be visiting other parts of central London, including other local destinations. It is therefore expected that the majority will arrive on foot, by public transport from local stations and bus stops, and a smaller proportion by taxi or Uber. There is also the potential for customers to cycle to the site, or to utilise local Santander Cycle hubs, the nearest of which is located immediately south of the site on Southwark Street.

2.2.8 To identify the transport needs of the site's typical user, as well as of people already living in the area, the Travel in London report and Transport Classification of Londoners document have been used.

2.2.9 The most recent Travel in London report (2017) has been referenced, which identifies trends in morning peak travel to the Central Activities Zone (CAZ) in central London. While long term trends have been within a relatively stable overall total, there have been some substantial shifts in the relative shares of the various modes of transport used, particularly affecting road-based modes. **Figure 2.1** below shows the most recent 17 years of data, and plots changes in the use of the principal modes as an index against the position in the year 2000.

**Figure 2.1 Trends by mode - Central London, Weekday AM peak, 2000-2017**




*Source: Figure 11.4, Travel in London, report 11*

2.2.10 **Figure 2.1** shows that there has been a reduction of more than half (56%) in the number of people using the car, and the number of people cycling into central London has more than tripled and continues to increase. This TA will demonstrate how the development proposals have been designed to meet the needs of people travelling to and from the site by public transport, walking and cycling.

## 2.3 Access

2.3.1 LBS issued the following comment(s) in relation to access:

| **LBS Comment - Access** |
|---|
| Although pedestrian accesses to this site are currently via the footway fronting this development on Southwark Street, the applicant has proposed a pedestrian route running through its existing rear service yard at its northern end off Park Street and connecting to the stairs at the northern end of this site and ultimately diagonally via the atrium to the front entrance at the south-eastern boundary of this building to Southwark Street, plus 2 platform lifts complementing the stairs at the northern and south-eastern peripheries of this site to assist mobility-impaired pedestrians in getting to the upper ground floor level.<br><br>The short stay cycle racks and refuse bin stores would be positioned along the serviced road at the western end of this site off Southwark Street while an additional refuse bin store would be sited in the service yard at the north-eastern end of this site. It is anticipated that light goods vehicles would service this development from the service yard while large delivery vehicles would service it from a new loading bay on Southwark Street next to its south-western boundary which would be achieved by the conversion of 2 of the |

prevailing car parking bays at this end. Refuse vehicles would service the site from both servicing areas. Nonetheless, there are few concerns as follows:

- As it appears that the existing service road at the western end of this site off Southwark Street would not be used by vehicles, the associated vehicle crossover should be narrowed and changed to cyclist/pedestrian access only and for its remaining section plus the double red lines at its eastern side to be converted to a loading bay thereby avoiding the proposed loss of the prevailing car parking spaces on this road. The applicant should present a revised plan to reflect this arrangement to Council/TfL for their approval.
- Even though there is a cycle hire docking station on the segment of Southwark Street abutting this development, cyclists would benefit from the installation of additional Sheffield cycle racks on the adjacent footway.

2.3.2 Since the submission of the Transport Assessment, MA and Peer Freeholds Ltd. have liaised with TfL and instead of conversion of the existing on-street spaces, the existing double red lining may be changed to single red with permissions for short-stay delivery/servicing. This will supplement the existing service bay at the eastern end of the site. A drawing showing the extent of conversion is included as **20187-MA-XX-XX-DR-C-0003 - P01.**

2.3.3 Some material changes are proposed to the western service access, including new surfacing and lighting to improve the crossover. Notwithstanding the above, there are heritage assets at this access which are to be preserved, and large waste bins or deliveries which need to pass to the kerbside, so at this stage, physical narrowing is not being pursued.

2.3.4 There is ample short-stay cycle parking proposed within the scheme where it will not clutter footways, and it is understood through liaison with TfL that the existing Santander Cycle hub will be extended. Cycling is already therefore well-supported by the proposals and it is considered that additional short-stay provision on the footway is not necessary. Further information relating to cycle access is contained in **Paragraph 2.3.10,** whilst cycle parking is detailed in **Section 2.4.**

2.3.5 LBS issued the following comment in relation to the pedestrian and cycle network:

**LBS Comment: Walking and Cycling**

The footway adjoining this site on Southwark Street is wide and there are adequate signalised pedestrian crossings close to this site at this road's junction with Borough High Street, complemented with a pedestrian refuge adjacent to its south-eastern periphery on Southwark Street, between the staggered Southwark Street/Stoney Street/Borough High Street (northbound slip road) junctions. However, pedestrians would benefit from the construction of raised entry treatment at the junction of the one-way northbound Borough High Street slip road with Southwark Street.

2.3.6 Crossovers to the site will be improved with new surface treatments. Whilst the applicant is willing to make proportionate contributions to the improvement of the local highway, it is

not considered that the site would generate a significant number of trips along the Borough High Street slip road.

## Pedestrian Access

2.3.7 Pedestrian access is taken from Southwark Street, which has footways on each side of good width and condition. The historic entrance is prominent and easy to identify from a distance at street level, with additional signage to identify separate entrances to Katzenjammers, the West Wing, and The Sheaf.

2.3.8 Due to changes as a result of the COVID-19 pandemic and to better accommodate social distancing, The Sheaf is now operating a beer garden in the yard area. Access is from Park Street. The beer garden is only open during evening hours when deliveries are not being made, and the security gate is closed at all times when the beer garden is not open.

2.3.9 However, the proposals are to improve foot access from Park Street to Southwark Street via the atrium in the centre of the building. The proposed converted retail units would have dual aspect, with entrances from both the yard and Southwark Street. The route will be accessible to wheelchair users via the installation of platform lifts where the change in level within the historic building necessitates stairs.

## Cyclist Access

2.3.10 The primary access for staff cycling to the site will be from Southwark Street at the western apex of the site, via the existing service access at that location. Customers cycling to the venue will use local public cycle parking or the aforementioned Santander hubs.

2.3.11 A new short-stay cycle parking hub will be created within the yard to accommodate customers and other visitors who wish to cycle to the Hop Exchange. 58 spaces will be provided on Sheffield Stands within two lit cycle parking areas. The stores will be located near to active walking routes and frontage and will benefit from passive surveillance as a result.

2.3.12 **Appendix B** also provides details of cycle access to the site from the ground floor.

## Vehicular Access

2.3.13 Vehicular access on-site will be limited to a few cars and infrequent small delivery vehicles or maintenance vehicles, for example, to allow inspection of the railway arches. Additionally, the crossover from Park Street will be maintained to permit emergency vehicle access. There is an on-street delivery bay on Southwark Street already used by the site. All larger vehicles will use this bay and the conversion of existing double-red lining to single red lining at the western access to access and serve the site. This will reduce movements along Stoney Street or otherwise through Borough Market via Bedale Street, and along Park Street. This will also reduce the potential for conflict in access movements between cyclists, pedestrians, and vehicle access to the site.

## Proposed Access & Local Highway Amendments

2.3.14 The existing gate on Park Street will be renovated and opened during hours of operation to permit pedestrian and cycle access to a new and vibrant yard, which will extend the existing retail offer on Park Street.

2.3.15 The existing yard shown below is industrial in aesthetic which makes the yard area appear somewhat hostile to passersby. Opening the gate during hours of operation up will improve the sense of continuity of the retail parade and add a secondary face to the Hop Exchange onto Park Street, enhancing the existing offer with new active frontage. Existing gates will be renovated with a new design, and artwork and lighting will guide visitors through to the Hop Exchange building. Activity through the yard will increase informal surveillance and boost the sense of personal security during hours of operation. In addition to the site, there are also several adjacent development sites, including the Landmark Court development located to the south of the site on Southwark Street. It is understood from Pre-application communications with LBS that as part of Landmark Court's highways measures, a new crossing is being proposed on Southwark Street.

### Photo 2.1 Existing Access from Park lane


2.3.16 Based on discussions with TfL, the exact location of the crossing has yet to be determined but the preferred and likely location is some 100m to the west of the site, near the egress of Maiden Lane footpath onto Southwark Street.

2.3.17 **Table 2.2** provides a summary of the proposed on-site public links against the TfL Healthy Streets indicators to provide an overview of how the site will perform within this context.

### Table 2.2 Proposed Development Healthy Street Indicators

| Indicator | Description |
|---|---|
| **Choose to walk, cycle and use public transport** | The former yard will be open during hours of operation and will provide an attractive environment for walking and cycling to visitors of the site and passersby, with new surfacing, lighting and landscaping. The new short-stay cycle stands will also ensure people cycling can easily stop and secure cycles at convenient locations for accessing shops and services. |
| **Pedestrians from all walks of life** | The yard will be made accessible during hours of operation for all users, and surfacing will be installed that is suitable for wheelchair users. The constraints within the building will be mitigated by the installation of platform lifts. |
| **Easy to cross** | The accesses to the yard will be improved to level the footway and the road and ensure pedestrian priority for all users at both entrances. Tactile paving may also be installed. On Southwark Street, existing pedestrian crossings are well maintained and facilitate safe crossing of the junctions, and it is understood that a new crossing is likely to be introduced as part of the development proposals for Landmark Court. |
| **People feel safe** | People will regularly be going in and out of buildings and passing by with the yard open during hours of operation. This will ensure that people feel safe in the vicinity of the site. The new artwork and lighting will enhance the overall feel of accessibility and welcome along Park Street, along with surfacing improvements. Vehicle movements will be reduced, with all large service vehicles operating from appropriate locations on Southwark Street. |
| **Things to see and do** | The introduction of new retail units at the ground floor level will make Park Street an interesting and engaging place to walk and spend time. There are also lots of opportunities to use planting and lighting to make the yard an extension of Park Street and so more interesting and engaging. |
| **Places to stop and rest** | The opened yard will provide opportunities for people to sit down and rest, with opportunities for informal seating. |
| **People feel relaxed** | The proposed development will make Park Street feel well maintained and more active with high quality paving through the site and pedestrian priority ensuring people feel relaxed. High quality planting in the yard will also support in creating a peaceful environment |
| **Not too noisy** | There is not anticipated to be a significant change in vehicle trips to the site, and so the noise levels are not expected to increase. |
| **Clean Air** | The proposals will reduce private petrol/diesel vehicle movements and support EV use as well as active modes and public transit. This will benefit air quality. Vehicles on site and servicing will be encouraged to switch off engines. |
| **Shade and Shelter** | The new route through the Atrium provides partial shelter and is shaded by adjacent buildings, including the Hop Exchange itself. |

2.3.18 The proposed development will significantly improve on all of the Healthy Streets indicators, in particular for ‘Places to stop and rest’, ‘Things to see and do’, and ‘Choose to walk, cycle and use public transport’.

## 2.4 Parking

2.4.1 LBS issued the following comment in relation to parking:

| LBS Comment: Car and Cycle Parking Provision |
| --- |
| The applicant has proposed long stay cycle parking in the basement of this development and short stay cycle parking on the service road at the western end of this site off Southwark Street. Nevertheless, while the proposed zero car parking level is acceptable given this site's characteristics, at least 1 disabled car parking space installed with active electric vehicle charging points must be provided within this site.<br>Car parking design should be in accordance with Manual for Streets' design principles and, the proposed cycle parking provision must accord with the New Southwark Plan (NSP) and New London Plan (NLP) Standards, with 20 per cent of these contained in Sheffield cycle racks including the mandatory disabled and cargo bicycle spaces. Methods of ensuring safe loading/unloading will also need to be demonstrated in the impending planning application. |

## 2.5 Proposed Car Parking

2.5.1 The existing yard accommodates some 6-7 vehicles at present, two of which are EV charging enabled. It is proposed to slightly reduce and formalise the existing parking layout to create 1 x dedicated Blue Badge disabled bay and 3 x standard parking spaces, two of which would remain EV charging enabled. In addition to the disabled bay, a space will be allocated for waiting/loading, especially for smaller motorcycle couriers or infrequent maintenance vans, such as those that may be required by Network Rail to inspect arches. It is expected that all parking will be managed and overseen by security associated with building management, and that disabled persons visiting the site or employed by it will be able to pre-book the blue badge bay. The remaining parking is likely to be allocated to specific users.

2.5.2 **Drawing 20187-MA-XX-XX-DR-C-0002 P02** shows the swept path analysis for the parking.

### Proposed Cycle Parking

2.5.3 The New Southwark Standards set out the cycle parking provision required as summarised in **Table 2.3**

**Table 2.3 LBS New Standards – Cycle Parking**

| Land Use | Long Stay | Short Stay | Total |
|---|---|---|---|
| **A2-A5**[1] | 7 | 32 | 39 |
| **B1 office** | 97 | 29 | 126 |
| **Total** | **105** | **61** | **166** |

2.5.4 The site is within a grade listed building and a small mews court. The proposals are to maximise the Healthy Streets potential of the service yard and enhance the active frontage of Park Street by invigorating the yard by making it open to visitors and passersby during hours of operation, similar to a mews. Vehicle movements during those hours will be minimal. The yard will be considered to act as an extension of the existing offer of Borough Market and contribute to the nighttime economy of the area. It is therefore somewhat unique. It includes a large proportion of restaurant/café use and although the applicant would otherwise support the cycle standards, it is considered that the provision of 61 short-stay cycle spaces on-site would have a significant impact on the provision of the new public link. For the following reasons, the scheme has proposed to provide the full requirement of long-stay cycle parking but scale back the short-stay provision:

- The cycle parking standards standard do not apply fully here because of unique nature of the site – the large restaurant/café provision - and the resulting impact that has on the proposed public link and its benefits.
- The improvement to pedestrian environs as per Healthy Streets policy is considered to outweigh the potential benefit of the full short-stay cycle provision.
- There is a high quantity of public cycle parking in the area, which is not over capacity, and the hours when the restaurant/café demand at the site are highest are in the evening when the market and daytime uses have closed or slowed down.
- Most trips will be linked trips - the majority of people going there will do so on the way home – bicycles might still be parked at the office or at London Bridge.
- There's no appropriate space within the building, which is grade listed, to option a second cycle store and enclosed cycle parking would not be suitable for short-stay provision.

2.5.5 The proposed parking provision by use is shown in **Table 2.4**.

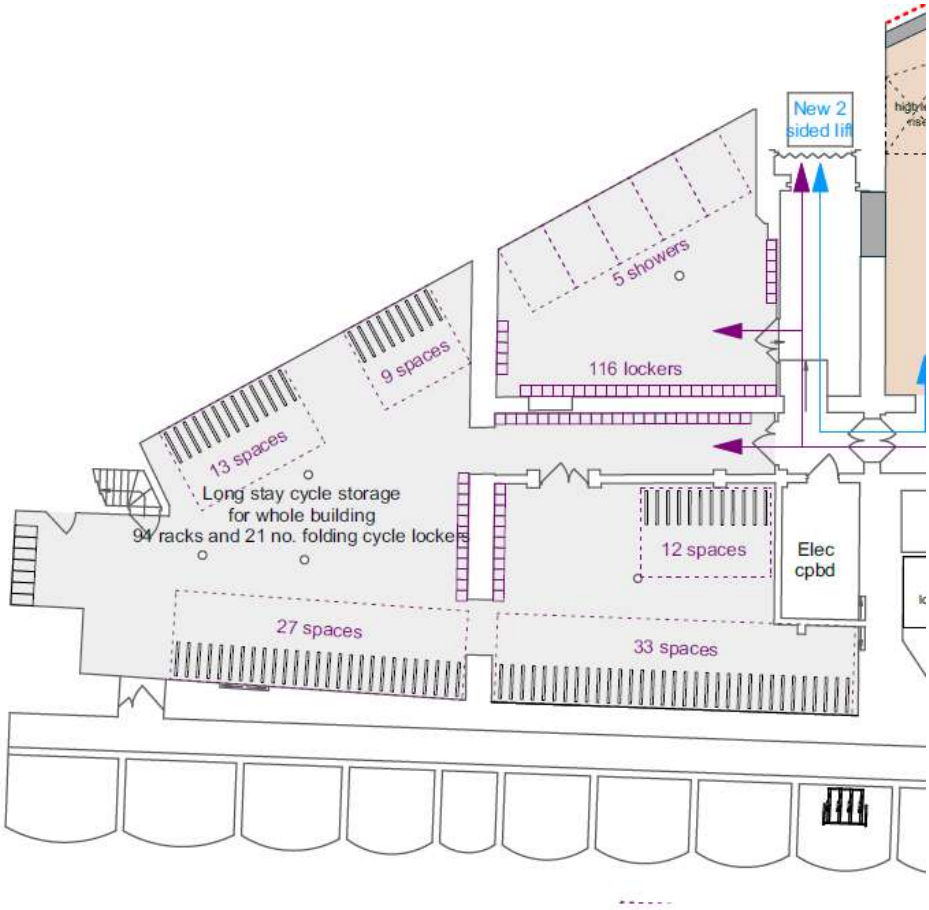
[1] The site is new use class E; however, parking policy refers to former A and B land use classes. For consistency, those terms have been retained in this report.

### Table 2.4 Proposed Cycle Parking Provision

| Land Use | Total | |
|---|---|---|
| | Long Stay | Short Stay |
| Office | 98 | 12 |
| Flexible Use | 17 | 46 |
| **Total** | **115** | **58** |
| **Grand Total** | **169** | |

2.5.6 Long-stay cycle parking will be provided in excess of the standard in a secure store at the western end of the building, comprising 21 folding bicycle lockers and the remainder provided on Sheffield Stands. There are 3 adapted cycle accessible spaces for disabled persons and cargo bikes. A layout of the internal stores is shown in **Appendix B** and an extract included below in **Figure 2.2**.

### Figure 2.2 Proposed Long-Stay Cycle Parking




*Source: Extract from 1403_PP_2000 by Forge Architects*

2.5.7 The long-stay provision also has access to end of journey facilities - showers and a locker room.

2.5.8 As identified in the proposed site plan in **Appendix B**, short stay cycle parking provision is distributed across the ground floor of the yard in the form of Sheffield Stands.

## Proposed Servicing Strategy

2.5.9 It is proposed only a minimal number of delivery and servicing vehicles will operate from the yard area. Some small deliveries may continue to take place in the yard off-peak (assumed very early morning), as per the existing situation, and will typically be limited to small vans and ad hoc maintenance vehicles, for which a waiting area has been designated.

2.5.10 All other servicing will be taken from the existing servicing bay on Southwark Street and the section of double red lining converted to single red lining as per discussions with TfL.

2.5.11 The waste generation for the proposed development has been calculated by examining the existing provision, which is collected thrice weekly. The information provided by Peer Freeholds Ltd. is given below in **Table 2.5**. **It must be noted that these figures include provision for the Wheat Sheaf and Katzenjammers which are not otherwise included in the development floor area.**

### Table 2.5 Existing Provision by use with collection 3 x per week

| Office | | | |
|---|---|---|---|
| **Storage type** | **No. Bins** | **Bins per 1sqm** | **Capacity in L** |
| **1100** | 3 | 0.00044 | 3,300 |
| **240** | 0 | 0.00000 | 0 |
| **Total** | **3** | **0.00044** | **3,300** |
| **Retail** | | | |
| **Storage type** | **No. Bins** | **Bins per 1sqm** | **Capacity in L** |
| **1100** | 3 | 0.0017 | 3,300 |
| **240** | 3 | 0.0017 | 720 |
| **Total** | **6** | **0.0033** | **4,020** |

2.5.12 The provision above has been used to derive a ratio of waste per 1sqm of existing floorspace by use and by storage type. These derived ratios above have been used to forecast the waste that would be generated by the proposed uplift in floorspace by land use by storage type (excluding the Wheatsheaf and Katzenjammers). The results of this calculation are given in **Table 2.6** overleaf.

### Table 2.6 Proposed Development Waste Generation – Uplift

| Office | | | |
|---|---|---|---|
| **Storage type** | **No. Bins** | **Bins per 1sqm** | **Capacity in L** |
| **1100** | 1 | 0.00 | 873 |
| **240** | 1 | 0.00 | 191 |
| **Total** | **2** | **0.00** | **1,064** |
| **Retail** | | | |
| **Storage type** | **No. Bins** | **Bins per 1sqm** | **Capacity in L** |
| **1100** | 2 | 0.00 | 2,249 |
| **240** | 2 | 0.00 | 491 |
| **Total** | **4** | **0.00** | **2,740** |

2.5.13 The table above indicates that a total of 6 waste bins would be required, assuming a continued collection operating thrice weekly, in addition to those already needed to serve the Wheatsheaf and Katzenjammers. All collection would be undertaken by a private contractor and although there is a noticeable uplift in waste, is not considered to be so much that the contractor could not continue to service the site on the same basis as the existing arrangement, collecting in off-peak hours when the on-site uses are generally also quiet.

2.5.14 The net development waste storage requirements of existing floorspace, proposed uplift and the cumulative demands of the Wheatsheaf and Katzenjammers have been calculated and are summarised in **Table 2.7**.

### Table 2.7 Total Development Cumulative Waste Storage Requirements

| Bins | Office | Retail | Total |
|---|---|---|---|
| **1100** | 4 | 5 | 9 |
| **240** | 1 | 5 | 6 |
| **Total** | **5** | **10** | **15** |

2.5.15 The whole of the Hop Exchange therefore requires some 15 waste storage bins across all land uses and waste storage types.

2.5.16 Bin store locations are shown in **Appendix B**. All waste would be contained within a store adjacent to the Southwark Street entrance to the yard. The store is existing and will be improved. Given the low number of movements required, it is proposed that the site is served from the kerbside as per the existing arrangement, and existing double red lining converted to single red lining as per consultation with TfL. This strategy reduces the need for service trips through Borough Market, along Park Street near cycle infrastructure, and large vehicle turning movements near the new public links.

## 2.6 Summary

2.6.1 **Table 2.8** summarises the transport conditions and challenges people will face on site, both before and after the development is built.

**Table 2.8 Site and Surroundings Summary**

| | Before | After |
|---|---|---|
| **Access** | **Walking:** Footways showing signs of wear and failure, narrow in some places and limited route options for pedestrians. No through route from Park Street to Southwark Street and existing gates lack kerb appeal. | **Walking:** Opening the yard during hours of operation will create additional route options for pedestrians. High quality footways will be introduced, and existing crossovers enhanced. The active frontage on Park Street will be increased and improved. |
| | **Cycling:** No dedicated cycle accesses into building or through routes within the public realm. | **Cycling:** Cycle parking will be provided in accordance with the New London Plan and LCDS. New cycling routes will be created into the yard area. |
| | **Public Transport:** Excellent links to public transport. | **Public Transport:** Excellent public transport links provide ample opportunity for sustainable travel. |
| **Healthy Streets Indicators** | The site performs adequately in some indicators, however there is considerable scope for improvement, particularly in the 'things to see and do', 'pedestrians from all walks of life', and 'places to stop and rest' indicators. | The proposed development will provide new routes during hours of operation for pedestrians via the atrium, which will significantly improve on all of the Healthy Streets indicators, particularly those highlighted as having considerable scope for improvement. |
| **Servicing** | Servicing occurs off street outside of peak hours within the yard and from the site frontage. | Servicing will continue as per existing, with improved secure bin stores in a single location for collection outside of peak hours from Southwark Street only. |
| **Parking** | There is limited cycle parking on site and no vehicle parking beyond a service vehicle loading area within the yard. | The development will provide one disabled parking space within the yard and one additional car parking space. Cycle parking will be provided in line with New London Plan standards. |

# 3. Site and Surroundings

## 3.1 Overview

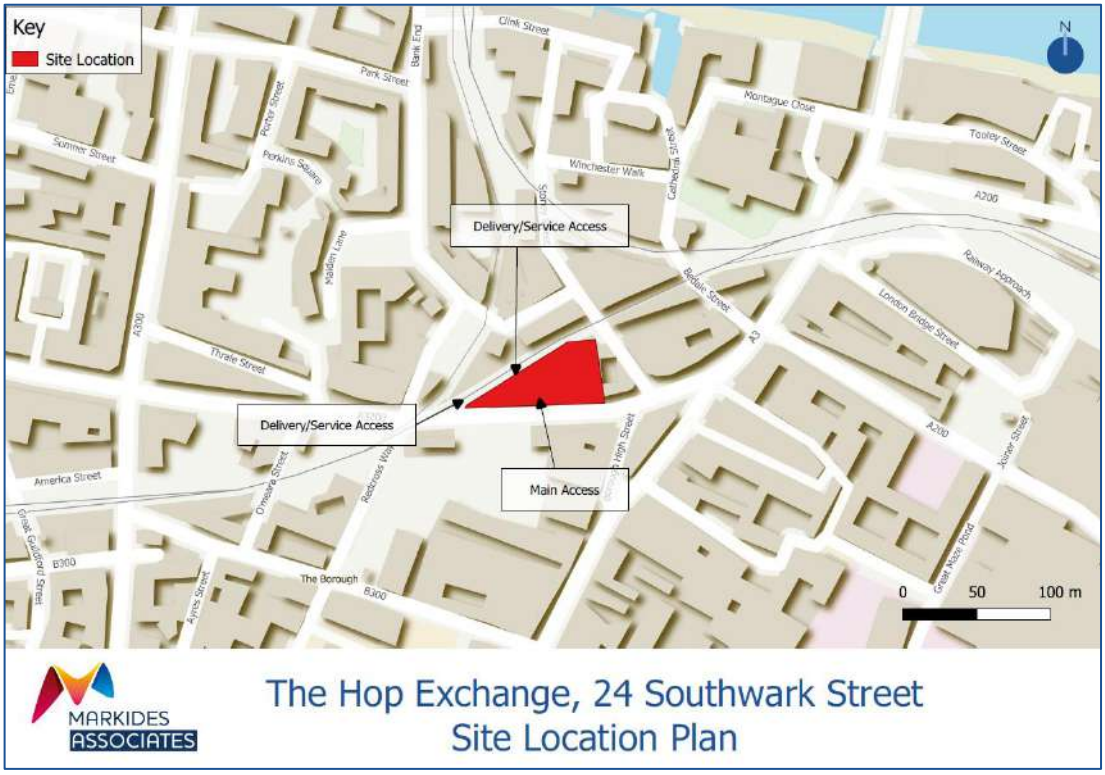
3.1.1 This section of the TA provides an assessment of the existing and proposed development transport conditions of the site in relation to accessibility, Healthy Streets indicators, servicing arrangements and parking.

## 3.2 The Site

3.2.1 The site is located on the northern side of Southwark Street, in a predominantly commercial area between Borough Market to the west and Union Street to the south. It accommodates 6,806sqm GIA of office floorspace and 1,792sqm of flexible café/restaurant use. The site is part of the London Central Activities Zone (CAZ) and lies some 200m east of London Bridge Underground and 350m from London Bridge National Rail Station.

3.2.2 The site location is shown in **Figure 3.1** below.

**Figure 3.1 Site Location Plan**




## 3.3 Pedestrian Environment

3.3.1 Southwark Street has footways on both sides of the carriageway which vary in width and quality. On the northern footway, on the boundary with the site, the width varies up to 4m, which is consistent with the existing volume of pedestrian flow. On the southern footway,

the width is some 2m. The footways are in reasonable condition and side streets are equipped with dropped kerbs and tactile paving. There are good quality signalised pedestrian crossings at all major junctions between the site and London Bridge station.

3.3.2 Stoney Street to the east of the site leads into Borough Market and provides a through cycle route to Clink Street; however, it is equipped with drop bollards to prevent general traffic. It is an important link for vans and vehicles accessing Borough Market and associated deliveries. The carriageway also provides overspill frontage for food retail units along Stoney Street and pedestrians seek to cross at all points along the length of the road. There is a formal footway on the western side of the road and hatched markings on the eastern side.

3.3.3 Park Lane has footways on each side of some 1.5-2m in width; however, the effective width is narrowed by anti-parking bollards and signage installed in the footway adjacent to The Market Porter public house, and there are areas where the kerbing would benefit from maintenance.

## 3.4 Cycling Access

3.4.1 Park Street to the north of the site benefits from a cycle lane and is a quiet street which is suitable for cycling.

3.4.2 There are a number of TfL Cycle routes that operate in the vicinity of the site that are within the London Strategic Cycle Network. Key cycling facilities within the vicinity of the site include:

- **Cycle Superhighway 6 (CS6):** which runs in close proximity to the site, providing a route between King's Cross and Elephant and Castle. It runs north to south along Blackfriars Road, bringing it within 400m of the site at its closest point.
- **Cycle Superhighway 7 (CS7)**: which runs south to north from Collier's Wood to Bank, bringing it within 300m of the site at the Southwark Bridge Road and Southwark Street junction.
- **Quietway 14**: which runs in close proximity to the site, providing a route between Southwark and Deptford. At its closest point to the site it is approximately 750m away, at the junction between Dolben Street and Great Suffolk Street.
- **Quietway 14**: which starts at the junction between Blackfriars Road and Nicholson Street, allowing people to join Quietway 14 directly from CS6.

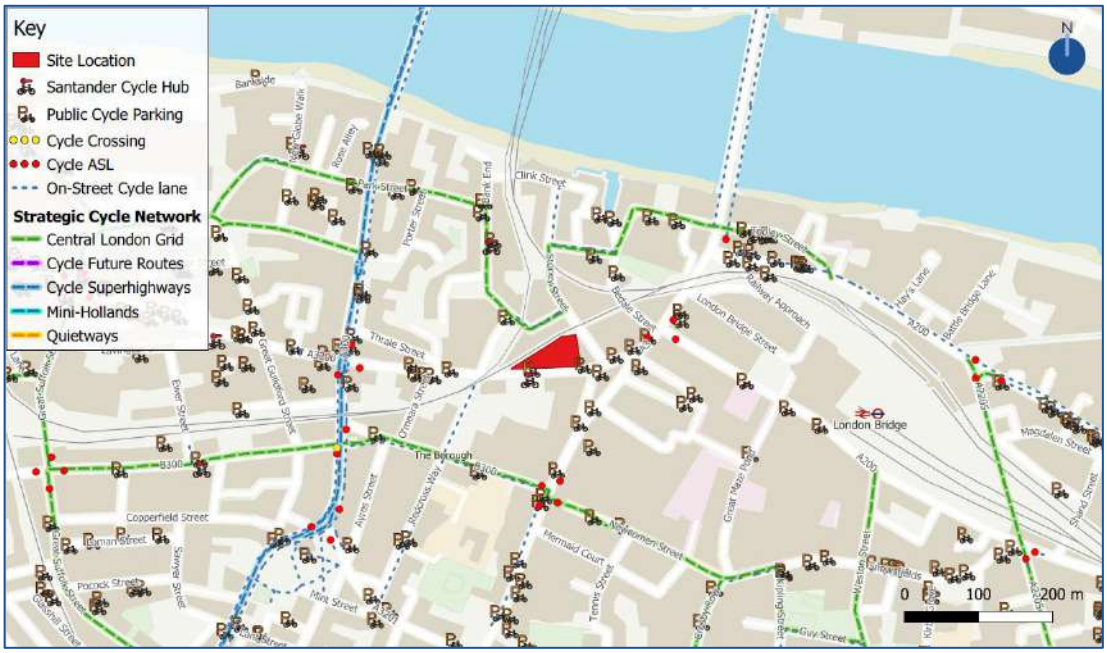
3.4.3 The site is also very accessible to Santander Cycle Hire Docking Stations with 143 docking stations within 200m the site as shown in **Table 3.1**.

### Table 3.1 Santander Cycle Hire Docking Stations

| Docking Station | Distance from Site (metres) | Total Spaces |
|---|---|---|
| Southwark Street | 20m | 55 |
| Park Street | 280m | 18 |
| Lavington Street Bankside | 500m | 29 |
| Union Street | 600m | 17 |
| Bankside Mix | 650m | 60 |
| New Globe Walk | 650m | 19 |
| **Total** | - | **198** |

3.4.4 A plan showing the cycle infrastructure in the vicinity of the site is included as **Figure 3.2**.

### Figure 3.2 Cycle Access Plan




## 3.5 Public Transport Accessibility Level

3.5.1 Public Transport Accessibility Level (PTAL) provides a measure of accessibility of a given point to the public transport network, considering walking time to a public transport node, service accessibility, service quality and frequency. The PTAL measure ranges between 0 and 6b, with 0 indicating the areas with the lowest accessibility to public transport and 6b the areas with the highest accessibility to public transport.

3.5.2 The proposed development site has a PTAL rating of 6b demonstrating its highly accessible location. The PTAL report is included as **Appendix C.**

## 3.6 Rail Network

3.6.1 The site is within a short distance of several stations on the rail network providing access to a range of destinations throughout London and the wider South East. London Bridge is the closest station to the site within an approximate 4-minute walk. London Blackfriars, Cannon Street, Waterloo East, and Waterloo stations are all also within 2km of the site, less than a 20-minute walk. The services accessible at these stations is summarised in **Table 3.2**.

**Table 3.2 Rail Network Services**

| Station | Distance from Site | Walk from Site | Service | Trains per hour (tph) |
|---|---|---|---|---|
| **London Bridge** | 350m | 1 minute | Thameslink | 20 |
| | | | Southeastern | 60 |
| | | | Southern | 13 |
| **Canon Street** | 1.1km | 13 minutes | Southeastern | 12 |
| **London Blackfriars** | 1.4km | 17 minutes | Thameslink | 30 |
| **London Fenchurch Street** | 1.4km | 17 minutes | C2C | 20 |
| **Elephant and Castle** | 1.5km | 17 minutes | Thameslink | 12 |
| | | | Southern | 6 |
| **Waterloo East** | 1.5km | 19 minutes | Southeastern | 36 |
| **Waterloo** | 1.6km | 21 minutes | South Western | 44 |

3.6.2 As shown in **Table 3.2**, the site is accessible to a large number of rail services across four separate service networks providing access by train to a large number of destinations within London and the South East.

### Underground (LUL) Network

3.6.3 The site is very accessible to the LUL network with several stations serving different lines within a reasonable walking distance of the site. London Bridge LUL station is the nearest station to the site accessible within an approximate 1-minute walk. The services accessible at these stations is summarised in **Table 3.3**.

**Table 3.3 London Underground Services**

| Station | Distance from Site | Walk from Site | Lines Served | Trains per hour (tph) |
|---|---|---|---|---|
| **London Bridge** | 120m | 1 minute | Jubilee Northbound | 30 |
| | | | Jubilee Southbound | 30 |
| | | | Northern (Bank | 24 |
| | | | Northern (Bank | 24 |
| **Borough** | 500m | 6 minutes | Northern (Bank | 24 |
| | | | Northern (Bank | 24 |
| **Monument** | 800m | 10 minutes | Circle Eastbound | 6 |
| | | | Circle Westbound | 6 |
| | | | District Eastbound | 18 |
| | | | District Westbound | 18 |
| **Bank** | 1.1km | 12 minutes | Central Line | 35 |
| | | | Central Line | 35 |
| **Southwark** | 1.1km | 14 minutes | Jubilee Northbound | 30 |
| | | | Jubilee Southbound | 30 |
| **Waterloo** | 1.6km | 21 minutes | Jubilee Northbound | 30 |
| | | | Jubilee Southbound | 30 |
| | | | Northern (CX Branch) | 24 |
| | | | Northern (CX Branch) | 24 |
| | | | Bakerloo Northbound | 22 |
| | | | Bakerloo Southbound | 22 |
| | | | Waterloo & City | 17 |
| **Elephant & Castle** | 1.5km | 17 minutes | Bakerloo Northbound | 22 |
| | | | Bakerloo Southbound | 22 |
| | | | Northern (Bank | 20 |
| | | | Northern (Bank | 20 |

3.6.4 As shown in **Table 3.3**, the site is accessible to many LUL services with high peak hour frequencies.

## 3.7 Bus Network

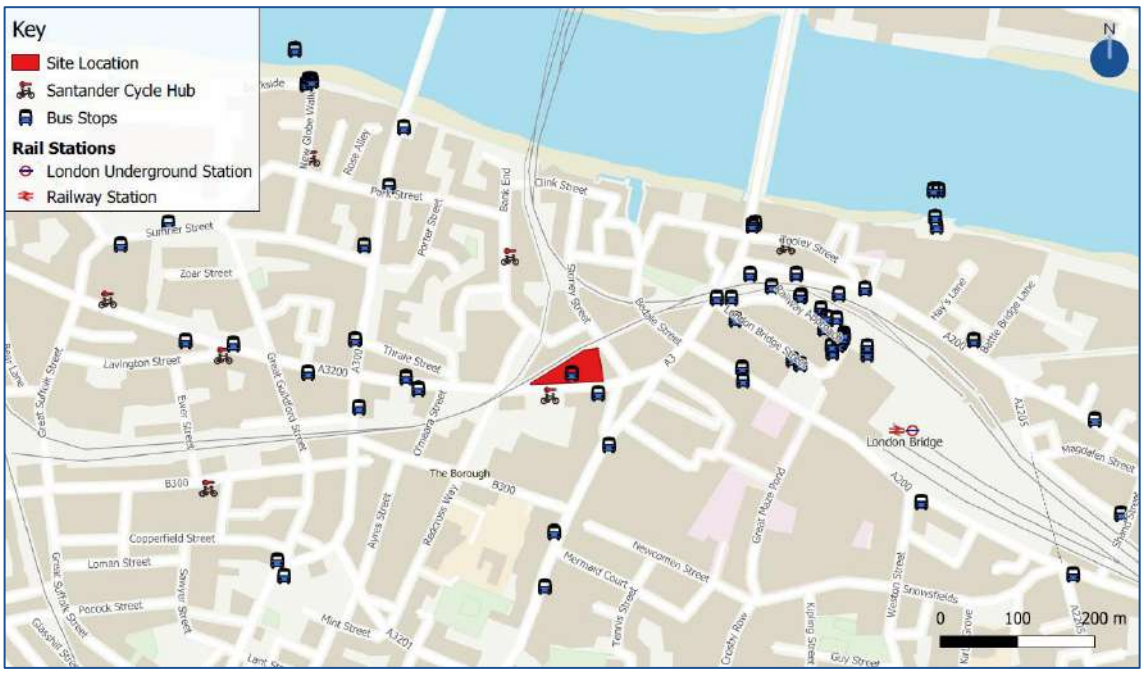
3.7.1 Bus services within a reasonable walking distance of the site are outlined in **Table 3.4**.

### Table 3.4 Local Bus Services

| Route | Nearest Stop | Distance | Frequency per hour[2] |
|---|---|---|---|
| **344** | The Hop Exchange | 10m | 6 |
| **381** | | | 5.75 |
| **N343** | | | 2 |
| **N381** | | | 2 |
| **133** | Southwark Street | 120m | 7.5 |
| **N21** | | | 2 |
| **N133** | | | 3 |
| **17** | London Bridge Bus Station | 450m | 6 |

3.7.2 As shown in **Table 3.4**, the site is also well served by buses, providing a high frequency of services to a range of destinations. A plan showing the location of local bus stops and rail stations is include as **Figure 3.3**.

### Figure 3.3 Public Transport Plan




[2] Some frequencies may differ to standard timetabling expected in later 2020 due to service changes as a result of the COVID-19 pandemic.

## 3.8 Existing Healthy Streets Indicators

3.8.1 **Table 3.5** provides a summary of the existing on-site/nearby public realm against the TfL Healthy Streets indicators to provide an overview of how the site performs within this context.

### Table 3.5 Existing Healthy Streets Indicators

| Indicator | Description |
|---|---|
| **Chose to walk, cycle and use public transport.** | Southwark Street provides wide footways in front of the site for walking and there is cycle provision on Park Street to the rear. Materials on the footway are failing in a few areas; however, public transport services are of excellent quality providing a competitive alternative to car use. |
| **Pedestrians from all walks of life** | Footways are narrow in parts and crossovers lack tactile paving and could be improved. Park Street footways are especially narrow and obstructed by anti-parking bollards adjacent to the Market Porter public house. |
| **Easy to cross** | There are currently no formal crossings provided on Park Street. However, due to the low volumes of traffic, it is not difficult for people to cross the road when needed. Southwark Street benefits from signalised, well-maintained crossings at all main junctions. |
| **People feel safe** | Due to the quiet nature of Park Street, people may feel isolated while walking down it, and may choose to avoid it at night. The gates are not welcoming and sever the continuity of the active frontage. Southwark Street is active and well lit, with good informal surveillance. |
| **Things to see and do** | There is ample active frontage on Southwark Street and many things to see and do, with the world-famous market located adjacent to the site. Park Street offers a continuation of Borough Market retail and other local services. |
| **Places to stop and rest** | There are limited places to stop and rest on Southwark Street. While there are some informal opportunities, these are not in places that are an attractive option. There is public seating 100m to the west of the site, and seating within the market some 200m to the east. The site is therefore well positioned to provide a place to stop and rest between these points. |
| **People feel relaxed** | Due to the low traffic on Park Street, it is relatively quiet and so provides a relaxing environment to walk through in that respect. Parts of the footway do not feel well maintained and do not provide smooth and level surfaces for people walking. Persons using wheelchairs or with pushchairs would have to divert into the carriageway. |
| **Noise** | Park Street is relatively quiet due to low traffic levels, although there is the bustle of the market adjacent, which although noisy is not unpleasant. Southwark Street is an A-road and heavily trafficked as it is an important bus route to London Bridge. |
| **Clean Air** | While the site is well located for making walking, cycling and public transport quicker or more convenient than driving for short trips, the central London location does mean it is at the upper end of NO2 concentration levels, with parts of the site falling just above the legal limit value of 40ug/m3. |
| **Shade and Shelter** | While there are some limited options for people to find shade and shelter, overall, the site itself does not provide many options in case of need. The market adjacent is more serviceable in that respect. |

3.8.2 While the site and the local roads perform adequately in some of the Healthy Streets indicators, there is scope for improvement, particularly in the 'things to see and do', 'pedestrians from all walks of life', and 'places to stop and rest' indicators which the proposed development has sought to address.

## 3.9 Existing Local Highway Network

3.9.1 Park Street and Stoney Street, as previously described, are single-carriageway local roads subject to a 20mph speed limit. Vehicle access to Stoney Street is variable and controlled by bollards at key times of day.

3.9.2 The A3200 is a major street in Bankside, running as Southwark Street between Blackfriars Road to the west and Borough High Street to its east. The A3200 continues west as Stamford Street and then York Road, until it connects with Westminster Bridge Road. It has a 30mph speed limit.

### Parking Controls

3.9.3 The area falls under LBS's Controlled Parking Zone (CPZ). There are 4 Pay & Display bays along the site frontage on Southwark Street, operational Monday-Friday 08:00-18:30, Saturday 09:30-12:30, maximum stay 2 hours. There are additional spaces on Park Street within CPZ permit zone C1, active 08:00-23:00.

3.9.4 There are additional Pay & Display bays within 500m walk distance of the site on Lavington Street, Union Street with the same restrictions as on Southwark Street. There are also three parking bays on the south side of the A3200 Southwark Street, 40m west of the junction with Lavington Street, which allow Blue Badge holders to park for up to 3 hours.

## 3.10 Servicing Arrangements

3.10.1 At present the site is served from the yard via Park Street, and from kerbside on Southwark Street using the on-street delivery bay. Some small deliveries also access via Southwark Street into the yard at the western end of the building. The Red Route restrictions allow for loading access for up to 20 minutes.

3.10.2 Information provided by Peer Freeholds Ltd. on the servicing and delivery frequencies is summarised in **Table 3.6**. It should be noted that these include deliveries to the Wheatsheaf and Katzenjammers which are not within the development proposals.

### Table 3.6 Summary of Weekly Delivery & Servicing Movements

| Purpose | Weekly frequency | Vehicle Type | Typical Dwell Time | Time | Additional comments/notes |
|---|---|---|---|---|---|
| **Refuse collection** | 3 | OGV | 20mins max | Off-peak | - |
| **Maintenance Contractors** | 2 | Panel Van | 8 hours | 7am to 3pm | Parked in rear yard bays |
| **General Post / Royal Mail** | 5 | Panel Van | 10mins | Early afternoon | Delivered via front entrance to individual offices. Van waiting on Southwark Street |
| **The Sheaf / Katzenjammers Beer & Spirits** | 3 | Both large rigid and small rigid lorry. | 1 hour | 8am-10am typically | Some delivered via loading bay at rear via the goods lift, some delivered by loading bay on Southwark street via the entrance |
| **Food** | 2 | Van | 5mins | varies | Drop offs sometimes at the Park Street gate, sometimes at Southwark Street entrance |
| **Total** | **15** | | | | |

3.10.3 The table above indicates that the Hop Exchange generates a total of 15 trips per week for servicing and delivery.

3.10.4 Refuse storage consists of 3 x Eurobins (1,100L) for the offices and ancillary uses, and 2 x Eurobins plus 4 x wheeled bins (240L) for the pubs.

3.10.5 Waste is collected via the side gate from the yard, and kerbside from Southwark Street. Waste collectors have a key to this gate and a digicode to the padlock. The rear yard gate has an intercom to security/reception and intercom-controlled gate drivers.

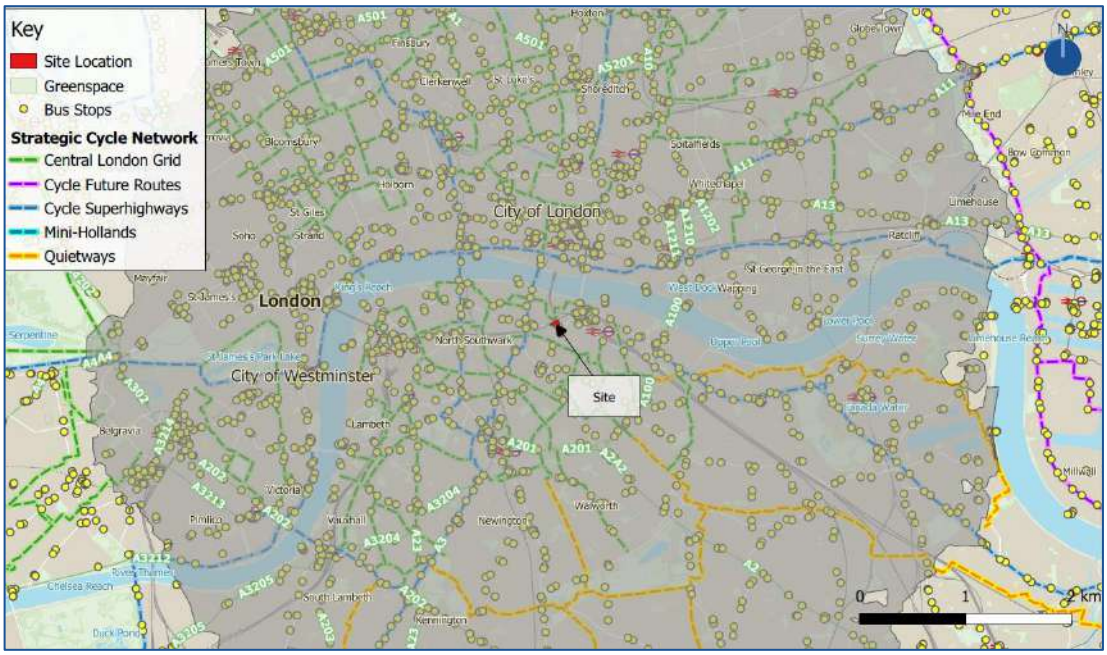
# 4. Active Travel Zone (ATZ) Assessment

## 4.1 Overview

4.1.1 An Active Travel Zone (ATZ) Assessment has been undertaken to identify the active travel characteristics of the area associated with the site. This ATZ has been prepared in accordance with TfL's ATZ guidance.

4.1.2 An ATZ is defined as the area that is within a 20-minute cycle journey from the site and therefore encapsulates the destinations from the site which are considered suitable for walking and cycling. A plan showing this area is included as **Figure 4.1** below.

**Figure 4.1 ATZ**




## 4.2 Potential Key Active Travel Destinations

4.2.1 **Table 4.1** identifies the potential key active travel destinations in the ATZ within a 20-minute cycle from the development site. **Table 4.1** provides a summary of the priority of the key destinations for the purposes of this ATZ assessment taking into account the proposed use of the site as a food and drink retail offer following redevelopment.

**Table 4.1 Key Active Travel Destinations**

| Key Destination | High Priority | Low Priority | Justification |
|---|---|---|---|
| Public Transport (Bus Stops) | • | | Bus will be a key mode of travel to the site |
| Public Transport (LUL/DLR) | • | | Key mode of travel to the site |
| Public Transport (National Rail) | • | | Key mode of travel to the site |
| Cycle Network | • | | Key mode of travel to the site |
| Town Centres | | • | As a workplace and leisure offer located in the CAZ, the site's proximity to town centres is a lower priority. |
| Parks | | • | Access to parks is a low priority for site users |
| Schools / Colleges | | • | Access to schools/colleges is a low priority for site users |
| Hospitals / Health Centres | | • | Access to hospitals/health centres is a low priority for site users |
| Places of Worship | | • | Access to places of worship is a low priority for site users |

4.2.2 As outlined above, considering the proposed use of the site, this assessment has excluded the destinations considered as low priority as they are not deemed relevant or likely destinations for the users of the building following redevelopment.

## 4.3 Neighbourhood Active Travel Destinations

4.3.1 This section identifies what are considered to be the most important routes from the proposed development site within the immediate development. In the case of the proposed development the prioritised routes are described in **Table 4.2**.

**Table 4.2 Prioritised Routes**

| Destination | Justification |
|---|---|
| **London Bridge Station** | Closest LUL and National Rail station providing access Southern, Southeastern and Thameslink train services and Northern (Bank Branch) and Jubilee lines, as well as bus services. |
| **Monument** | Nearby LUL station providing access to Circle and District lines. |
| **Bank** | Nearby LUL station providing access to the Central Line. |
| **Southwark Street Bus Stops** | Nearest bus stop providing access to 133 bus service. |

## 4.4 Vision Zero Analysis

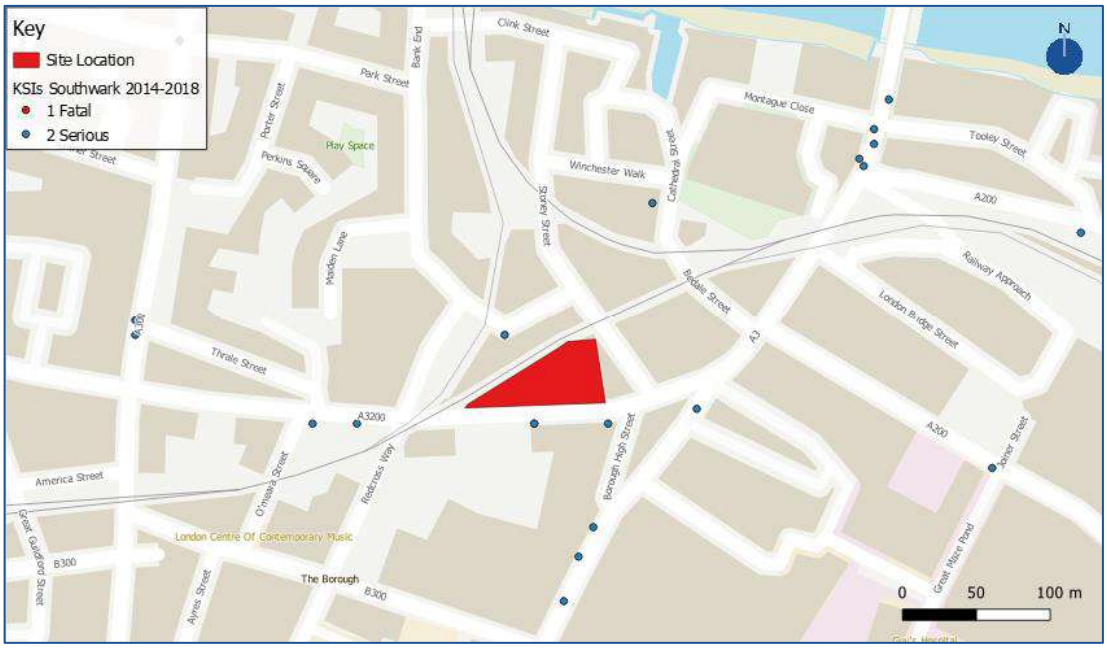
4.4.1 Killed or Seriously Injured (KSI) collision analysis has been undertaken to support the application, with data from the last five years (01/01/2014-31/12/2018) obtained from TfL data sets. On the highway network in the study area around the site, there were a total of 20 KSIs in this period. The collisions are summarised in **Table 4.3** below.

### Table 4.3 Collisions Assessed on Annual Basis by Severity

| Year | Severe | Fatal | Total |
|---|---|---|---|
| 2014 | 2 | 0 | 2 |
| 2015 | 4 | 0 | 4 |
| 2016 | 0 | 0 | 0 |
| 2017 | 6 | 0 | 6 |
| 2018 | 8 | 0 | 8 |
| **Total** | **20** | **0** | **20** |

4.4.2 **Table 4.3** shows that on average there are approximately 7 collisions per year within the vicinity of the site. The highest number of collisions occurred in 2018, where 8 incidents occurred. No fatal collisions have occurred in the last 5 years. In terms of collision types, 6 incidents concerned a pedal cycle, 8 concerned pedestrians, 4 concerned powered two-wheelers, 1 involved a bus passenger and the remaining incident resulted in a car driver casualty. A plan showing the KSI locations is given as **Figure 4.2**.

### Figure 4.2 KSI Locations



4.4.3 Clusters are identifiable along the A3 Borough High Street, Southwark Street at the site frontage and at the junctions of the A3 with Montague Close/Tooley Street.

### Table 4.4 KSI mitigation suggestions

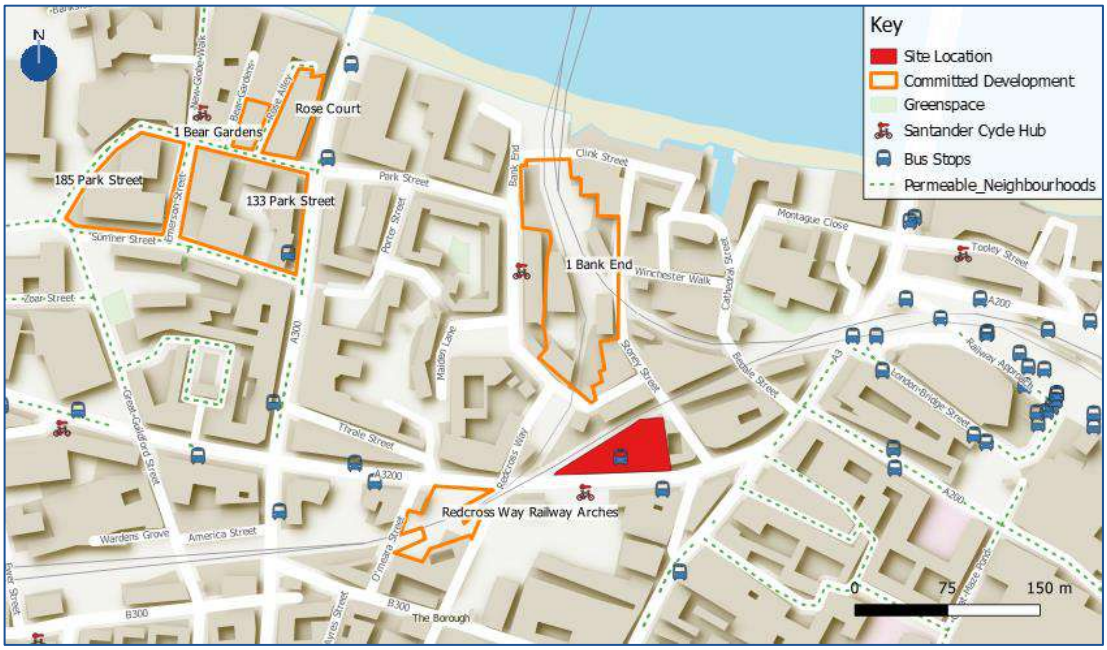
| Cluster Location | Number of Collisions | Suggestions for improvement |
|---|---|---|
| **Southwark Street** | 2 | Increase ease of pedestrian permeability between retail units on either side of the road; enforce speed limit; limit kerbside parking to improve pedestrian visibility. |
| **A3 Borough High Street** | 3 | Enhance pedestrian priority; emphasis presence of cycle turning movements to and from side streets with signage where relevant, enforce speed limit |
| **Junction A3/Tooley Street/Montague Close** | 5 | Enhance and prioritise pedestrian and cycle movements at the junction, enforce speed limits, seek to reduce traffic and turning movements at the junction. |

## 4.5 ATZ Neighbourhood Healthy Characteristics

4.5.1 The section below identifies the typical characteristics of a healthy neighbourhood, and it covers features including:

- **Street density:** the permeability of the surrounding neighbourhoods has been identified from TfL ATZ open GIS data. The site shows good levels of street density in the surrounding areas, particularly towards Blackfriars, Southwark and Waterloo. The high levels of permeability will encourage people to walk, supporting car-free lifestyles.
- **Public transport:** the site has excellent public transport connections, with a high number of stops and services within walking distance. This would support site users to choose public transport when travelling to the site, and minimising car travel.
- **Green spaces:** the site is in within comfortable walking distance to several green spaces, providing people with destinations to exercise, as well as exercising while walking to/from the spaces.
- **Committed Developments:** developments within the vicinity of the site which have obtained planning permission and will therefore contribute to further streetscape enhancements through their own proposals.

### Figure 4.3 Neighbourhood Characteristics



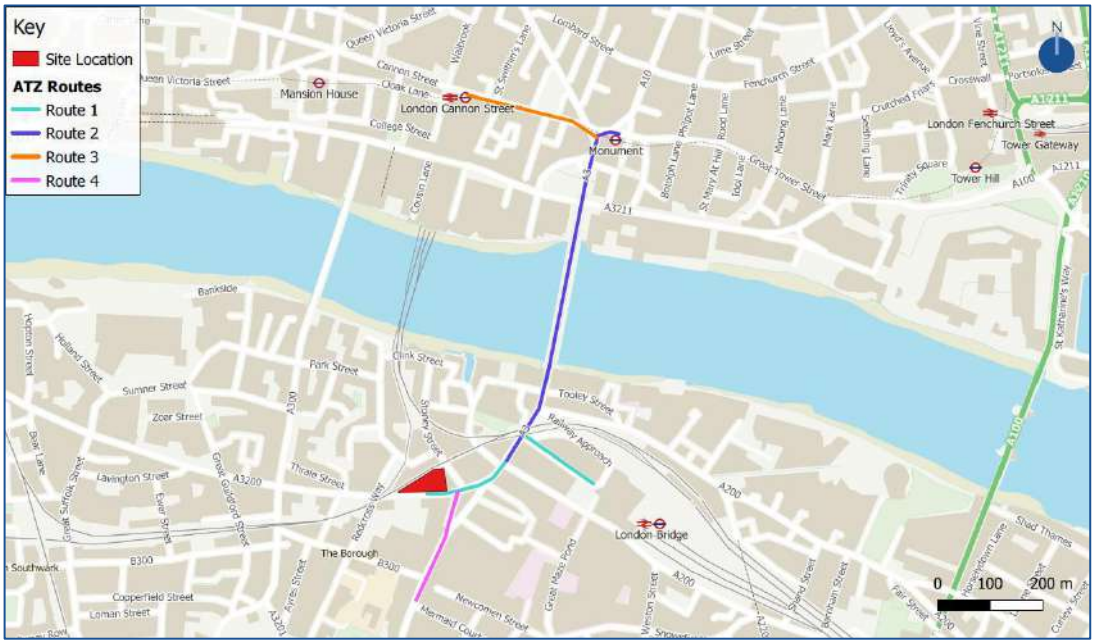
## 4.6 ATZ Key Route Assessment

4.6.1 A Key Route Assessment of the most important routes within the identified ATZ Neighbourhood has been undertaken.

4.6.2 The key routes that have been considered in the Key Route Assessments are also shown in **Figure 4.4** and summarised below:

- Route 1 – Site to London Bridge Station
- Route 2 – Site to Monument Station
- Route 3 – Site to Bank Station
- Route 4 – Site to Southwark Street Bus Stops

**Figure 4.4 ATZ Routes**

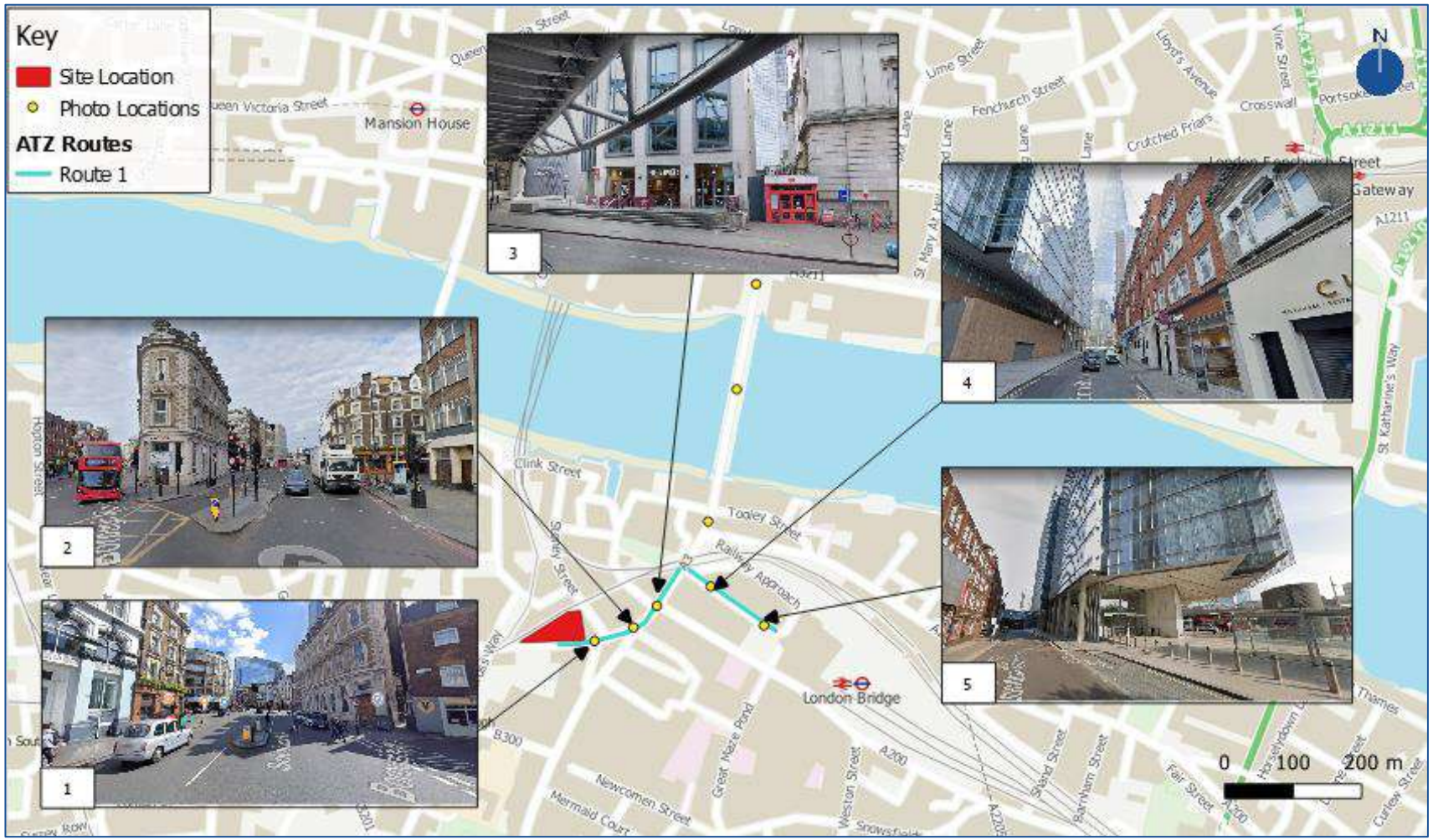



4.6.3 The results of each Key Route Assessment are described further in this chapter. For each Key Route a photographic survey has been undertaken with key points of note identified alongside an assessment of these elements against the Healthy Streets indicators. The assessment would normally involve the assessor walking along each of the routes, from the site to the key destination, and taking a photograph every 150m along the route. Under the present circumstances, Google Streetview has been used. The worst part of each journey has been identified for both routes, which also provides a brief description as to why the area shown in the related photograph does not meet each of the Healthy Street indicators 3-10, along with measures that could be adopted to improve this situation.

## 4.7 Route 1 – Site to London Bridge Station

4.7.1 A plan showing Route 1 and key locations is shown in **Figure 4.5** overleaf.

## Figure 4.5 Route 1 Map



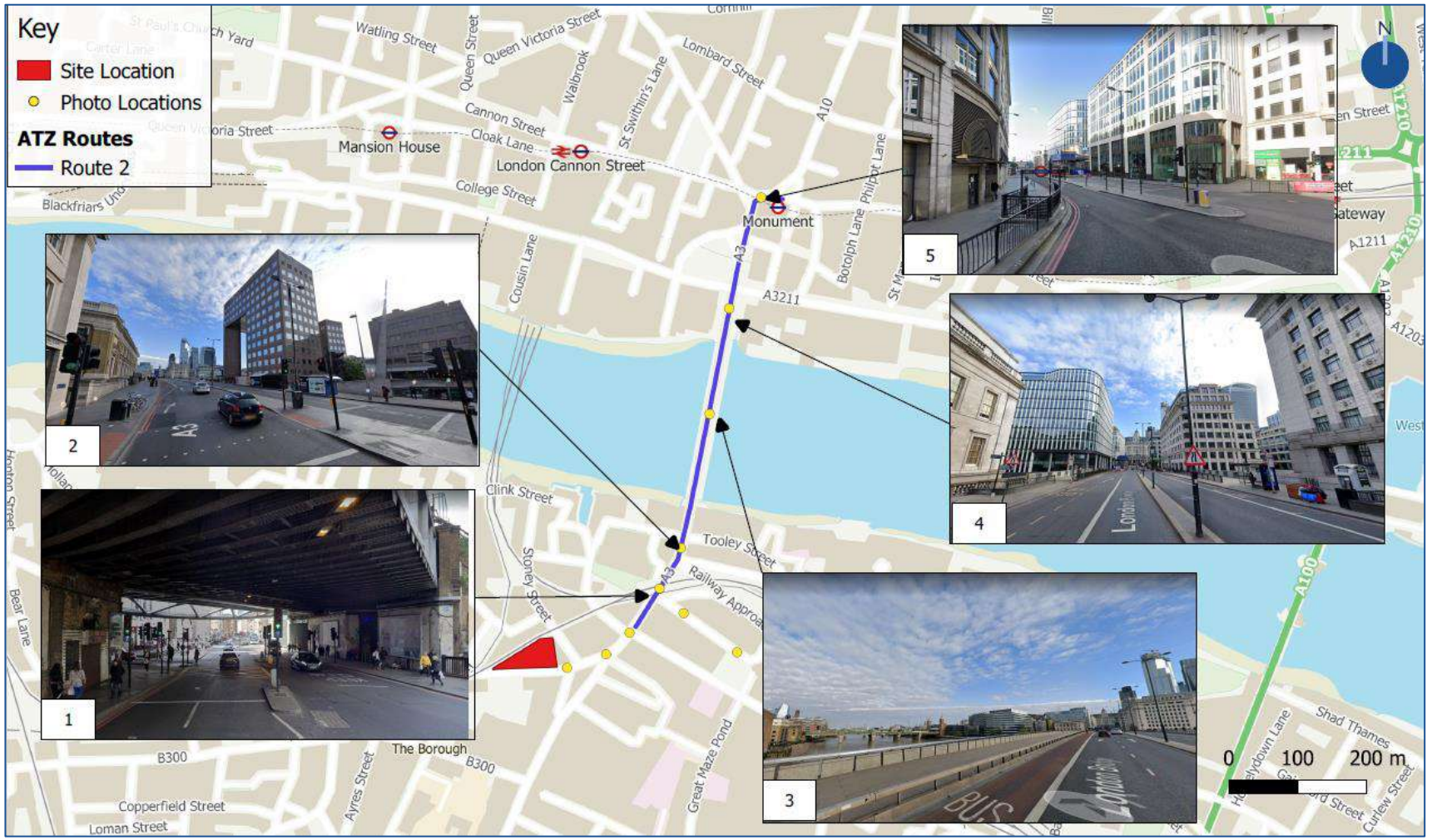
### Table 4.5 Worst Part of Route 1 (Photo 3)

| Healthy Streets Indicator | Comments | Suggestions for Improvement |
|---|---|---|
| **Easy to Cross** | There are pedestrian signals with tactile paving and dropped kerbs to facilitate crossing. | Maintain tactile paving and kerbs; examine signal timings to see if more priority can be given to pedestrians. |
| **People Feel Safe** | The route is well lit and benefits from good passive surveillance from passing traffic and pedestrian footfall, and GF users. | Ensure that pedestrian green times are long enough for users to cross comfortably. |
| **Things to See and Do** | There is retail and other commercial units at each end of the bridge, which itself affords a view along both banks of the Thames. | Continue to encourage active land uses at ground floor level. |
| **Places to Stop and Rest** | There is seating at some bus stops adjacent and nearby within Borough Market. There are steps at the *Pret-a-Manger* on the western footway where a person could feasibly stop and rest. | There is sufficient space on the western footway to enhance existing soft landscaping with seating. |
| **People Feel Relaxed** | The link is vehicle-orientated rather than pedestrian orientated and is not a place that pedestrians are likely to stop and mingle. | Ensure speed enforcement cameras are well-maintained, and prioritise pedestrian movements. Encourage future redevelopment to include new public realm. |
| **Not Too Noisy** | The A3 is a strategic road and heavily trafficked with a high proportion of HGVs. | If not already installed, consider noise reducing surfacing. Encourage HGV and vehicle reduction measures across the wider area. |
| **Clean Air** | The A3 is a strategic road and heavily trafficked with a high proportion of HGVs. | Encourage HGV and vehicle reduction measures across the wider area. |
| **Shade and Shelter** | There is shade or shelter along the route due to the nature of the rail bridge. | Consider improving the soft landscaping offer. |

## 4.8 Route 2 – Site to Monument Station

4.8.1 A plan showing Route 2 and key locations is shown in **Figure 4.5** overleaf.

## Figure 4.6 Route 2 Map



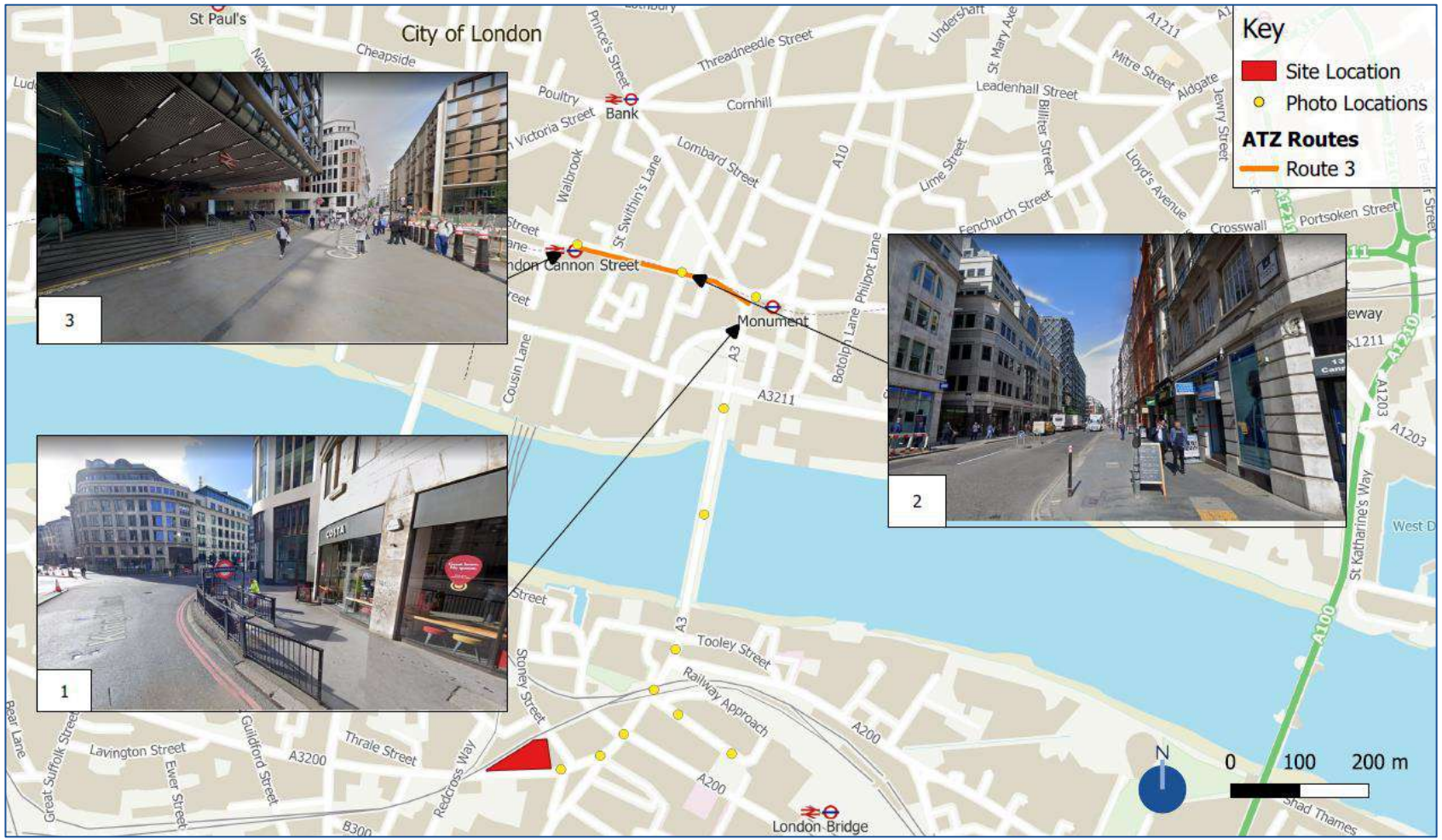
### Table 4.6 Worst Part of Route 2 (Photo 3)

| Healthy Streets Indicator | Comments | Suggestions for Improvement |
|---|---|---|
| **Easy to Cross** | The bridge has crossing points at each end with signals, tactile paving and dropped kerbs. Due to the nature of the road, there are no crossing points | Maintain tactile paving and kerbs; examine signal timings to see if more priority can be given to pedestrians. |
| **People Feel Safe** | The route is well lit and benefits from good passive surveillance from passing traffic and pedestrian footfall. There are crash barriers to protect the footway from traffic and anti-vehicle ramming barriers. | Maintain lighting and barriers. |
| **Things to See and Do** | There is retail and other commercial units at each end of the bridge, which itself affords a view along both banks of the Thames. | No suggestions. |
| **Places to Stop and Rest** | The bridge on the A3 is a long distance with no stopping places other than the balustrade, against which a person could lean, and bus stops, which do provide seating. | There is sufficient space on the western footway to enhance existing soft landscaping with seating. |
| **People Feel Relaxed** | The link is vehicle-orientated rather than pedestrian orientated and is not a place pedestrian are likely to stop and mingle. | Ensure speed enforcement cameras are well-maintained, and prioritise pedestrian movements. Encourage future redevelopment to include new public realm. |
| **Not Too Noisy** | The A3 and the A10 are both strategic roads and heavily trafficked with a high proportion of HGVs. | If not already installed, consider noise reducing surfacing. Encourage HGV and vehicle reduction measures across the wider area. |
| **Clean Air** | The A3 and the A10 are both strategic roads and heavily trafficked with a high proportion of HGVs. | Encourage HGV and vehicle reduction measures across the wider area. |
| **Shade and Shelter** | There is no shade or shelter along the route due to the nature of the bridge. | No suggestions. |

## 4.9 Route 3 – Site to Bank Station

4.9.1 Route 3 is a continuation of Route 2 and as such, only the additional section has been considered separate to Route 2. A plan showing Route 3 and key locations is shown in **Figure 4.5** overleaf.

## Figure 4.7 Route 3 Map



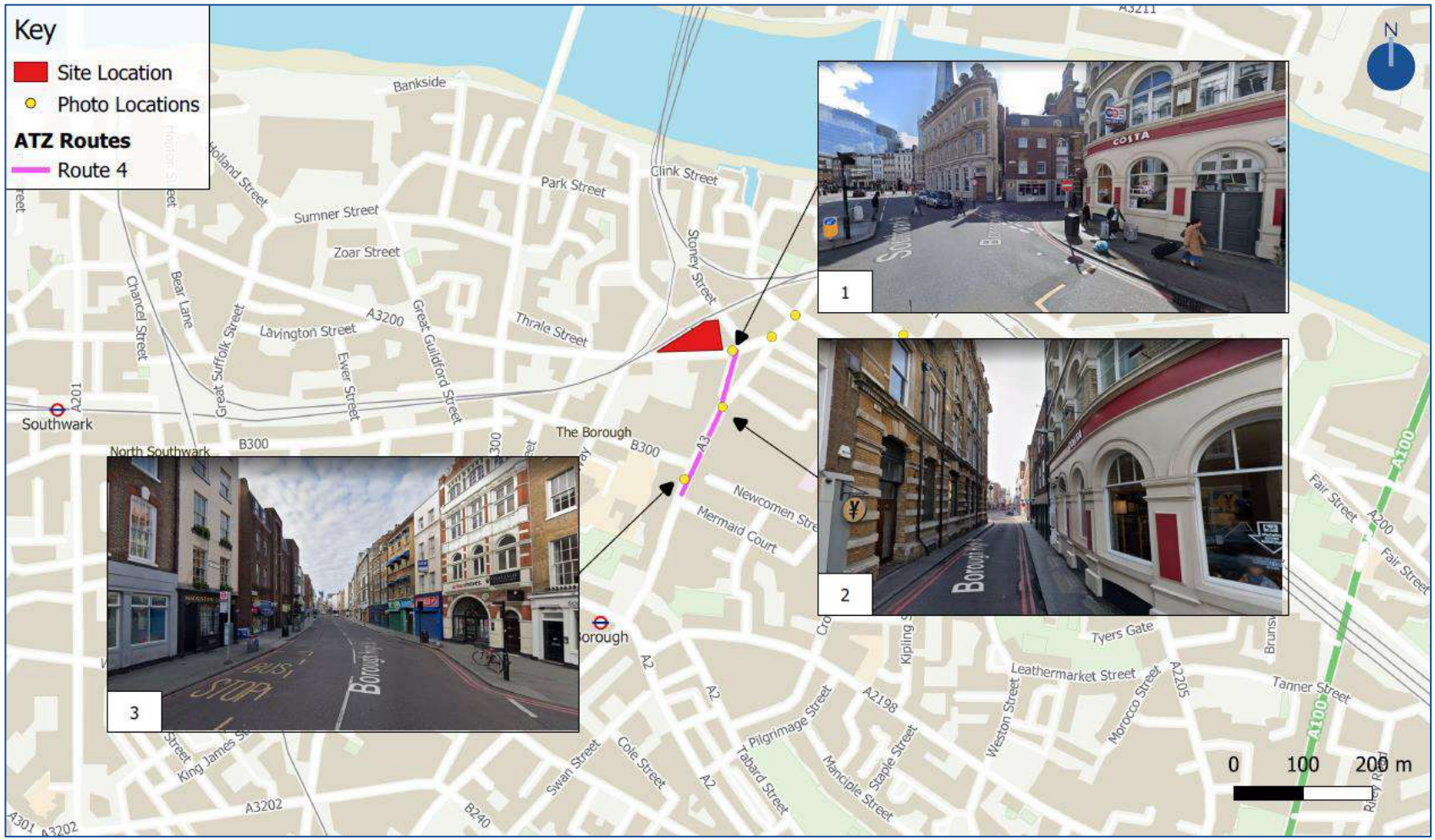
### Table 4.7 Worst Part of Route 3 (Photo 1)

| Healthy Streets Indicator | Comments | Suggestions for Improvement |
|---|---|---|
| **Easy to Cross** | The access to Bank Station is at the junction of the A3 and the A10, both large, heavily trafficked roads. Crossing is supported by LUL underpasses through the station itself, and at grade via pedestrian signals. Signals are enhanced with dropped kerbs and tactile paving. There are Advanced Stopping Lines (ASLs) at all approaches to the junction. | Maintain tactile paving and kerbs; examine signal timings to see if more priority can be given to pedestrians. Maintain ASLs. |
| **People Feel Safe** | The junction is well lit and benefits from good passive surveillance. | Ensure that pedestrian green times are long enough for users to cross comfortably. |
| **Things to See and Do** | There is retail and other commercial units along both roads. | Continue to encourage active land uses at ground floor level. |
| **Places to Stop and Rest** | The bridge on the A3 is a long distance with no stopping places other than the balustrade, against which a person could lean, and bus stops, which do provide seating. | There is sufficient space on the western footway to enhance existing soft landscaping with seating. |
| **People Feel Relaxed** | The link is vehicle-orientated rather than pedestrian orientated and is not a place pedestrian are likely to stop and mingle. | Ensure speed enforcement cameras are well-maintained, and prioritise pedestrian movements. Encourage future redevelopment to include new public realm. |
| **Not Too Noisy** | The A3 and the A10 are both strategic roads and heavily trafficked with a high proportion of HGVs. | If not already installed, consider noise reducing surfacing. Encourage HGV and vehicle reduction measures across the wider area. |
| **Clean Air** | The A3 and the A10 are both strategic roads and heavily trafficked with a high proportion of HGVs. | Encourage HGV and vehicle reduction measures across the wider area. |
| **Shade and Shelter** | The LUL underpasses provide some shade and shelter, and the bus stops on the A3 bridge are also sheltered. | Consider enhancing existing soft landscaping on the western footway. |

## 4.10 Route 4 – Site to Southwark Street Bus Stops

4.10.1 A plan showing Route 4 and key locations is shown in **Figure 4.5** overleaf.

## Figure 4.8 Route 4 Map



### Table 4.8 Worst Part of Route 4 (Photo 2)

| Healthy Streets Indicator | Comments | Suggestions for Improvement |
|---|---|---|
| **Easy to Cross** | This section of Borough High Street is a narrow one-way road with no active frontage on the eastern side. Whilst a short section, the western footway is very narrow for pedestrians entering the road from the west; however, there is tactile paving and dropped kerbs at each end of the road. | Improve connections across the war memorial island adjacent to the Bridge Tap as this is an inviting space for pedestrians to attempt to cross to the western side of the A3 and associated retail. |
| **People Feel Safe** | Traffic speeds are slow, but the link is used by HGVs and the footway is relatively narrow. Some wheelchair or mobility device users may have to deviate into the carriageway, which would feel unsafe. | Ensure speed enforcement cameras are well-maintained, and prioritise pedestrian movements. |
| **Things to See and Do** | There is retail and other commercial units further along Borough High Street as well as the Bridge Tap public house. | Continue to encourage active land uses. |
| **Places to Stop and Rest** | The link is very short and there are no places to stop and rest. | Consider a pocket park or similar seating area on the War Memorial island. |
| **People Feel Relaxed** | The link is vehicle-orientated rather than pedestrian orientated and is not a place pedestrian are likely to stop and mingle. | Ensure speed enforcement cameras are well-maintained, and prioritise pedestrian movements. Encourage future redevelopment to include new public realm. |
| **Not Too Noisy** | The road has slow speeds but is used by HGVs. | If not already installed, consider noise reducing surfacing. Encourage HGV and vehicle reduction measures across the wider area. |
| **Clean Air** | The road has slow speeds but is used by HGVs. | Encourage HGV and vehicle reduction measures across the wider area. |
| **Shade and Shelter** | There is limited formal shelter, but the road is narrow and built-up and adjoining properties afford some shade and shelter as a result. | Encourage future redevelopment to include new public realm with landscaping and shelter. |

## 4.11 Summary and Conclusions

4.11.1 Three routes have been assessed in accordance with ATZ guidance, to key destinations relevant to the site, and suggestions have been made for each as per the TfL Healthy Streets assessment categories.

4.11.2 It should be noted that the findings of the ATZ are suggestions only, as these are, by their nature, off-site and outside of the direct control of the Developer. The applicant agrees to the proposed Mayoral and Borough CIL contribution and tariff per unit in principle (subject to further discussions with LBS); these are a robust contribution in proportion to the development for off-site works. The improvements suggested by the ATZ are therefore not necessary to the development and are not considered additional to the CIL or any other contribution agreed in principle.

4.11.3 Paragraph 56 of the NPPF relates to the use of obligations and states that:

| **Paragraph 56 - NPPF** |
| --- |
| Planning obligations must only be sought where they meet all of the following tests:<br>a) necessary to make the development acceptable in planning terms;<br>b) directly related to the development; and<br>c) fairly and reasonably related in scale and kind to the development |

4.11.4 The above is additionally set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010.

4.11.5 The implementation of the suggestions of the ATZ are welcomed; however, they do not meet the above tests, as the level of pedestrian and cycle traffic to be generated by the development is negligible and would have no significant impact on these routes.

# 5. London-Wide Network

## 5.1 Overview

5.1.1 This section of the TA assesses how people of all abilities will travel smoothly and easily from the development onto London's public transport and highway networks. This will be carried out by undertaking a comparative multimodal trip generation assessment, quantifying the number of trips generated by both the existing and proposed land uses and summarising the impact of the proposed development on the highway and transport networks.

## 5.2 Existing Site Trip Generation

### Office

5.2.1 The Trip Rate Information Computer System (TRICS) has been used to estimate the number of trips generated by the existing development. A review of similar office sites in Greater London within TRICS has been made using the following criteria;

- Land Use: 02 Employment
- Sub Land Use: A – Office
- Multi-modal trip rates
- Weekday surveys
- Town Centre and Edge of Town Centre locations
- Trip rate parameter: Gross Floor Area
- Range 10,000 – 40,000 sqm GFA
- Data from 01/01/2011 onwards

5.2.2 The proposed trip rates used to forecast the existing number of trips are shown in **Table 5.1** below along with the calculated total person trip generation. The full TRICS Output is included in **Appendix D.**

**Table 5.1 Existing Office Total Person Trips**

| Total Person | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | | Daily (07:00-19:00) | | |
|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total |
| Trip Rate (trips per 100sqm) | 2.96 | 0.24 | 3.20 | 0.2 | 2.7 | 2.8 | 10.50 | 10.31 | 20.81 |
| Trip Generation | 202 | 16 | 218 | 12 | 182 | 194 | 716 | 703 | 1,419 |

5.2.3 The modal split of the existing office development is not known; therefore, it has been calculated using the 2011 Census data for the Method of Travel to Work for those working in

the Southwark 002 Middle Super Output Area (MSOA) Layer. The Census 2011 mode shares are summarised in **Table 5.2** below.

### Table 5.2 Existing Mode Share

| Mode | Mode Share (%) |
|---|---|
| Underground, metro, light rail, tram | 26% |
| Train | 47% |
| Bus, minibus, or coach | 9% |
| Taxi | 0% |
| Motorcycle, scooter or moped | 1% |
| Driving a car or van | 7% |
| Passenger in a car or van | 0% |
| Bicycle | 5% |
| On foot | 5% |
| **Total** | **100%** |

5.2.4 **Table 5.3** outlines the number of existing trips to the existing office building based upon the trip rates and mode share data outlined above. The mode share has been adjusted to account for a parking restriction of 7 spaces.

### Table 5.3 Existing Office Trips by Mode

| Mode | % | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | | Daily (07:00-19:00) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| **London Underground** | 27% | 55 | 4 | 60 | 3 | 50 | 53 | 196 | 192 | 388 |
| **Train** | 49% | 100 | 8 | 108 | 6 | 90 | 96 | 354 | 348 | 702 |
| **Bus** | 9% | 19 | 2 | 21 | 1 | 17 | 18 | 68 | 67 | 134 |
| **Taxi** | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Car Passenger** | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Motorcycle** | 1% | 2 | 0 | 2 | 0 | 2 | 2 | 8 | 7 | 15 |
| **Car** | 2% | 4 | 0 | 5 | 0 | 4 | 4 | 15 | 15 | 29 |
| **Bicycle** | 5% | 11 | 1 | 11 | 1 | 10 | 10 | 38 | 37 | 75 |
| **On foot** | 5% | 11 | 1 | 11 | 1 | 10 | 10 | 38 | 37 | 75 |
| **Total** | **100%** | **202** | **16** | **218** | **12** | **182** | **194** | **716** | **703** | **1,419** |

5.2.5 The existing office trips are used as baseline to assess the overall impact of the proposed development as described further below.

## Retail

5.2.6 It is considered highly likely that most trips associated with the food & beverage units will be 'pass-by trips' (i.e., non-primary trips) used by people on their way to and from other destinations in the centre of London and will not form origin and destinations points in their own right, particularly during peak periods. However, to understand the potential number of trips generated by these uses, a trip generation exercise has been undertaken to identify any potential additional impact of the Food & Beverage A3 uses.

5.2.7 Given the lack of data for café/restaurant land uses in London within the TRICS database, survey data from the former TRAVL trip generation database for London has been used to identify sites that would provide comparable data. A3 sites from the bar category with PTAL ratings of 5-6 in Central London have been used to generate a peak hour trip rate.

5.2.8 The trip rates used to forecast the existing number of trips are shown in **Table 5.1** below along with the calculated total person trip generation. The full TRAVL output is included in **Appendix E.**

### Table 5.4 Existing A3/A4 Total Person Trips

| | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | | Daily (07:00-19:00) | | |
|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total |
| Trip Rate (trips per 100sqm) | 0.00 | 0.00 | 0.00 | 5.13 | 3.26 | 8.39 | 64.12 | 58.57 | 122.69 |
| Trip Generation | 0 | 0 | 0 | 3 | 2 | 5 | 35 | 32 | 66 |

5.2.9 The modal split of the existing retail development is not known; therefore, it has been calculated using the TRAVL Data and is summarised in **Table 5.2** below.

### Table 5.5 Existing Mode Share

| Mode | Mode Share (%) |
|---|---|
| Underground, metro, light rail, tram | 11% |
| Train | 6% |
| Bus, minibus, or coach | 6% |
| Taxi | 1% |
| Motorcycle, scooter or moped | 1% |
| Driving a car or van | 1% |
| Passenger in a car or van | 0% |
| Bicycle | 1% |
| On foot | 75% |
| **Total** | **100%** |

5.2.10 **Table 5.3** outlines the number of existing trips to the existing retail land uses based upon the trip rates and mode share data outlined above.

### Table 5.6 Existing Retail Trips by Mode

| Mode | % | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | | Daily (07:00-19:00) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| **London Underground** | 11% | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 7 |
| **Train** | 6% | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| **Bus** | 6% | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| **Taxi** | 2% | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| **Car Passenger** | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Motorcycle** | 1% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **Car** | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Bicycle** | 1% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **On foot** | 75% | 0 | 0 | 0 | 2 | 1 | 3 | 26 | 24 | 49 |
| **Total** | **100%** | **0** | **0** | **0** | **3** | **2** | **5** | **35** | **32** | **66** |

5.2.11 The existing retail trips are used as baseline to assess the overall impact of the proposed development as described further below.

## 5.3 Proposed Site Trip Generation

### Office

5.3.1 The trip rates used to assess the office element of the proposed development (additional to the existing) are consistent with the trip rates set out for the existing office described above.

5.3.2 Reflecting that the proposed development is designed as being low car, with 4 spaces only (one disabled), the modal split proportions for the local MSOA shown in **Table 5.2** have been manually adjusted, reducing the car driver proportion and increasing the other modes on a pro-rata basis. The adjusted mode shares used to assess the proposed development are shown in **Table 5.7**, alongside the calculated uplift in trips by mode.

**Table 5.7 Proposed Additional Multi-modal Trips – Office Extension**

| Mode | % | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | | Daily (07:00-19:00) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| **London Underground** | 28% | 4 | 0 | 4 | 0 | 4 | 4 | 14 | 14 | 28 |
| **Train** | 50% | 7 | 1 | 8 | 0 | 6 | 7 | 25 | 25 | 50 |
| **Bus** | 10% | 1 | 0 | 1 | 0 | 1 | 1 | 5 | 5 | 10 |
| **Taxi** | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Car Passenger** | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Motorcycle** | 1% | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| **Car** | 1% | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| **Bicycle** | 5% | 1 | 0 | 1 | 0 | 1 | 1 | 3 | 3 | 5 |
| **On foot** | 5% | 1 | 0 | 1 | 0 | 1 | 1 | 3 | 3 | 5 |
| **Total** | **100%** | **14** | **1** | **15** | **1** | **13** | **14** | **50** | **49** | **99** |

### Retail

5.3.3 The trip rates used to assess the A3/A4 element of the proposed development (additional to the existing) are consistent with the trip rates set out for the existing A3/A4 described above.

5.3.4 The calculated uplift in trips by all modes is summarised in **Table 5.8** overleaf.

**Table 5.8 Proposed Additional Multi-modal Trips – Retail**

| Mode | % | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | | Daily (07:00-19:00) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| **London Underground** | 11% | 0 | 0 | 0 | 7 | 4 | 11 | 87 | 79 | 166 |
| **Train** | 6% | 0 | 0 | 0 | 4 | 2 | 6 | 45 | 41 | 85 |
| **Bus** | 6% | 0 | 0 | 0 | 4 | 2 | 6 | 44 | 40 | 84 |
| **Taxi** | 2% | 0 | 0 | 0 | 1 | 1 | 2 | 16 | 14 | 30 |
| **Car Passenger** | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Motorcycle** | 1% | 0 | 0 | 0 | 1 | 0 | 1 | 8 | 7 | 15 |
| **Car** | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Bicycle** | 1% | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 12 |
| **On foot** | 75% | 0 | 0 | 0 | 47 | 30 | 77 | 589 | 538 | 1,128 |
| **Total** | **100%** | **0** | **0** | **0** | **63** | **40** | **103** | **789** | **721** | **1,510** |

## Total Development

5.3.5 The sum of the additional trip generation by mode for all land-uses (excluding existing) has been summed and is given in **Table 5.9**.

**Table 5.9 Net Additional**

| Mode | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | | Daily (07:00-19:00) | | |
|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total |
| **London Underground** | 4 | 0 | 4 | 7 | 8 | 15 | 101 | 93 | 193 |
| **Train** | 7 | 1 | 8 | 4 | 9 | 13 | 70 | 65 | 135 |
| **Bus** | 1 | 0 | 1 | 4 | 3 | 7 | 49 | 45 | 93 |
| **Taxi** | 0 | 0 | 0 | 1 | 1 | 2 | 16 | 14 | 30 |
| **Car Passenger** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Motorcycle** | 0 | 0 | 0 | 1 | 1 | 1 | 8 | 8 | 16 |
| **Car** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| **Bicycle** | 1 | 0 | 1 | 1 | 1 | 2 | 9 | 8 | 17 |
| **On foot** | 1 | 0 | 1 | 47 | 31 | 78 | 592 | 541 | 1,133 |
| **Total** | **14** | **1** | **15** | **64** | **53** | **117** | **840** | **770** | **1,610** |

5.3.6 The net total development (existing plus proposed additional) for all land uses has been calculated and the results are given in **Table 5.10**.

**Table 5.10 Net Total**

| Mode | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | | Daily (07:00-19:00) | | |
|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total |
| **London Underground** | 59 | 5 | 64 | 11 | 58 | 69 | 300 | 289 | 589 |
| **Train** | 107 | 9 | 115 | 10 | 99 | 109 | 426 | 415 | 841 |
| **Bus** | 20 | 2 | 22 | 5 | 21 | 26 | 118 | 113 | 231 |
| **Taxi** | 0 | 0 | 0 | 1 | 1 | 2 | 16 | 15 | 32 |
| **Car Passenger** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Motorcycle** | 2 | 0 | 2 | 1 | 2 | 3 | 16 | 15 | 32 |
| **Car** | 4 | 0 | 5 | 0 | 4 | 4 | 15 | 15 | 31 |
| **Bicycle** | 11 | 1 | 12 | 1 | 11 | 12 | 47 | 45 | 92 |
| **On foot** | 11 | 1 | 12 | 50 | 42 | 91 | 655 | 602 | 1,257 |
| **Total** | **216** | **17** | **233** | **79** | **237** | **316** | **1,590** | **1,505** | **3,095** |

5.3.7 The table above demonstrates that the total development could generate 233 two-way trips by all modes in the AM peak, 316 in the PM peak and 3,095 across the day, the majority by public transport or on foot. Some 32 two-way taxi trips could be generated per day, and 32 motorcycle trips. The motorcycle trips are assumed to be part of delivery/takeaway movements.

5.3.8 The net difference to the existing office trips as a result of the proposed change towards restrained parking and associated modal shift is also summarised in **Table 5.11**.

**Table 5.11 Net Difference Existing Office Trips Modal Shift**

| Mode | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | | Daily (07:00-19:00) | | |
|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total |
| **London Underground** | 7 | 1 | 7 | 0 | 6 | 6 | 24 | 23 | 47 |
| **Train** | 12 | 1 | 13 | 1 | 11 | 12 | 43 | 42 | 85 |
| **Bus** | 2 | 0 | 2 | 0 | 2 | 2 | 8 | 8 | 16 |
| **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Car Passenger** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Motorcycle** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| **Car** | -10 | -1 | -11 | -1 | -9 | -9 | -35 | -34 | -69 |
| **Bicycle** | 1 | 0 | 1 | 0 | 1 | 1 | 5 | 4 | 9 |
| **On foot** | 1 | 0 | 1 | 0 | 1 | 1 | 5 | 4 | 9 |
| **Total** | **14** | **1** | **15** | **1** | **13** | **14** | **50** | **49** | **99** |

5.3.9 The table above demonstrates that the proposals would have an overall positive impact on the existing mode trips to the site for the office land use. It would result in a modest increase by public transport and bicycle modes, but an overall reduction in car trips.

## 5.4 Sensitivity Testing

5.4.1 LBS made the following comment:

**LBS Comment:**

The transport comments above also reflect the further information required to meet the requirements of the adopted plan policies. The reports should set out the entire picture with regards to class E, in terms of both the entire building being office or restaurant. Subject to the above, an application could be supported subject to the requirements as set out in the letter.

5.4.2 It is considered highly unlikely that the total gfa of the building would ever be converted to wholly café or restaurant use given that the building is Grade II-listed and subject to some constraints in terms of its internal layout and capacity to provide the type of ventilation associated with food retail use. Similarly, it is considered unlikely that the whole of the site would ever operate as solely office. On that basis, only the proposed uplift of new development has been tested.

5.4.3 The scenario in which the proposed uplift is solely office floorspace in addition to the existing is summarised below in **Table 5.12**.

### Table 5.12 Test Total New Development Uplift as Office (With Existing)

| Mode | Mode Share % | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | | Daily (07:00-19:00) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| **London Underground** | 28% | 70 | 6 | 75 | 4 | 63 | 67 | 248 | 243 | 491 |
| **Train** | 50% | 126 | 10 | 136 | 7 | 114 | 121 | 448 | 439 | 887 |
| **Bus** | 10% | 24 | 2 | 26 | 1 | 22 | 23 | 86 | 84 | 170 |
| **Taxi** | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Car Passenger** | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Motorcycle** | 1% | 3 | 0 | 3 | 0 | 2 | 3 | 10 | 9 | 19 |
| **Car** | 1% | 3 | 0 | 3 | 0 | 3 | 3 | 11 | 10 | 21 |
| **Bicycle** | 5% | 13 | 1 | 15 | 1 | 12 | 13 | 48 | 47 | 94 |
| **On foot** | 5% | 13 | 12 | 15 | 12 | 13 | 23 | 58 | 84 | 131 |
| **Total** | **100%** | **252** | **20** | **273** | **15** | **228** | **243** | **895** | **879** | **1,774** |

5.4.4 The table above shows that in the scenario whereby the proposed uplift is solely office floorspace, the site would generate a total of 1,774 two-way trips per day by all modes, of which 491 would be by London Underground (75 in the AM peak and 67 in the PM peak), 887 by rail (136 in the AM peak and 121 in the PM peak) and 170 by bus (26 in the AM peak and 23 in the PM peak.

5.4.5 The scenario in which the proposed uplift is solely retail in addition to the existing is summarised below in **Table 5.13**.

**Table 5.13 Test Total New Development Uplift as Café/Restaurant Use (With Existing)**

| Mode | Mode Share % | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | | Daily (07:00-19:00) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| **London Underground** | 11% | 0 | 0 | 0 | 10 | 6 | 16 | 124 | 113 | 237 |
| **Train** | 6% | 0 | 0 | 0 | 5 | 3 | 8 | 64 | 58 | 122 |
| **Bus** | 6% | 0 | 0 | 0 | 5 | 3 | 8 | 63 | 57 | 120 |
| **Taxi** | 2% | 0 | 0 | 0 | 2 | 1 | 3 | 23 | 21 | 43 |
| **Car Passenger** | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Motorcycle** | 1% | 0 | 0 | 0 | 1 | 1 | 1 | 11 | 10 | 22 |
| **Car** | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Bicycle** | 1% | 0 | 0 | 0 | 1 | 0 | 1 | 9 | 8 | 17 |
| **On foot** | 75% | 0 | 0 | 0 | 68 | 43 | 110 | 844 | 771 | 1,615 |
| **Total** | **100%** | **0** | **0** | **0** | **90** | **58** | **148** | **1,130** | **1,033** | **2,163** |

5.4.6 The table above indicates that in the scenario in which the proposed uplift is solely retail uses, the site would generate a total of 2,163 two-way trips by all modes, of which 237 would be by London Underground (yet only 16 in the evening peak and none in the AM peak), and 122 by train (8 in the PM peak only).

5.4.7 Both scenarios above result in a lower level of daily trips compared to the calculated total development with the mix of uses being proposed, as shown in **Table 5.10**.

5.4.8 The level of trips by mode for the mix of uses proposed has been accepted by TfL and is not considered to generate any significant impact on the local highway or public transport networks.

## 5.5 Walking and Cycling Impact

5.5.1 The proposed development is forecast is unlikely to generate significant additional walking trips in the AM peak, but 78 additional two-way trips in the PM peak and 1,130 across the day. It would also generate a low number of additional cycling trips, which when considered alongside the existing trip generation, results in some 100 two-way cycle trips per day.

5.5.2 The walking and cycling networks surrounding the site have been identified as being reasonably good, with the poorest parts of the network concentrated on Southwark Street.

5.5.3 As described in Chapter 3, the proposed development seeks to undertake a number of significant improvements to the immediate vicinity of the site which will significantly improve the overall pedestrian and cyclist environment; these include:

- The existing service yard will be opened and redesigned to prioritise pedestrians with new soft landscaping, lighting and signage, allowing access to all users and passersby during hours of operation.
- A DDA compliant pedestrian route via the atrium of the building will be created that will provide a space for people to spend time, sit and relax on their journeys;
- A significant increase in the number of active frontages within the yard area, increasing the natural surveillance associated within the vicinity of the site;
- The provision of new short stay cycle parking within the site to encourage cyclist activity;
- The provision of new and improved long-stay cycle parking within the site to encourage staff trips by cycle, including provision for adapted cycles and cargo bikes; and
- A reduction in vehicle trips along Park Street, especially those undertaken by HGVs, which will in turn reduce the number of vehicles passing through Borough Market via Bedale Street or Stoney Street.

5.5.4 As a result, whilst the proposed development is forecast to increase the number of pedestrian and cyclist trips within the vicinity of the site, the overall improvements to the walking and cycling networks as described above are considered to outweigh the increase in trips. The proposed development is therefore considered to result in a positive impact on the local walking and cycling networks and also deliver on the strategic objectives of designing Healthy Streets.

## 5.6 Public Transport Impact

5.6.1 LBS issued the following comment in relation to the traffic and public transport impact:

| **LBS Comment: Traffic and Public Transport Impact** |
|---|
| It is estimated that this development proposal would not generate significant vehicular traffic, with its predicted supplementary two-way vehicle movements being some 1 and 13 in the morning and evening peak hours, respectively. Notwithstanding, the applicant has proposed a few travel plan initiatives including the provision of changing/shower facilities for cyclists on the basement level of this development. Nevertheless, our site visit has confirmed that the bus shelters next to this site on Southwark Street will need to be equipped with passenger information system. Also, albeit this site is located in an area with excellent public transport accessibility level, the applicant will need to demonstrate that the prevailing public transport infrastructure would have sufficient capacity to accommodate the public transport demand ensuing from this development in the required transport assessment report. |

5.6.2 The section below examines the level of impact on public transit services by mode and concludes that there will be no significant impact on any route. TfL have confirmed that they anticipate *'limited transport impacts in terms of public transport and cycle hire capacity.'*

## London Underground

5.6.3 The proposed development is forecast to generate an additional 195 Underground trips (not all of which will be primary trips but linked to movements to other destinations) in across the day or less than 20 in each peak hour. As described previously, the proposed development is in an area with extremely good access to the London Underground network with a wide range of services available within less than 1km of the site.

5.6.4 Given the high density of London Underground services within the vicinity of the site, the additional trips generated by the proposed development, once disaggregated across the peak service provision, the level of impact is not considered to be of any significance. Therefore, the impact of the proposed development upon the London Underground network is forecast to be negligible.

## National Rail Network

5.6.5 The proposed development is forecast to generate an additional 96 two-way trips (again, many of which will be linked trips) on the local rail network across the day and fewer than 15 in each peak hour. As described previously, the site is located close to major rail stations providing a high level of service to a wide range of destinations across London and the wider South East.

5.6.6 The additional trips forecast by the development will be distributed across several stations within the vicinity of the site. Given the high number of services from these stations, the level of impact is not considered to be of any significance within the context of the density of rail network and large capacity of each of these services (of between 8 and 12 car trains with 800 to 1,100 passenger capacity). The impact of the proposed development upon the local rail network is therefore immaterial.

## Bus Impact

5.6.7 The proposed development is forecast to generate an additional 95 two-way trips across the day and fewer than 10 in each peak hour. The development site is well served by buses with approximately 70 bus services accessible within 500m of the development during peak hours. The impact of the proposed development upon the local bus network is negligible.

## Summary

5.6.8 As a result, the impact of the proposed development upon the public transport networks within the vicinity of the site is not considered to be significant.

## 5.7 Design Solutions

5.7.1 LBS issued the following comment as to the mitigations considered necessary by the Officer.

**LBS Comment: Necessary mitigations**

- Submission of servicing and vehicular access arrangement involving the conversion of the service road at the western end of this site on Southwark Street vehicle crossover to cyclist/pedestrian access only and for the double red lines at its eastern side to be changed to a loading bay to preclude the need for the loss of the prevailing car parking spaces on this road segment.
- Provision/safeguarding of unhindered pedestrian access via the proposed north-south pedestrian route through this site between Park Street and Southwark Street for a minimum period starting from 0700hrs and ending at 2400hrs daily.
- Provision of adequate lighting on the north-south pedestrian route via this site and submission of the pedestrian route and associated lighting details for our evaluation.
- The applicant may have to make a significant contribution to improvement to pedestrian routes in the immediate area of this development including the walkway to the riverside walk and the creation of an extended raised table around the rear vehicle entrance on Park Street. This may require a s278 agreement with the Highway Authority.
- Contribution towards the provision of passenger information system at the closest bus stops on Southwark Street through a s106 agreement.
- Submission of a car parking management plan at application stage including the provision of a minimum of 1(one) disabled car parking space equipped with active electric vehicle charging point for the office/restaurant units.
- Installation of some 5(five) Sheffield cycle racks on the adjacent footway on Southwark Street especially that the few existing ones are constantly fully utilised. This would be through a s278 agreement and s106.

5.7.2 As per discussions with TfL, it has been agreed that the existing double red lining could be converted to single red lining to permit servicing and delivery movements at the site access, supplementary to the existing servicing and delivery bay. **Drawing 20187-MA-XX-XX-DR-C-0003 - P01** shows this arrangement.

5.7.3 The service yard access and pedestrian route through the building will be accessible during hours of operation, which cover the bulk of daytime hours and will coincide with the hours of peak pedestrian demand. There are alternate routes around the site as per the existing which require only a very short diversion.

5.7.4 A lighting plan is being prepared separately to this Note, which details the provision of lighting in and through the courtyard. Full details of the proposed lighting would be secured by planning condition.

5.7.5 The applicant agrees to proportionate S106 contributions related to the site. It should be noted; however, that bus impact is immaterial (95 new two-way trips across the day and less

than 15 additional passengers at peak hour) and therefore significant contribution to the improvement of bus infrastructure is not considered proportionate to the development. It is suggested that any improvement is therefore funded by CIL.

5.7.6 The proposals include 58 new short-stay cycle parking spaces without use of existing pedestrian footways, and it is understood that there are proposals to expand existing Santander Hubs; additional cycle stands on the footway are therefore not considered necessary.

5.7.7 LBS issued the following comment in relation to other matters:

| **LBS Comment: Other Transport and Highways Considerations** |
|---|
| • External pedestrian/cycle route connections to this site should be examined as part of the impending planning application and remedial measures proposed where there are deficiencies in their conditions.<br>• This development will be excluded from those eligible for car parking permits under any present or future CPZ operating in this vicinity.<br>• All necessary highway improvement works including new delivery bay on Southwark Street, reconstruction of the footway adjoining this site on St George's Way, introduction of a raised table on Park Street will be subject to S.278 agreement with the Council/TfL and, unrestricted pedestrian route through this site will be secured via S.106 agreement.<br>• There may also be a requirement for accident ameliorative measures arising from the necessary analyses of traffic accidents occurring in the immediate vicinity of this development in the last 3 years. |

5.7.8 **Section 4** of this report contains a full Active Travel Zone assessment on key routes as per TfL methodology between the site and active travel destinations. The results of that assessment included recommendations for improvement; however, it should be noted that the findings of the ATZ are suggestions only, as these are, by their nature, off-site and outside of the direct control of the Developer. The applicant agrees to financial contribution via CIL or S106 (subject to further discussions with LBS); these are a robust contribution in proportion to the development for off-site works. The improvements suggested by the ATZ are therefore not necessary to the development and are not considered additional to the CIL or any other contribution agreed in principle.

5.7.9 The applicant agrees to the exclusion of future occupants from the purchase of CPZ permits.

5.7.10 In lieu of a new delivery bay, existing double red lining could be converted to single red lining as per discussions with TfL and **Drawing 20187-MA-XX-XX-DR-C-0003 - P01.**

5.7.11 St George's Way has not been identified near the site. The nearest road identified by this name in Southwark is located 3km to the south near Burgess Park and is immaterial to the development proposals. In principle, the provision of a new raised table on Park Street is agreed.

## 5.8 Highway Network Impact

5.8.1 The proposed redevelopment is not forecast to generate a significant increase in the number of vehicle trips in the highway network peaks. As a result, the development is not forecast to result in any additional vehicular trips and as the impact of the proposed development upon the highway network is therefore considered to be beneficial.

## 5.9 Summary

5.9.1 The overall impact of the development upon the London wide transport networks is not considered to be significant. The proposed development is considered to deliver a positive impact on the local walking and cycling networks given the wider improvements to those networks that will be delivered as part of the scheme.

5.9.2 The development will provide a lower quantity of more formal parking compared to the existing arrangement, including 2 x EV charging enabled spaces and 1 x Disabled accessible space; it will therefore result in a reduction in the number of workplace car trips associated with the site. The proposed are forecast to result in increases to the number of trips on the local public transport networks; however, given the extremely high PTAL of the site and the wide range of services and destinations which can be accessed from within a short walk from the site, once these trips have been distributed across those services and destinations the overall impact of the development is not considered to be significant.

# 6. Summary and Conclusions

## 6.1 Summary

6.1.1 This Healthy Streets Transport Assessment has been prepared in support of a planning application for the redevelopment of the Hop Exchange, Southwark Street, in the London Borough of Southwark (LBS).

6.1.2 The development proposals seek to extend the existing commercial provision by 1,709sqm and converting some existing office floorspace to café/restaurant use to provide a grand total of 8,579sqm of commercial use with associated cycle parking. The existing yard will be enhanced to provide pedestrian and cycle access during hours of operation with soft landscaping, signage and lighting, and the site will also provide a new pedestrian route via the historic atrium. Parking provision will consist of 1 x blue badge space and 3 x allocated spaces, 2 of which are EV charging enabled and 169 cycle parking spaces.

6.1.3 This TA has demonstrated that the development proposals have been designed in accordance with the principles and policies set out in the NPPF, the New London Plan (2021) and LBS Core Strategy.

6.1.4 The proposals include improved access during hours of operation which increases pedestrian connectivity and permeability for passersby and the neighbouring community. The development has been designed with a focus on improving the pedestrian and cyclist experience for both users of the site and those passing by. It is therefore considered to assist in meeting the Mayor's strategic objectives of Healthy Streets, Vision Zero and those set in the Mayor's Transport Strategy.

6.1.5 The site is in a highly accessible location, benefiting from close access to a range of sustainable transport modes that can be accessed through a generally high-quality walking and cycling network. The proposals include a number of enhancements to the pedestrian and cycling environment within the immediate vicinity of the site, including the creation of a new connection between Southwark Street and Park Street, with new active frontage in the former service yard and associated public links. The proposals are therefore considered to have a positive impact on the local walking and cycling networks. The proposals also seek to remove vehicle movements associated with the site from Park Street and Stoney Street, reducing the existing vehicle impact on Borough Market and the on-street cycle lane.

## 6.2 Conclusions

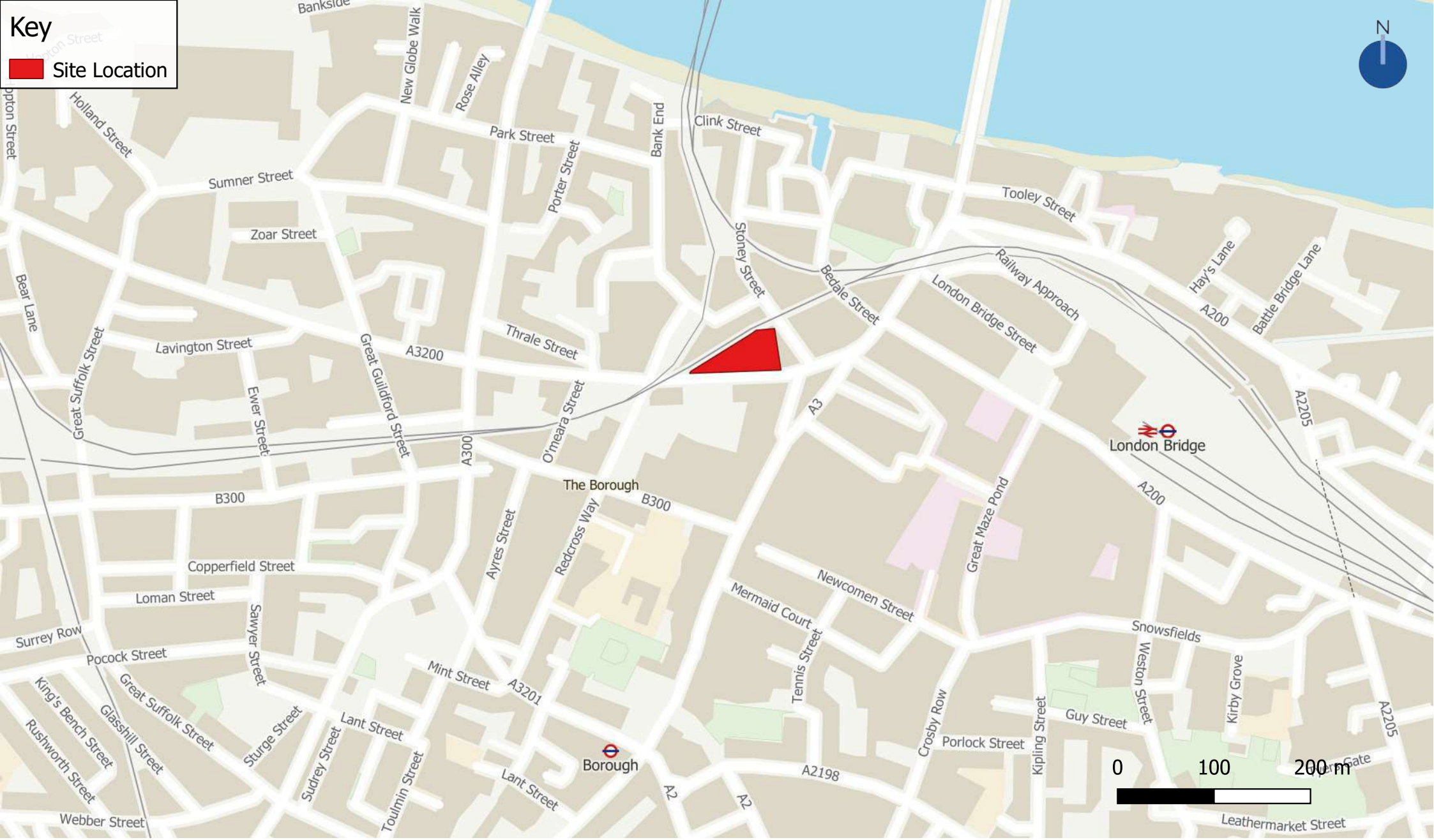
6.2.1 The overall impact of the development upon the London wide transport networks is not considered to be significant. The development is a slight reduction in parking, with provision for only 1 x blue badge space and 3 x allocated spaces, 2 of which are EV charging enabled.

6.2.2 The proposals will result in increases to the number of trips on the local public transport networks, however given the extremely high PTAL of the site and the wide range of services and destinations which can be accessed from within a short walk from the site, once these

trips have been distributed across the wide range of services and destinations the overall impact of the development is not considered to be significant.

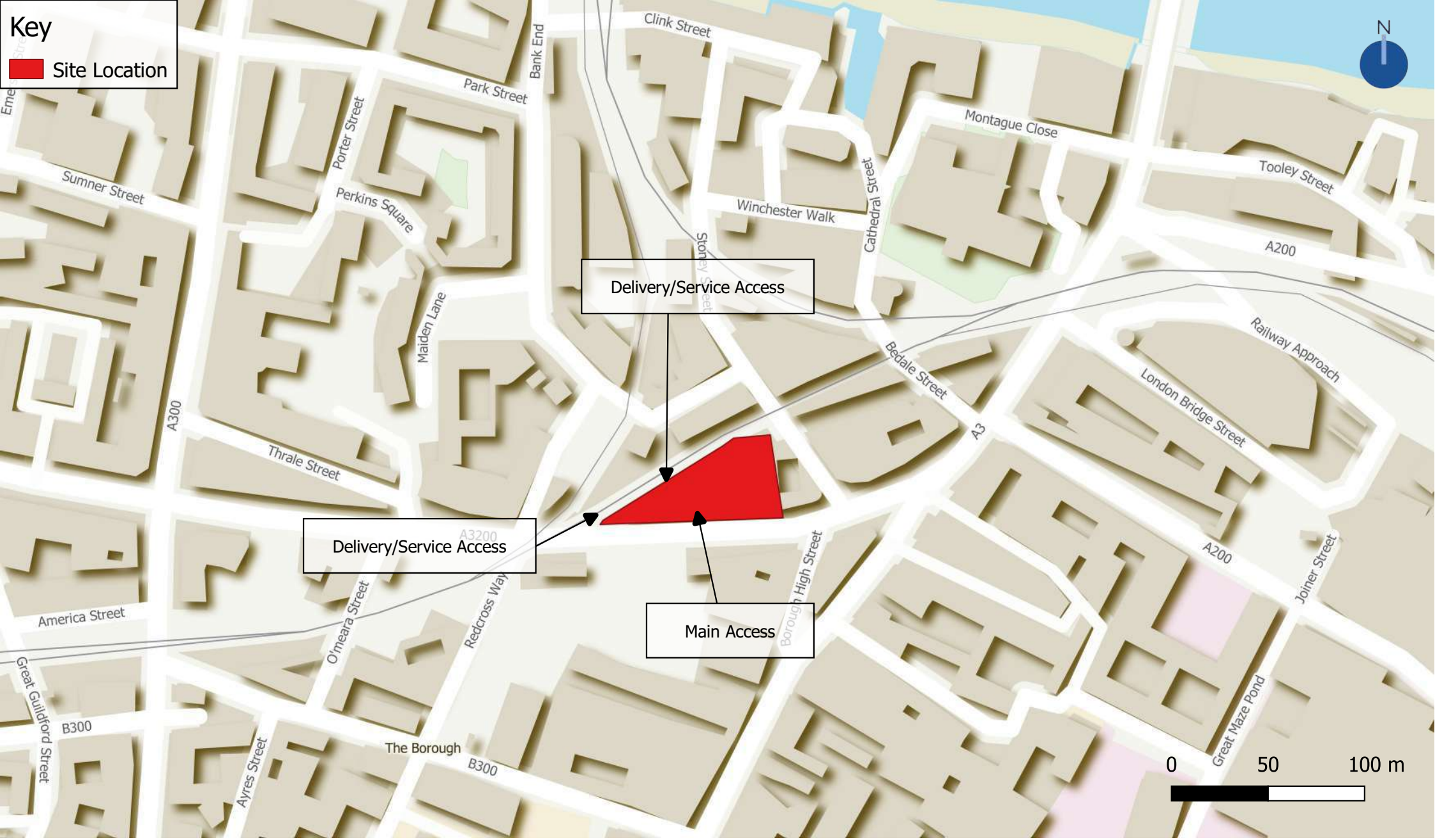
6.2.3 In summary, this TA outlines how the proposed redevelopment of the Hop Exchange will not result in any material impact to the public transport and road networks within the vicinity of the site. The significant improvements to the walking and cycling networks within the immediate vicinity of the site are also considered to result in a positive impact. Accordingly, the development proposals are considered to be acceptable, with full policy compliance and an overall positive impact to the transport networks within its vicinity.

# FIGURES




MARKIDES ASSOCIATES

# The Hop Exchange, 24 Southwark Street
# Site Context Plan

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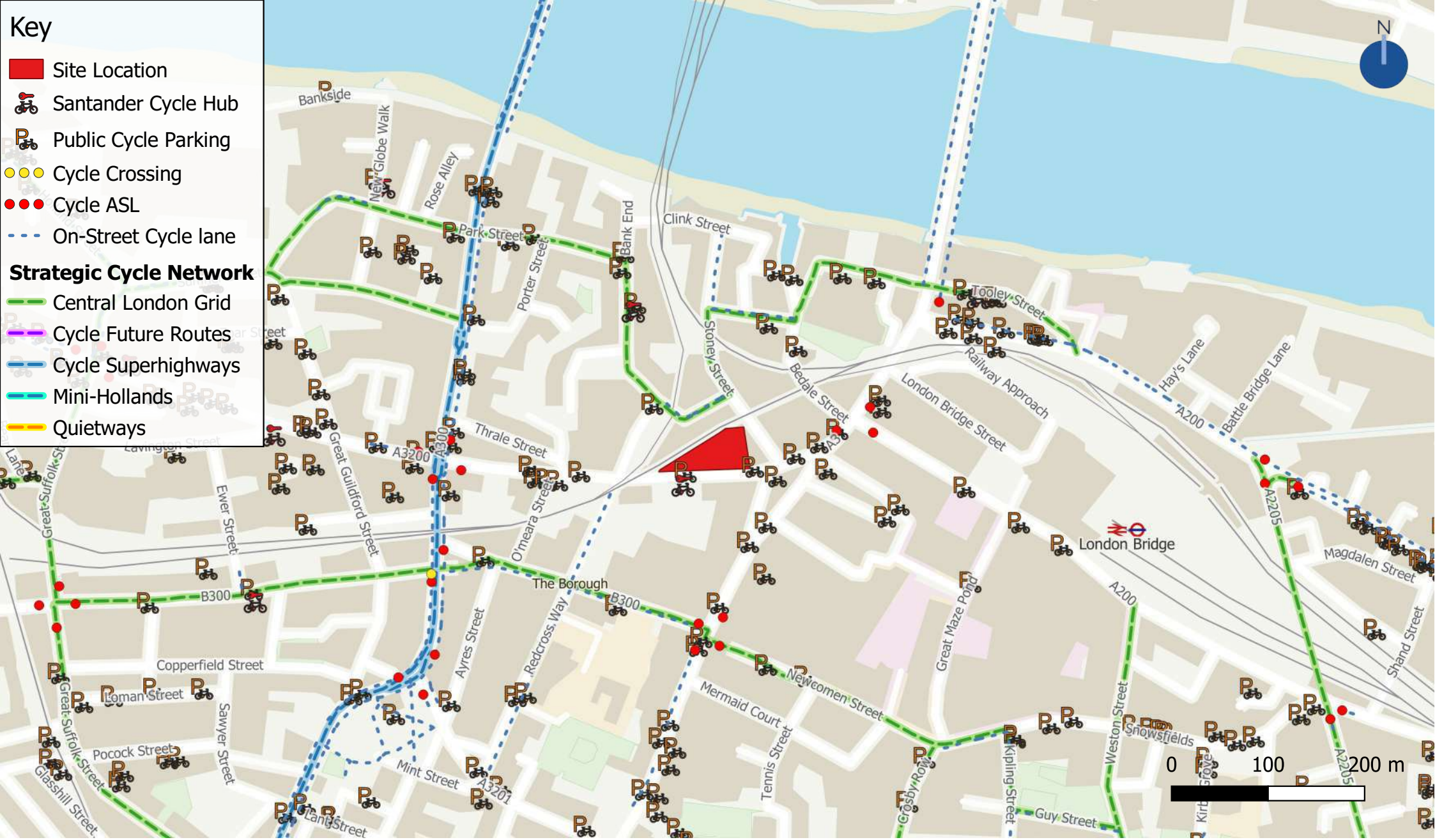
# The Hop Exchange, 24 Southwark Street
# Site Location Plan

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# The Hop Exchange, 24 Southwark Street
# Pedestrian and Cycle Infrastructure


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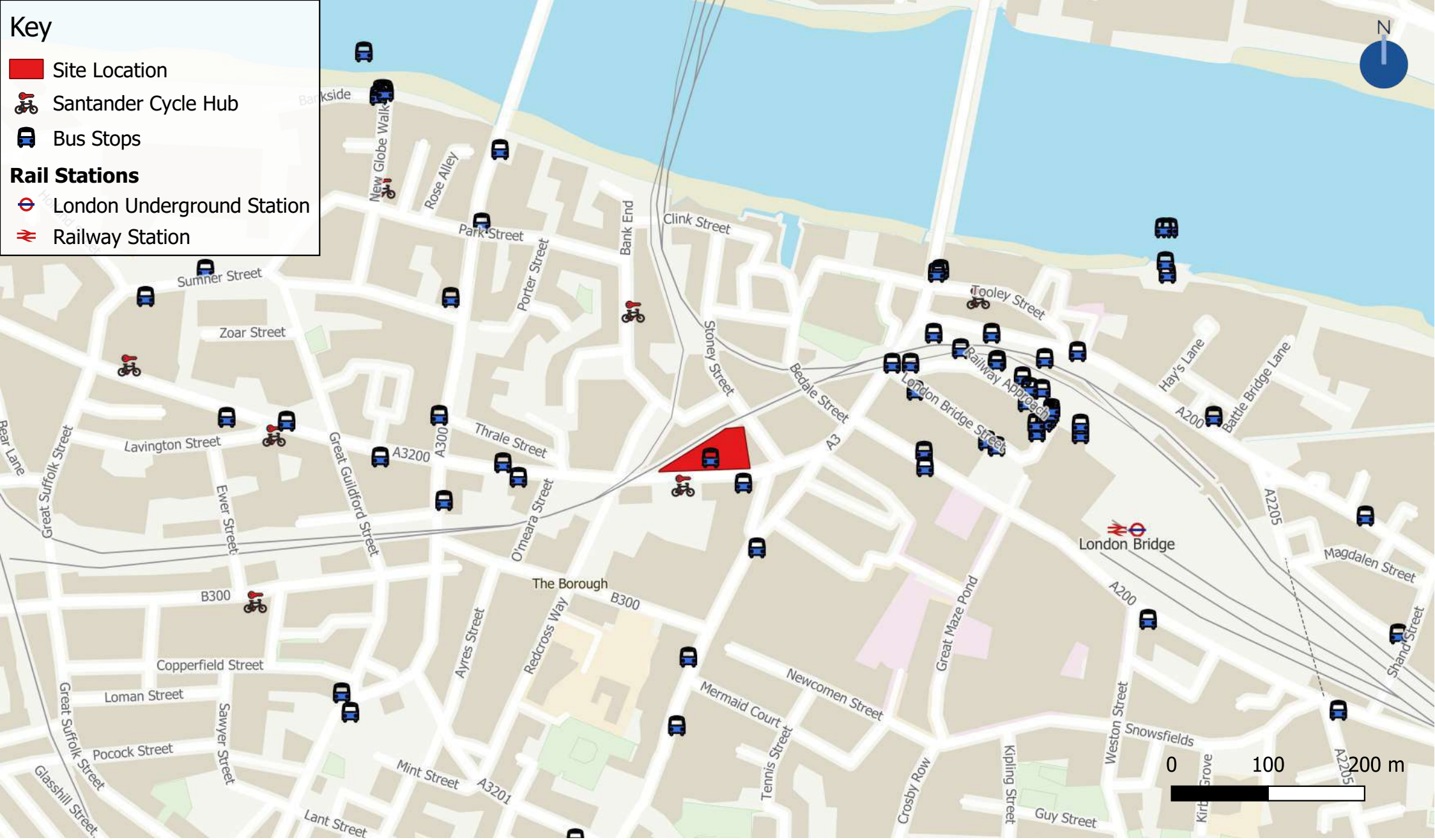
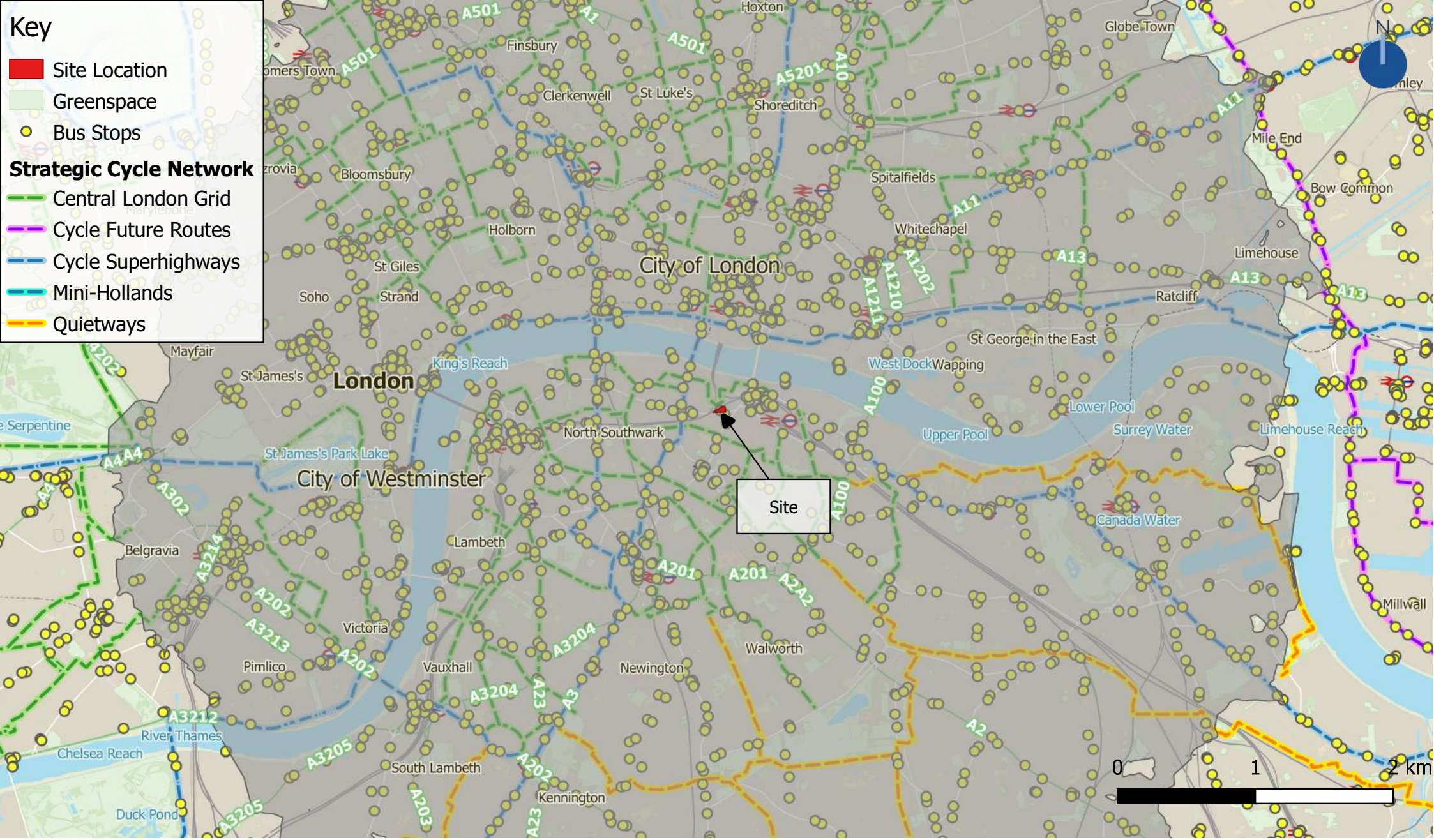
# The Hop Exchange, 24 Southwark Street
# KSI Locations




MARKIDES ASSOCIATES

# The Hop Exchange, 24 Southwark Street
# Public Transport Plan

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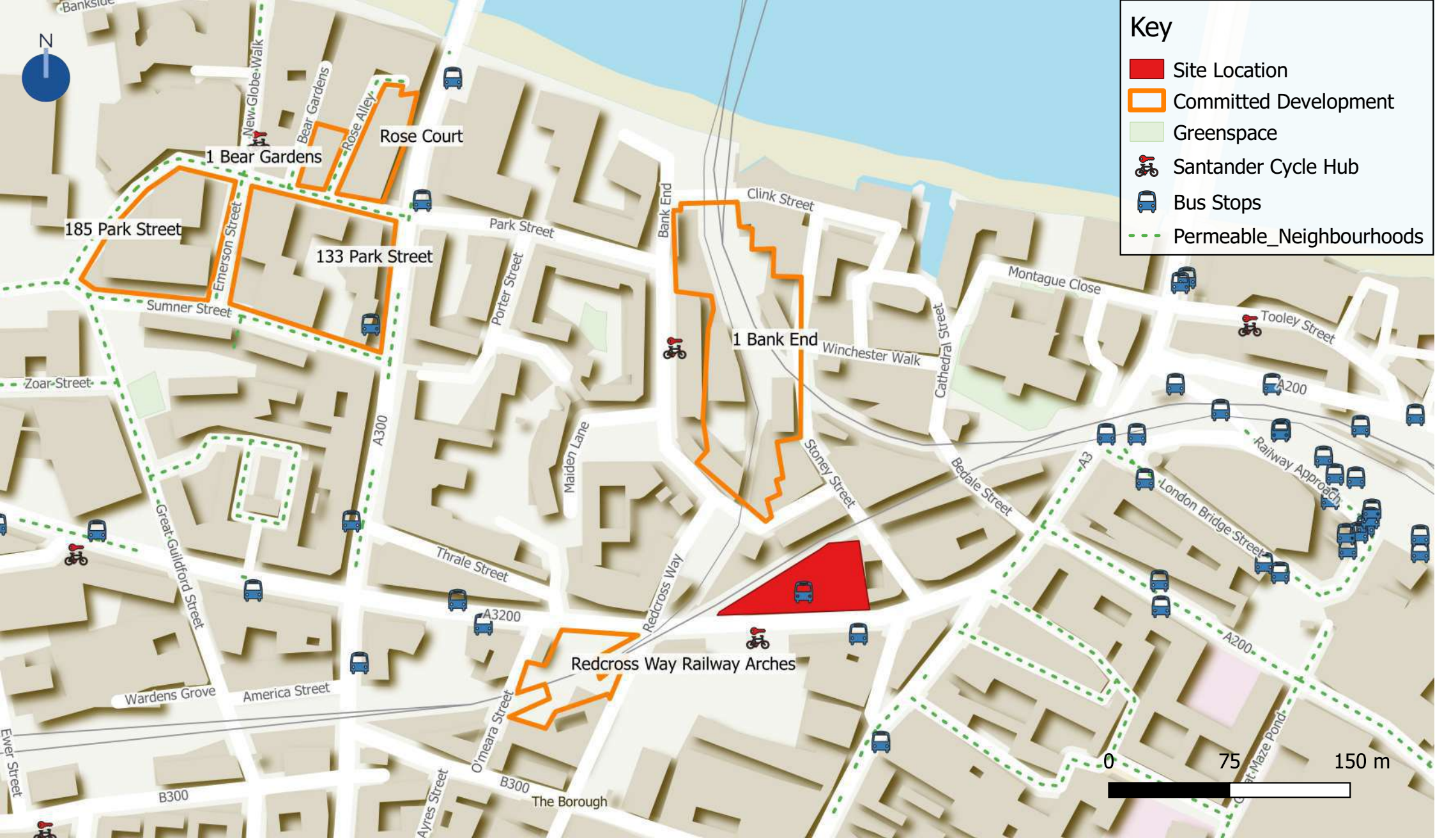
# The Hop Exchange, 24 Southwark Street
# ATZ Plan

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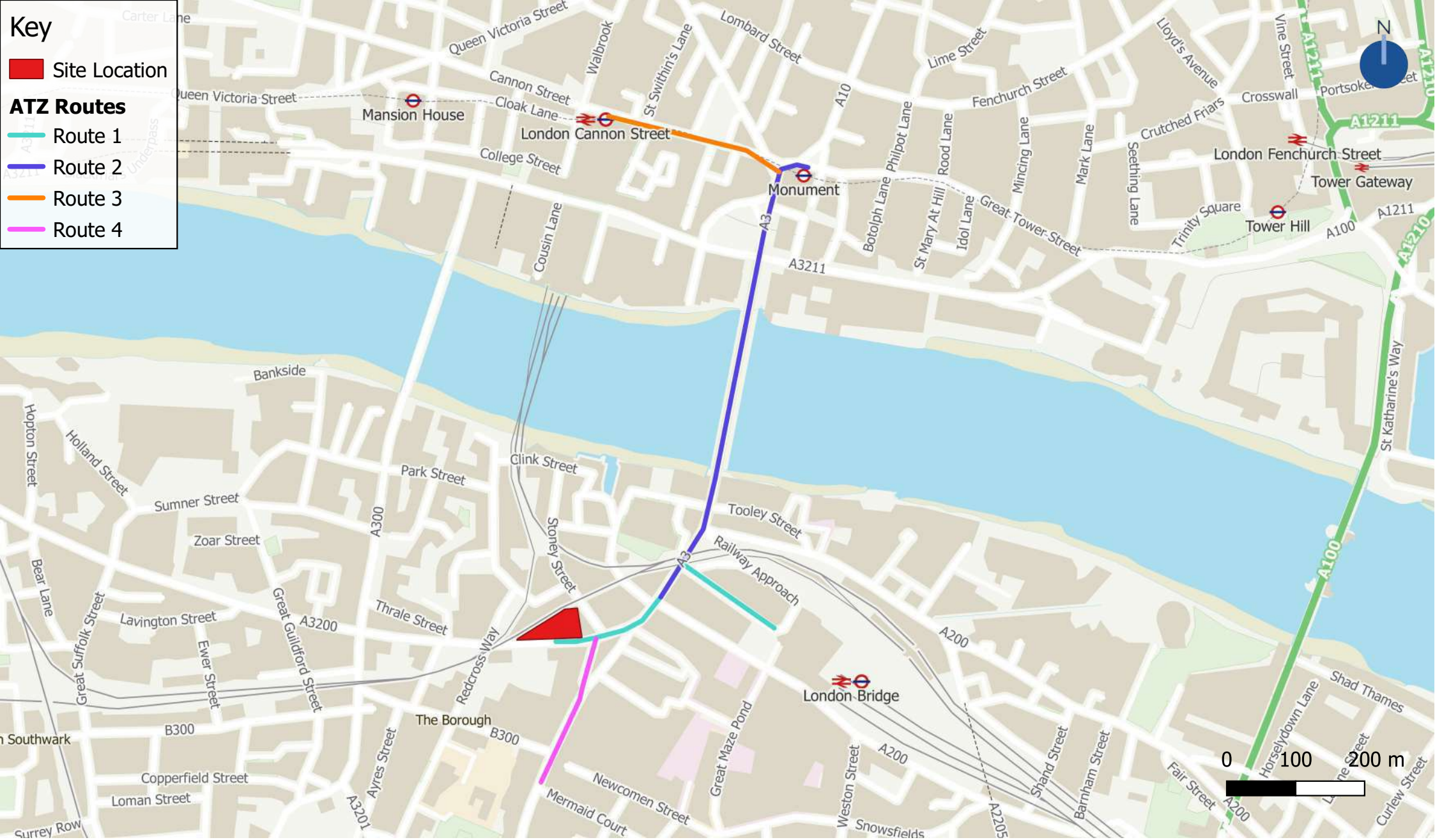
# The Hop Exchange, 24 Southwark Street
# Neighbourhood Characteristics

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# The Hop Exchange, 24 Southwark Street
# ATZ Routes


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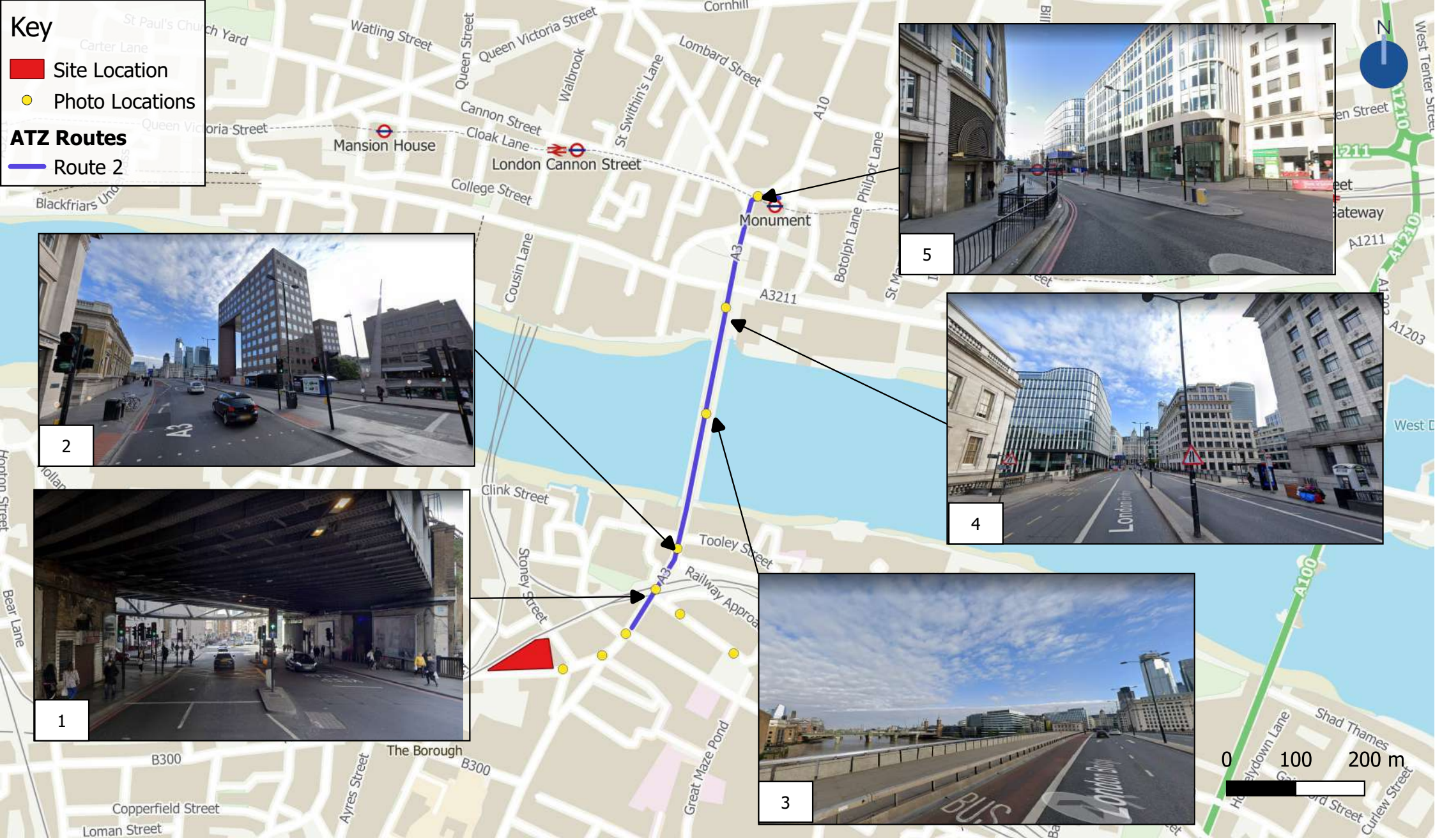
# The Hop Exchange, 24 Southwark Street
# ATZ Route 1

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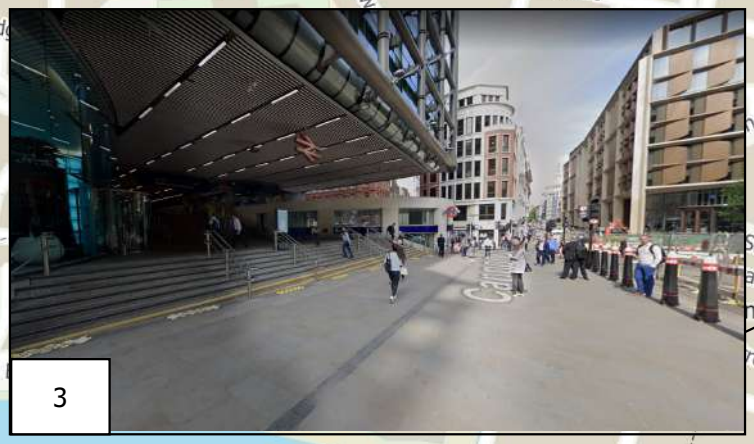
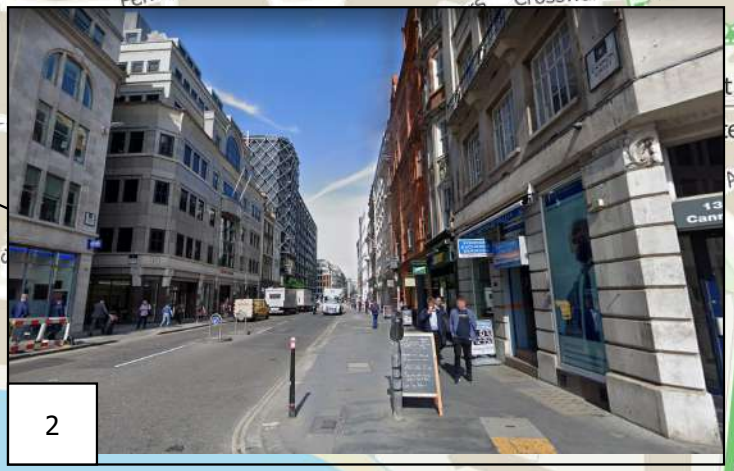
# The Hop Exchange, 24 Southwark Street
# ATZ Route 2





Key
Site Location
Photo Locations
ATZ Routes
Route 3

St Paul's
City of London
Cheapside
Poultry
Bank
Cornhill
Threadneedle Street
Leadenhall Street
Mitre Street
Aldgate
Jewry Street
Billiter Street
Lime Street
Lloyd's Avenue
Fenchurch Street
Crosswall
Portsoken Street
Victoria Street
Walbrook
Lombard Street
St Swithin's Lane
Prince's Street
Cannon Street
Monument
Philpot Lane
Botolph Lane
Cousin Lane
A3
A3211
A10
A1211
A1203
A100
St Katharine's Way
Tooley Street
Railway Approach
Stoney Street
Thrale Street
A3200
A200
Redcross Way
Lavington Street
Ewer Street
Guildford Street
Great Suffolk Street
Bear Lane
B300
London Bridge
Shad Thames
West Dock
N
0
100
200 m

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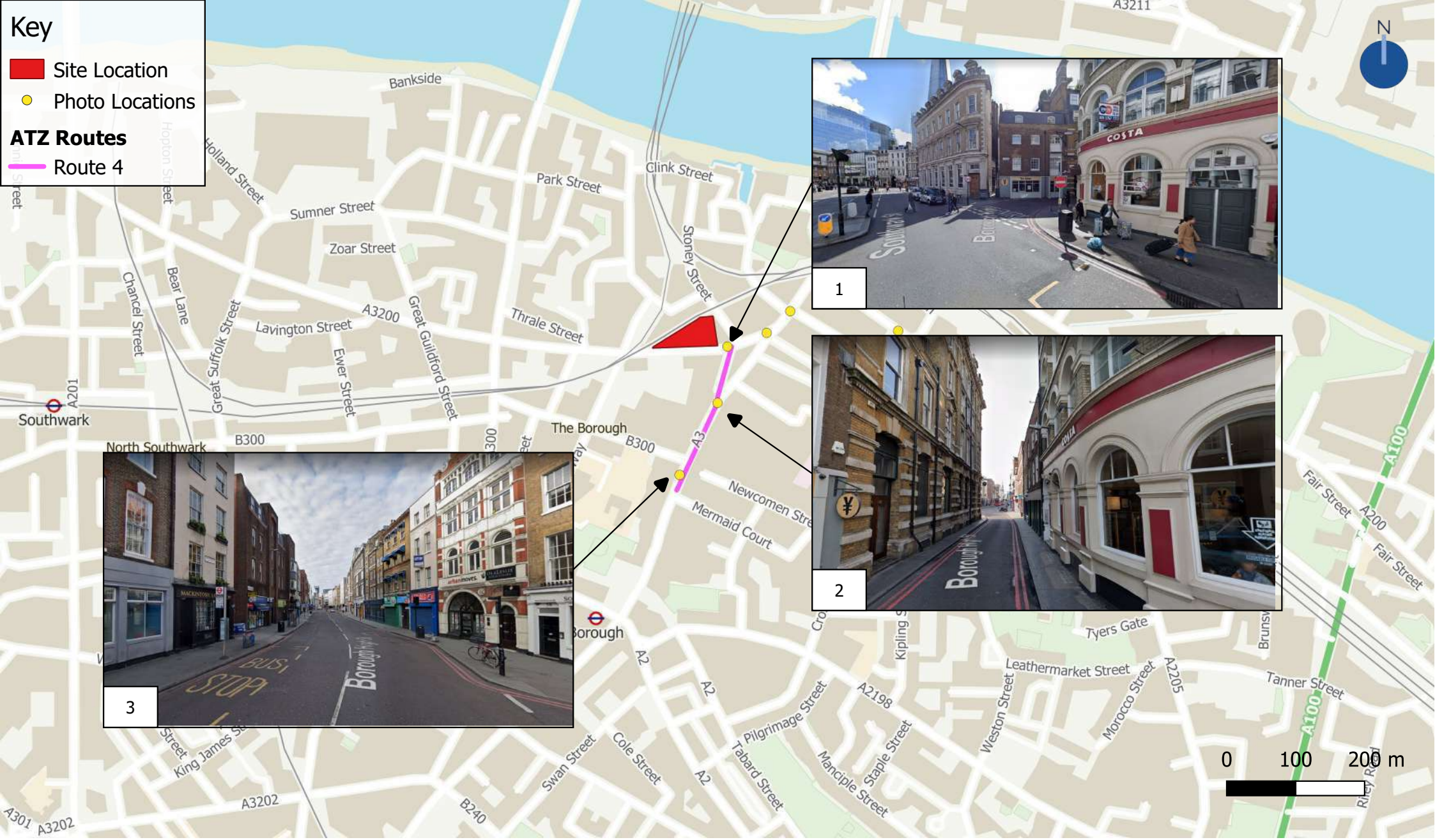
# The Hop Exchange, 24 Southwark Street
# ATZ Routes

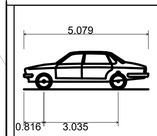



# The Hop Exchange, 24 Southwark Street
# ATZ Route 4

# DRAWINGS

**20187-MA-XX-XX-DR-C-0003 - P01 – Single Red Line**
**20187-MA-XX-XX-DR-C-0002 P02 – AutoTrack Analysis – Car Parking**

DO NOT SCALE OFF THIS DRAWING




Large Car (2006)

| | |
|---|---|
| Overall Length | 5.079m |
| Overall Width | 1.872m |
| Overall Body Height | 1.525m |
| Min Body Ground Clearance | 0.310m |
| Max Track Width | 1.831m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 5.900m |

| Revision History | | | | | |
|---|---|---|---|---|---|
| P02 | UPDATED PLAN | LB | SC | SC | 08.02.21 |
| P01 | FOR INFORMATION | CDT | SC | SC | 02.10.20 |
| Rev. | Comment | By | Chkd | Appr | Date |
| Current Revision | | | | | |
| P02 | FOR INFORMATION | LB | SC | SC | 08.02.21 |
| Rev. | Comment | By | Chkd | Appr | Date |

S2 - FOR INFORMATION

PEER GROUP PLC

MARKIDES ASSOCIATES
TRANSPORT PLANNING AND ENGINEERING

3rd Floor
The Bridge
73 - 81 Southwark Bridge Road
London, SE1 0NQ

Telephone: 0207 442 2225
E: enquiries@markidesassociates.co.uk
W: www.markidesassociates.co.uk

Project

HOP EXCHANGE
SOUTHWARK STREET

Drawing Title

DISABLED BAY
SWEPT PATH ANALYSIS

Markides Associates reference: 20187-MA-XX-XX 1:200@A1

20187-MA-XX-XX-DR-C-0002 - P02



Scale 1:200 @ A1 - 1:400 @ A3

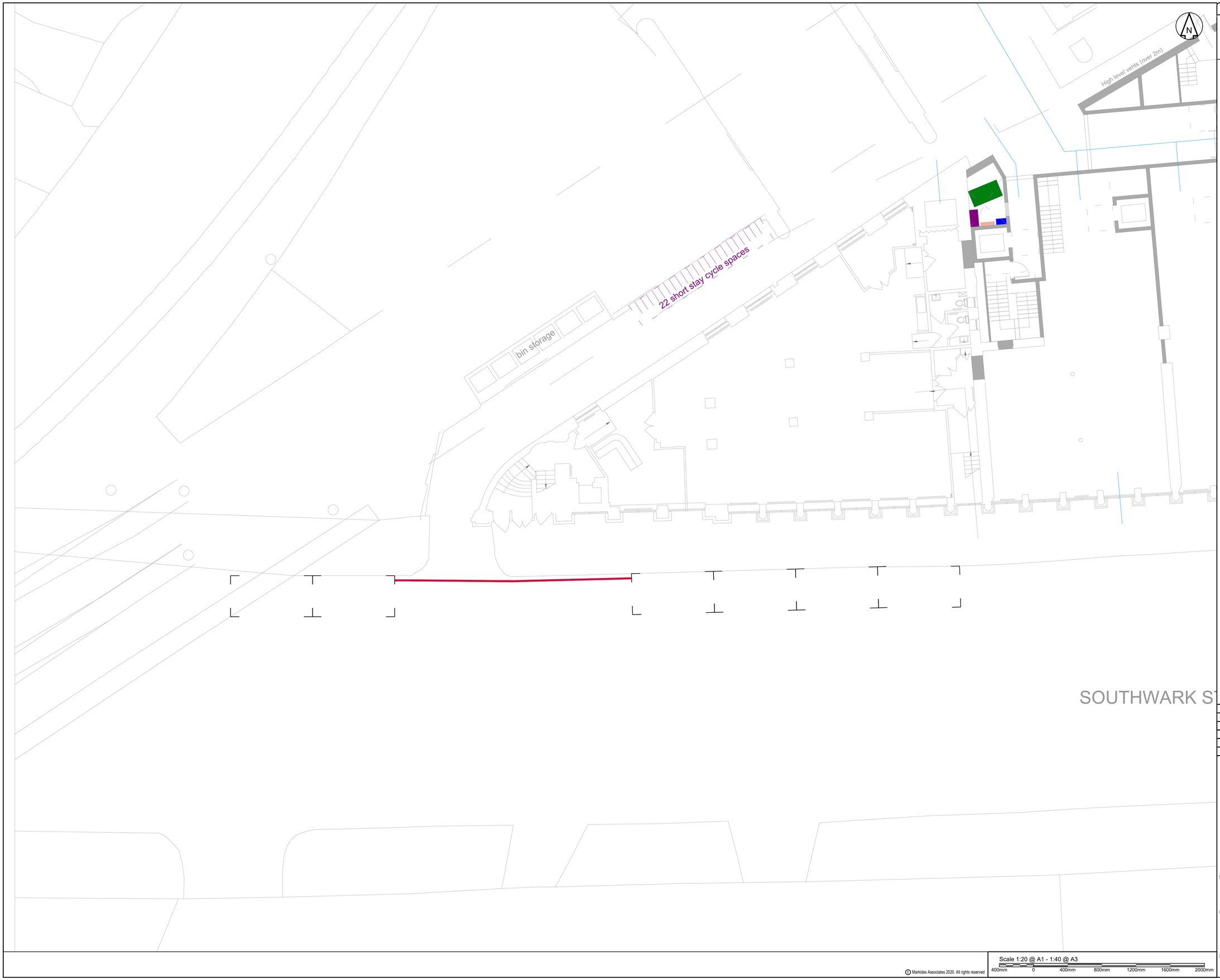
4m 0 4m 8m 12m 16m 20m

DO NOT SCALE OFF THIS DRAWING

KEY:

Proposed single red line

Existing parking spaces




Revision History

| | | | | | |
|---|---|---|---|---|---|
| P01 | FOR INFORMATION | RLM | SC | SC | 18.02.2021 |
| Rev | Comment | By | Chkd | Appr | Date |

Current Revision

| | | | | | |
|---|---|---|---|---|---|
| P01 | COMMENT | RLM | SC | SC | 18.02.2021 |
| Rev | Comment | By | Chkd | Appr | Date |

PRELIMINARY


MARKIDES ASSOCIATES
TRANSPORT PLANNING AND ENGINEERING

3rd Floor
The Bridge
73 - 81 Southwark Bridge Road
London, SE1 0NQ

Telephone: 0207 442 2225
E: enquiries@markidesassociates.co.uk
W: www.markidesassociates.co.uk


Project

HOP EXCHANGE
SOUTHWARK

Drawing Title

PROPOSED SINGLE RED LINE

Markides Associates reference: 20187

1:100

20187-MA-XX-XX-DR-C-0003 - P01

Scale 1:20 @ A1 - 1:40 @ A3

400mm 0 400mm 800mm 1200mm 1600mm 2000mm

# APPENDIX A – PLANNING POLICY REVIEW

## A1 Planning Policy

### A1.1 Overview

This section identifies planning policy that is relevant to the application and describes how they are relevant to the proposed development.

### A1.2 National Planning Policy Framework

The NPPF sets out Government planning policy, provides a framework within which local planning policies should be produced and is a material consideration in planning decisions. With regards to transport, the NPPF identifies that all developments which generate a significant amount of movement should be supported by a TA and that planning decisions should take account of whether:

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

The NPPF outlines that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe," (Paragraph 109).

To promote opportunities for the use of sustainable travel, the NPPF paragraph 110 advises that developments should:

- "give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and

- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

## A1.3 The New London Plan (2021)

Chapter 10 of the New London Plan relates to transport. The strategic approach to transport is set out in Policy T1 and requires that development proposals should support and facilitate the delivery of the Mayor's strategic target of 80 percent of all trip in London to be made by foot, cycle or public transport by 2041. It also requires that all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts of London's transport networks and supporting infrastructure are mitigated.

## A1.4 Southwark Local Plan – The Core Strategy 2011

The core strategy is a planning document that sets out how Southwark will evolve up to 2026 in line with the sustainable community strategy (Southwark 2016).

Policy 2 emphasises the importance of sustainable transport choices alongside the measures that should be adopted to continue the promotion of sustainable travel, including:

- Planning places and development with priority for walking and cycling, whilst maximising the use of public transport and minimising car use.
- Directing large developments to areas that are very accessible by walking, cycling and public transport.
- Safeguarding land for planned public transport improvements and where the need arises in the future.
- Improving access to mixed use town and local centres.
- Requiring a transport assessment with applications to show that schemes minimise their impacts, minimise car parking and maximise cycle parking to provide as many sustainable transport options as possible.

## A1.5 Draft New Southwark Local Plan

The council submitted the draft New Southwark Plan (NSP) to the Secretary of State on 16 January 2020. The 'Examination in Public' process has now started, which is the last stage of the plan-making process. Therefore, the draft NSP has material weight and should be considered in relation to this application.

The NSP provides a range of policies to promote healthy and active lives and recognises the part that transport can play in achieving this. Policies P48, P49, P50, P52, P53 and P54 all relate to the promotion of sustainable transport modes and access to those modes. Developments should enhance the boroughs walking and cycling networks whilst ensuring that they are designed to be safe and accessible.

## A1.6 Cycle Parking Standards

The LBS Local Plan, Draft New Local Plan and New London Plan standards relevant to the site are summarised in **Table 6.1** overleaf; it should be noted that these standards refer to land uses classes which have been subsumed by new land class E.

In addition, the New London Plan identifies that the provision of space for folding bicycles is may be applied in office developments in the CAZ, where the location of rail termini lends itself to greater levels of folding bicycle use.

### Table 6.1 Cycle Parking Standards

| Land Use | Current LBS Standard | Proposed New Plan Standard | New London Plan | Current LBS Standard | Proposed New Plan Standard | New London Plan |
|---|---|---|---|---|---|---|
| | Long Stay | | | Short Stay | | |
| **A2-A5** | 1 sp./250m Min 2 spaces | 1 sp. /175 $m^2$. Min. 2 sp. | 1 sp. /175 $m^2$ | 1 sp./250m Min 2 spaces | 1 sp. /40 $m^2$. Min. 2 visitor sp. | 1 sp. /20 $m^2$ |
| **B1 office** | | 1 sp. /45 $m^2$. Min. 2 sp. | 1 space per 75$m^2$ | | 1 sp. /250 $m^2$. Min. 2 sp. | 1 sp. /500$m^2$ for first 5,000 $m^2$ and 1 sp. /5,000 $m^2$ thereafter. |

## A1.7 Summary

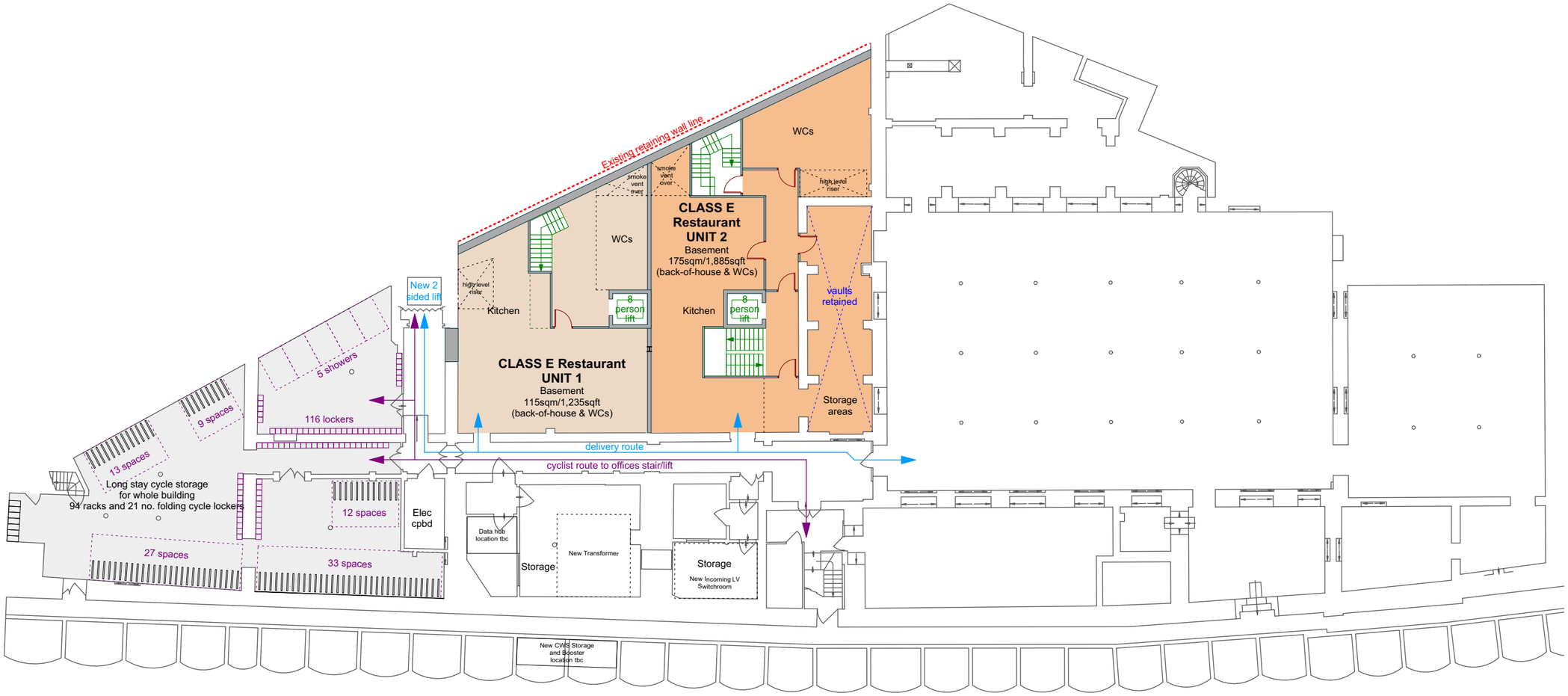
This TA demonstrates that the site is accessible in terms of its proximity to existing social and sustainable transport infrastructure, justifying the principle of mixed used, low car development alongside a detailed design quality that helps deliver strategic objectives of Vision Zero, Healthy Streets and the Mayor's Transport Strategy.

The TA has also demonstrated that the impact of the development proposals upon the wider transport network can be accommodated and sufficiently mitigated without resulting in a severe impact and therefore deemed acceptable in accordance with the NPPF.

# APPENDIX B – PROPOSED SITE PLANS

**NOTES:**

Do not scale off this drawing.
All Trade Contractors to be responsible for taking & checking their own site dimensions. Any errors or omissions to be reported to Forge Architects and Surveyors Ltd immediately, prior to work being carried out.
All site dimensions shown are based upon the measured survey of the property carried out by independent surveyors. The accuracy of this information is not the responsibility of Forge Architects and Surveyors Ltd
Forge Architects & Surveyors Ltd also accept no responsibility for the accuracy of any Structural and Servicing information shown on this drawing. This information is shown for guidance purposes only, and where applicable - is based on information provided by the consulting Structural Engineers, consulting M&E Engineers, client representatives, and/or specialist subcontractors respectively.
Reference should always be made to Engineers & Subcontractors current drawings & specifications.


# SK210216-01- Basement

0 5 10 20

## PROPOSED BASEMENT PLAN

**PLANNING**

FORGEARCHITECTS

6-8 Cole Street
London
SE1 4YH

0207 378 7782 :T
forge@forgearchitects.co.uk :E
www.forgearchitects.co.uk :w

Project:
The Hop Exchange Infill

Client:
The Peer Group

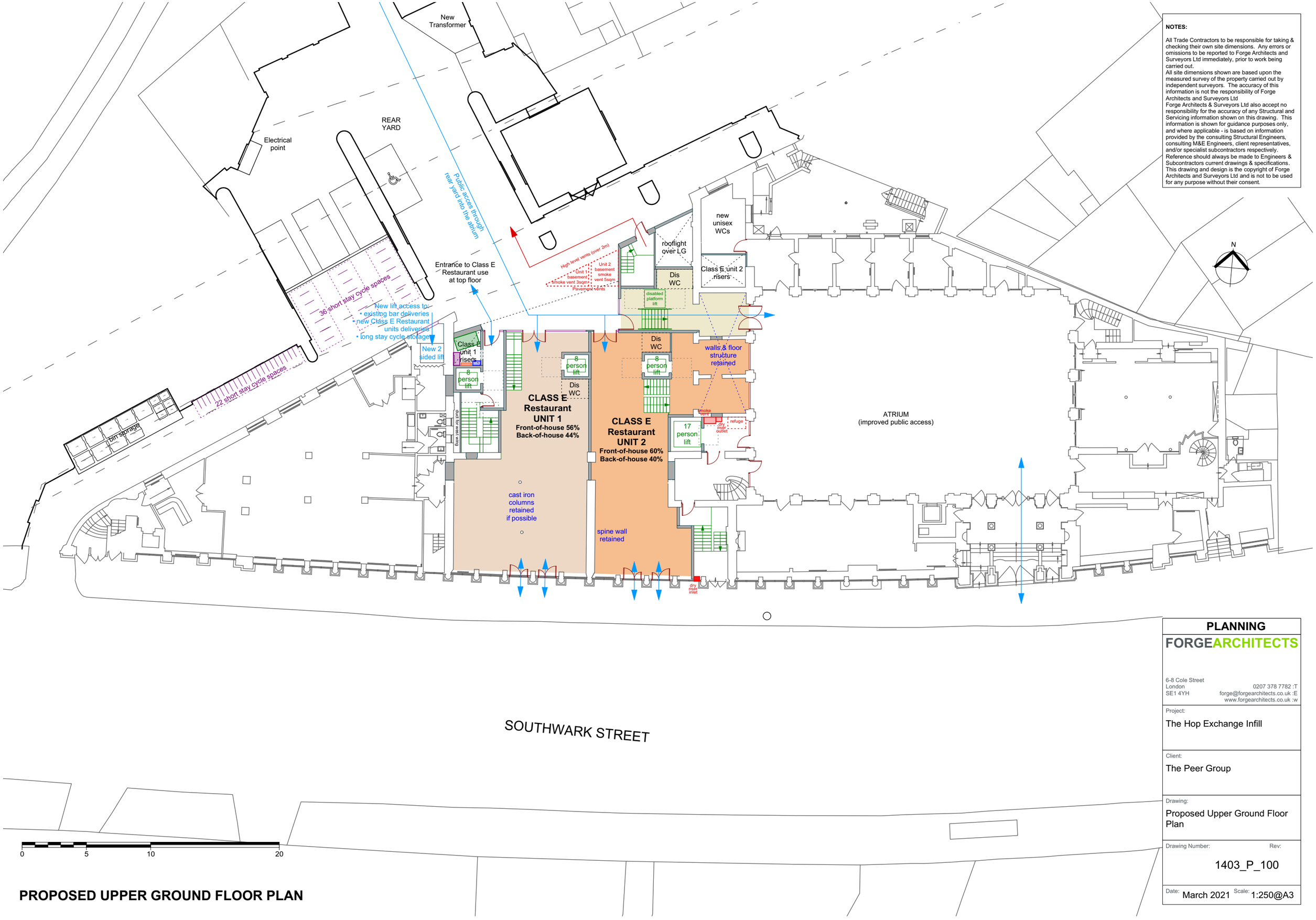
Drawing:
Proposed Basement Floor Plan

Drawing Number: 1403_P_SK210216-01

Rev:

Date: Sep 2019

Scale: 1:250@A3




**NOTES:**

All Trade Contractors to be responsible for taking & checking their own site dimensions. Any errors or omissions to be reported to Forge Architects and Surveyors Ltd immediately, prior to work being carried out.
All site dimensions shown are based upon the measured survey of the property carried out by independent surveyors. The accuracy of this information is not the responsibility of Forge Architects and Surveyors Ltd
Forge Architects & Surveyors Ltd also accept no responsibility for the accuracy of any Structural and Servicing information shown on this drawing. This information is shown for guidance purposes only, and where applicable - is based on information provided by the consulting Structural Engineers, consulting M&E Engineers, client representatives, and/or specialist subcontractors respectively.
Reference should always be made to Engineers & Subcontractors current drawings & specifications.


## PROPOSED UPPER GROUND FLOOR PLAN

**PLANNING**

FORGEARCHITECTS
6-8 Cole Street
London
SE1 4YH
0207 378 7782 :T
forge@forgearchitects.co.uk :E
www.forgearchitects.co.uk :w

Project:
The Hop Exchange Infill

Client:
The Peer Group

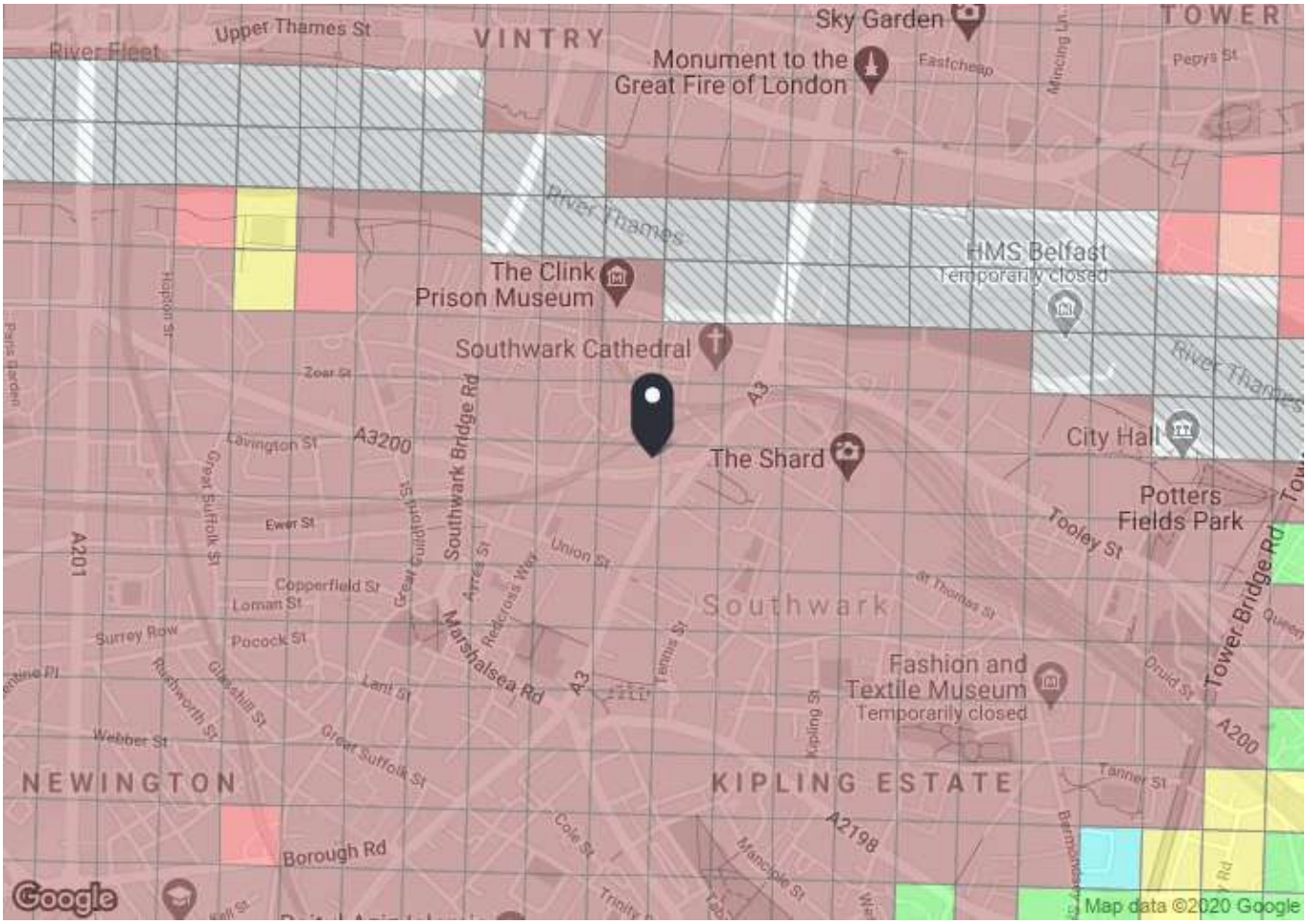
Drawing:
Proposed Upper Ground Floor Plan

Drawing Number: 1403_P_100
Rev:

Date: March 2021
Scale: 1:250@A3

# APPENDIX C – PTAL REPORT

TRANSPORT FOR LONDON




**PTAL output for Base Year**
**6b**

SE1 1TY
Southwark St, London SE1 1TY, UK
Easting: 532586, Northing: 180165

Grid Cell: 78841

Report generated: 06/07/2020

**Map key - PTAL**

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

**Map layers**

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
|---|---|---|---|---|---|---|---|---|---|---|
| Bus | BOROUGH STATION | C10 | 571.39 | 6 | 7.14 | 7 | 14.14 | 2.12 | 0.5 | 1.06 |
| Bus | BOROUGH MARKET | 381 | 21.32 | 5.75 | 0.27 | 7.22 | 7.48 | 4.01 | 0.5 | 2 |
| Bus | BOROUGH MARKET | 17 | 21.32 | 7.5 | 0.27 | 6 | 6.27 | 4.79 | 0.5 | 2.39 |
| Bus | BOROUGH MARKET | 344 | 21.32 | 10 | 0.27 | 5 | 5.27 | 5.7 | 1 | 5.7 |
| Bus | BOROUGH MARKET | RV1 | 21.32 | 6 | 0.27 | 7 | 7.27 | 4.13 | 0.5 | 2.06 |
| Bus | BOROUGH H ST TALBOT YARD | 48 | 178.76 | 8 | 2.23 | 5.75 | 7.98 | 3.76 | 0.5 | 1.88 |
| Bus | BOROUGH H ST TALBOT YARD | 343 | 178.76 | 10 | 2.23 | 5 | 7.23 | 4.15 | 0.5 | 2.07 |
| Bus | BOROUGH H ST TALBOT YARD | 21 | 178.76 | 9 | 2.23 | 5.33 | 7.57 | 3.96 | 0.5 | 1.98 |
| Bus | BOROUGH H ST TALBOT YARD | 40 | 178.76 | 7.5 | 2.23 | 6 | 8.23 | 3.64 | 0.5 | 1.82 |
| Bus | BOROUGH H ST TALBOT YARD | 133 | 178.76 | 10 | 2.23 | 5 | 7.23 | 4.15 | 0.5 | 2.07 |
| Bus | BOROUGH H ST TALBOT YARD | 35 | 178.76 | 6 | 2.23 | 7 | 9.23 | 3.25 | 0.5 | 1.62 |
| Bus | LONDON BRIDGE SOUTH SIDE | 521 | 346.22 | 27 | 4.33 | 3.11 | 7.44 | 4.03 | 0.5 | 2.02 |
| Bus | LONDON BRIDGE SOUTH SIDE | 141 | 346.22 | 9 | 4.33 | 5.33 | 9.66 | 3.11 | 0.5 | 1.55 |
| Bus | LONDON BRIDGE SOUTH SIDE | 149 | 346.22 | 12 | 4.33 | 4.5 | 8.83 | 3.4 | 0.5 | 1.7 |
| Bus | LONDON BRIDGE SOUTH SIDE | 43 | 346.22 | 10 | 4.33 | 5 | 9.33 | 3.22 | 0.5 | 1.61 |
| Bus | LONDON BRIDGE SOUTH SIDE | 47 | 346.22 | 6 | 4.33 | 7 | 11.33 | 2.65 | 0.5 | 1.32 |
| LUL | Monument | 'Hammersmith-Edgware' | 855.79 | 6 | 10.7 | 5.75 | 16.45 | 1.82 | 0.5 | 0.91 |
| LUL | Monument | 'Upminster-EalingBwy' | 855.79 | 5 | 10.7 | 6.75 | 17.45 | 1.72 | 0.5 | 0.86 |
| LUL | Monument | 'EalingBwy-TowerHill' | 855.79 | 0.33 | 10.7 | 91.66 | 102.36 | 0.29 | 0.5 | 0.15 |
| LUL | Monument | 'EalingBwy-Barking' | 855.79 | 1.33 | 10.7 | 23.31 | 34 | 0.88 | 0.5 | 0.44 |
| LUL | Monument | 'Upminster-Richmond' | 855.79 | 6 | 10.7 | 5.75 | 16.45 | 1.82 | 0.5 | 0.91 |
| LUL | Monument | 'Richmond-DagEast' | 855.79 | 0.67 | 10.7 | 45.53 | 56.22 | 0.53 | 0.5 | 0.27 |
| LUL | Monument | 'Wimbledon-Upminster' | 855.79 | 4 | 10.7 | 8.25 | 18.95 | 1.58 | 0.5 | 0.79 |
| LUL | Monument | 'Wimbledon-DagEast' | 855.79 | 1 | 10.7 | 30.75 | 41.45 | 0.72 | 0.5 | 0.36 |
| LUL | Monument | 'Barking-Wimbledon' | 855.79 | 0.67 | 10.7 | 45.53 | 56.22 | 0.53 | 0.5 | 0.27 |
| LUL | Monument | 'TowerHill-Wimbledon' | 855.79 | 2.67 | 10.7 | 11.99 | 22.68 | 1.32 | 0.5 | 0.66 |
| LUL | Monument | 'DagEast-EalingBwy' | 855.79 | 0.67 | 10.7 | 45.53 | 56.22 | 0.53 | 0.5 | 0.27 |
| Rail | London Bridge | 'GRVSEND-CANONST 1B89' | 387.32 | 0.67 | 4.84 | 45.53 | 50.37 | 0.6 | 0.5 | 0.3 |
| Rail | London Bridge | 'RAMSGTE-CANONST 1G95' | 387.32 | 0.67 | 4.84 | 45.53 | 50.37 | 0.6 | 0.5 | 0.3 |
| Rail | London Bridge | 'CANONST-DARTFD 2E11' | 387.32 | 2 | 4.84 | 15.75 | 20.59 | 1.46 | 0.5 | 0.73 |
| Rail | London Bridge | 'SLADEGN-CHRX 2B14' | 387.32 | 2 | 4.84 | 15.75 | 20.59 | 1.46 | 0.5 | 0.73 |
| Rail | London Bridge | 'DARTFD-CHRX 2C08' | 387.32 | 2.33 | 4.84 | 13.63 | 18.47 | 1.62 | 0.5 | 0.81 |
| Rail | London Bridge | 'SIDCUP-CHRX 2D16' | 387.32 | 1 | 4.84 | 30.75 | 35.59 | 0.84 | 0.5 | 0.42 |
| Rail | London Bridge | 'SVNOAKS-CHRX 2F20' | 387.32 | 0.67 | 4.84 | 45.53 | 50.37 | 0.6 | 0.5 | 0.3 |
| Rail | London Bridge | 'TUNWELL-CHRX 2H60' | 387.32 | 1.67 | 4.84 | 18.71 | 23.56 | 1.27 | 0.5 | 0.64 |
| Rail | London Bridge | 'CHRX-GRVSEND 2N12' | 387.32 | 1.67 | 4.84 | 18.71 | 23.56 | 1.27 | 0.5 | 0.64 |
| Rail | London Bridge | 'CHRX-SVNOAKS 2S10' | 387.32 | 1.67 | 4.84 | 18.71 | 23.56 | 1.27 | 0.5 | 0.64 |
| Rail | London Bridge | 'LNDNBDC-ECROYDN 1G23' | 387.32 | 0.67 | 4.84 | 45.53 | 50.37 | 0.6 | 0.5 | 0.3 |
| Rail | London Bridge | 'LNDNBDC-BCKNMJC 2H61' | 387.32 | 2 | 4.84 | 15.75 | 20.59 | 1.46 | 0.5 | 0.73 |
| Rail | London Bridge | 'LNDNBDC-WCROYDN 2J09' | 387.32 | 0.67 | 4.84 | 45.53 | 50.37 | 0.6 | 0.5 | 0.3 |
| Rail | London Bridge | 'LNDNBDC-EGRNSTD 2L75' | 387.32 | 0.67 | 4.84 | 45.53 | 50.37 | 0.6 | 0.5 | 0.3 |
| Rail | London Bridge | 'VICTRIC-LNDNBDC 2F06' | 387.32 | 1.33 | 4.84 | 23.31 | 28.15 | 1.07 | 0.5 | 0.53 |
| LUL | London Bridge | 'Morden-MillHillE' | 387.32 | 4 | 4.84 | 8.25 | 13.09 | 2.29 | 0.5 | 1.15 |
| Rail | London Bridge | 'CANONST-ORPNGTN 2S11' | 445.21 | 0.33 | 5.57 | 91.66 | 97.22 | 0.31 | 0.5 | 0.15 |
| Rail | London Bridge | 'CANONST-BCKNHMJ 2Y91' | 445.21 | 0.33 | 5.57 | 91.66 | 97.22 | 0.31 | 0.5 | 0.15 |
| Rail | London Bridge | 'CHRX-TUNWELL 2H10' | 445.21 | 0.33 | 5.57 | 91.66 | 97.22 | 0.31 | 0.5 | 0.15 |
| Rail | London Bridge | 'CHRX-SVNOAKS 2S12' | 445.21 | 0.33 | 5.57 | 91.66 | 97.22 | 0.31 | 0.5 | 0.15 |
| Rail | London Bridge | 'CNTBW-CHRX 2W22' | 445.21 | 0.33 | 5.57 | 91.66 | 97.22 | 0.31 | 0.5 | 0.15 |
| Rail | London Bridge | 'LNDNBDC-BRGHTN 1B05' | 445.21 | 0.33 | 5.57 | 91.66 | 97.22 | 0.31 | 0.5 | 0.15 |
| Rail | London Bridge | 'TONBDG-LNDNBDC 2B22' | 445.21 | 0.33 | 5.57 | 91.66 | 97.22 | 0.31 | 0.5 | 0.15 |
| Rail | London Bridge | 'GUILDFD-LNDNBDC 2U98' | 445.21 | 0.33 | 5.57 | 91.66 | 97.22 | 0.31 | 0.5 | 0.15 |
| Rail | London Bridge | 'STROOD-CANONST 1B91' | 120.66 | 0.67 | 1.51 | 45.53 | 47.03 | 0.64 | 0.5 | 0.32 |
| Rail | London Bridge | 'GRVSEND-CANONST 1B97' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'FAVRSHM-CANONST 1G87' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'DOVERP-CANONST 1G89' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'BRSR-CANONST 1G91' | 120.66 | 0.67 | 1.51 | 45.53 | 47.03 | 0.64 | 0.5 | 0.32 |
| Rail | London Bridge | 'CANONST-HASTING 1H11' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'CANONST-HASTING 1H19' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |

| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
|---|---|---|---|---|---|---|---|---|---|---|
| Rail | London Bridge | 'CANONST-HASTING 1H21' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'HASTING-CANONST 1H55' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'OREE-CANONST 1H93' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'HASTING-CANONST 1H95' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'GLNGHMK-CANONST 2A91' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'DARTFD-CANONST 2B07' | 120.66 | 2.33 | 1.51 | 13.63 | 15.13 | 1.98 | 1 | 1.98 |
| Rail | London Bridge | 'SLADEGN-CANONST 2B29' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'BRNHRST-CANONST 2C07' | 120.66 | 1.67 | 1.51 | 18.71 | 20.22 | 1.48 | 0.5 | 0.74 |
| Rail | London Bridge | 'BRNHRST-CANONST 2C09' | 120.66 | 1 | 1.51 | 30.75 | 32.26 | 0.93 | 0.5 | 0.46 |
| Rail | London Bridge | 'CRFD-CANONST 2D05' | 120.66 | 2.33 | 1.51 | 13.63 | 15.13 | 1.98 | 0.5 | 0.99 |
| Rail | London Bridge | 'CANONST-BRNHRST 2E23' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'CANONST-SLADEGN 2E25' | 120.66 | 1.67 | 1.51 | 18.71 | 20.22 | 1.48 | 0.5 | 0.74 |
| Rail | London Bridge | 'CANONST-BRNHRST 2E27' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'SVNOAKS-CANONST 2F07' | 120.66 | 1 | 1.51 | 30.75 | 32.26 | 0.93 | 0.5 | 0.46 |
| Rail | London Bridge | 'SVNOAKS-CANONST 2F13' | 120.66 | 1 | 1.51 | 30.75 | 32.26 | 0.93 | 0.5 | 0.46 |
| Rail | London Bridge | 'ORPNGTN-CANONST 2F19' | 120.66 | 0.67 | 1.51 | 45.53 | 47.03 | 0.64 | 0.5 | 0.32 |
| Rail | London Bridge | 'CANONST-CANONST 2I13' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'CANONST-CANONST 2I15' | 120.66 | 1.33 | 1.51 | 23.31 | 24.81 | 1.21 | 0.5 | 0.6 |
| Rail | London Bridge | 'HAYS-CANONST 2K09' | 120.66 | 2 | 1.51 | 15.75 | 17.26 | 1.74 | 0.5 | 0.87 |
| Rail | London Bridge | 'HAYS-CANONST 2K11' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'CANONST-CRFD 2M09' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'CANONST-DARTFD 2M11' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'CANONST-SLADEGN 2M13' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'CANONST-BRNHRST 2M21' | 120.66 | 1 | 1.51 | 30.75 | 32.26 | 0.93 | 0.5 | 0.46 |
| Rail | London Bridge | 'CANONST-SLADEGN 2N11' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'CANONST-CANONST 2O19' | 120.66 | 1.33 | 1.51 | 23.31 | 24.81 | 1.21 | 0.5 | 0.6 |
| Rail | London Bridge | 'CANONST-ORPNGTN 2S13' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'CANONST-ORPNGTN 2S17' | 120.66 | 1.33 | 1.51 | 23.31 | 24.81 | 1.21 | 0.5 | 0.6 |
| Rail | London Bridge | 'CANONST-HAYS 2V09' | 120.66 | 2 | 1.51 | 15.75 | 17.26 | 1.74 | 0.5 | 0.87 |
| Rail | London Bridge | 'RAMSGTE-CANONST 2W89' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'RAMSGTE-CANONST 2W91' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'RAMSGTE-CANONST 2W93' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'FLKSTNC-CANONST 2W95' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'TONBDG-CANONST 2W97' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'GRVSEND-CHRX 1D50' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'GLNGHMK-CHRX 1D52' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'GLNGHMK-CHRX 1D54' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'CHRX-HASTING 1H10' | 120.66 | 0.67 | 1.51 | 45.53 | 47.03 | 0.64 | 0.5 | 0.32 |
| Rail | London Bridge | 'CHRX-HASTING 1H24' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'HASTING-CHRX 1H52' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'OREE-CHRX 1H68' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'GLNGHMK-CHRX 2A08' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'GRVSEND-CHRX 2A22' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'GRVSEND-CHRX 2C06' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'DARTFD-CHRX 2D10' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'GRVSEND-CHRX 2D12' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'GLNGHMK-CHRX 2D14' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'GLNGHMK-CHRX 2D22' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'SVNOAKS-CHRX 2F06' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'ORPNGTN-CHRX 2F10' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'CHRX-TUNWELL 2H08' | 120.66 | 1.67 | 1.51 | 18.71 | 20.22 | 1.48 | 0.5 | 0.74 |
| Rail | London Bridge | 'TUNWELL-CHRX 2H56' | 120.66 | 1 | 1.51 | 30.75 | 32.26 | 0.93 | 0.5 | 0.46 |
| Rail | London Bridge | 'HAYS-CHRX 2K08' | 120.66 | 1 | 1.51 | 30.75 | 32.26 | 0.93 | 0.5 | 0.46 |
| Rail | London Bridge | 'CHRX-GLNGHMK 2L10' | 120.66 | 1.67 | 1.51 | 18.71 | 20.22 | 1.48 | 0.5 | 0.74 |
| Rail | London Bridge | 'CHRX-CRFD 2M10' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'CHRX-DARTFD 2M14' | 120.66 | 1.33 | 1.51 | 23.31 | 24.81 | 1.21 | 0.5 | 0.6 |
| Rail | London Bridge | 'CHRX-SLADEGN 2M16' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'CHRX-GRVSEND 2N14' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |

| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
|---|---|---|---|---|---|---|---|---|---|---|
| Rail | London Bridge | 'CHRX-DOVERP 2R10' | 120.66 | 1 | 1.51 | 30.75 | 32.26 | 0.93 | 0.5 | 0.46 |
| Rail | London Bridge | 'CHRX-RAMSGTE 2R12' | 120.66 | 0.67 | 1.51 | 45.53 | 47.03 | 0.64 | 0.5 | 0.32 |
| Rail | London Bridge | 'CHRX-RAMSGTE 2R18' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'CHRX-ASHFKY 2R20' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'CHRX-TONBDG 2R90' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'CHRX-ORPNGTN 2S92' | 120.66 | 0.67 | 1.51 | 45.53 | 47.03 | 0.64 | 0.5 | 0.32 |
| Rail | London Bridge | 'CHRX-HAYS 2V10' | 120.66 | 2 | 1.51 | 15.75 | 17.26 | 1.74 | 0.5 | 0.87 |
| Rail | London Bridge | 'RAMSGTE-CHRX 2W10' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'RAMSGTE-CHRX 2W12' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'RAMSGTE-CHRX 2W20' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'STROOD-CHRX 2D56' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'LNDNBDC-BRGHTN 1B07' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'BRGHTN-LNDNBDC 1B08' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'BRGHTN-LNDNBDC 1B12' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'BOGNORR-LNDNBDC 1C90' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'UCKFILD-LNDNBDC 1E08' | 120.66 | 1.33 | 1.51 | 23.31 | 24.81 | 1.21 | 0.5 | 0.6 |
| Rail | London Bridge | 'LNDNBDC-UCKFILD 1E09' | 120.66 | 0.67 | 1.51 | 45.53 | 47.03 | 0.64 | 0.5 | 0.32 |
| Rail | London Bridge | 'UCKFILD-LNDNBDC 1E10' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'LNDNBDC-UCKFILD 1E17' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'EBOURNE-LNDNBDC 1F80' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'TATNHMC-LNDNBDC 1G98' | 120.66 | 1.67 | 1.51 | 18.71 | 20.22 | 1.48 | 0.5 | 0.74 |
| Rail | London Bridge | 'LNDNBDC-SCROYDN 1G13' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'LNDNBDC-ECROYDN 1G15' | 120.66 | 0.67 | 1.51 | 45.53 | 47.03 | 0.64 | 0.5 | 0.32 |
| Rail | London Bridge | 'TATNHMC-LNDNBDC 1G44' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'LTLHMPT-LNDNBDC 1H80' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'LTLHMPT-LNDNBDC 1H82' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'LNDNBDC-TATNHMC 1P11' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'LNDNBDC-TATNHMC 1P13' | 120.66 | 1 | 1.51 | 30.75 | 32.26 | 0.93 | 0.5 | 0.46 |
| Rail | London Bridge | 'LNDNBDC-REIGATE 1R03' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'REIGATE-LNDNBDC 2B16' | 120.66 | 0.67 | 1.51 | 45.53 | 47.03 | 0.64 | 0.5 | 0.32 |
| Rail | London Bridge | 'REIGATE-LNDNBDC 1B18' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'TONBDG-LNDNBDC 2B26' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'LNDNBDC-TONBDG 2B29' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'LNDNBDC-TONBDG 2B31' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'LNDNBDC-TONBDG 2B33' | 120.66 | 0.67 | 1.51 | 45.53 | 47.03 | 0.64 | 0.5 | 0.32 |
| Rail | London Bridge | 'REIGATE-LNDNBDC 2B34' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'LNDNBDC-HORSHAM 2C51' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'LNDNBDC-HORSHAM 2C53' | 120.66 | 1 | 1.51 | 30.75 | 32.26 | 0.93 | 0.5 | 0.46 |
| Rail | London Bridge | 'HORSHAM-LNDNBDC 2C78' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'HORSHAM-LNDNBDC 2C92' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'LNDNBDC-WIMBLDN 2D19' | 120.66 | 0.67 | 1.51 | 45.53 | 47.03 | 0.64 | 0.5 | 0.32 |
| Rail | London Bridge | 'WIMBLDN-LNDNBDC 2E62' | 120.66 | 1.67 | 1.51 | 18.71 | 20.22 | 1.48 | 0.5 | 0.74 |
| Rail | London Bridge | 'LNDNBDC-EPSM 2E91' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'LNDNBDC-VICTRIC 2F01' | 120.66 | 1.67 | 1.51 | 18.71 | 20.22 | 1.48 | 0.5 | 0.74 |
| Rail | London Bridge | 'STRHILL-LNDNBDC 2F94' | 120.66 | 1.33 | 1.51 | 23.31 | 24.81 | 1.21 | 0.5 | 0.6 |
| Rail | London Bridge | 'LNDNBDC-VICTRIC 2F95' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'NORWDJ-LNDNBDC 2G08' | 120.66 | 1.67 | 1.51 | 18.71 | 20.22 | 1.48 | 0.5 | 0.74 |
| Rail | London Bridge | 'CRYSTLP-LNDNBDC 2G14' | 120.66 | 0.67 | 1.51 | 45.53 | 47.03 | 0.64 | 0.5 | 0.32 |
| Rail | London Bridge | 'CATERHM-LNDNBDC 2G34' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'BCKNMJC-LNDNBDC 2H60' | 120.66 | 1.67 | 1.51 | 18.71 | 20.22 | 1.48 | 0.5 | 0.74 |
| Rail | London Bridge | 'WCROYDN-LNDNBDC 2J04' | 120.66 | 2 | 1.51 | 15.75 | 17.26 | 1.74 | 0.5 | 0.87 |
| Rail | London Bridge | 'LNDNBDC-WCROYDN 2J13' | 120.66 | 1.33 | 1.51 | 23.31 | 24.81 | 1.21 | 0.5 | 0.6 |
| Rail | London Bridge | 'NORWDJ-LNDNBDC 2K06' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'EGRNSTD-LNDNBDC 2L74' | 120.66 | 1.67 | 1.51 | 18.71 | 20.22 | 1.48 | 0.5 | 0.74 |
| Rail | London Bridge | 'LNDNBDC-VICTRIC 2N05' | 120.66 | 2 | 1.51 | 15.75 | 17.26 | 1.74 | 0.5 | 0.87 |
| Rail | London Bridge | 'SUTTON-LNDNBDC 2U06' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'EPSM-LNDNBDC 2U70' | 120.66 | 1 | 1.51 | 30.75 | 32.26 | 0.93 | 0.5 | 0.46 |
| Rail | London Bridge | 'LNDNBDC-CATERHM 2Y07' | 120.66 | 1.67 | 1.51 | 18.71 | 20.22 | 1.48 | 0.5 | 0.74 |

| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
|---|---|---|---|---|---|---|---|---|---|---|
| Rail | London Bridge | 'LNDNBDC-CATERHM 2Y11' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'BEDFDM-BRGHTN 1T11' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'BEDFDM-BRGHTN 1T15' | 120.66 | 0.67 | 1.51 | 45.53 | 47.03 | 0.64 | 0.5 | 0.32 |
| Rail | London Bridge | 'BRGHTN-BEDFDM 1T83' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'BRGHTN-BEDFDM 2T02' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'BRGHTN-BEDFDM 2T04' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'BEDFDM-BRGHTN 2T15' | 120.66 | 1 | 1.51 | 30.75 | 32.26 | 0.93 | 0.5 | 0.46 |
| Rail | London Bridge | 'BRGHTN-LUTON 2T99' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'VICTRIC-LNDNBDC 2F02' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'VICTRIC-LNDNBDC 2F04' | 120.66 | 0.33 | 1.51 | 91.66 | 93.17 | 0.32 | 0.5 | 0.16 |
| Rail | London Bridge | 'VICTRIC-LNDNBDC 2N04' | 120.66 | 2 | 1.51 | 15.75 | 17.26 | 1.74 | 0.5 | 0.87 |
| LUL | London Bridge | 'Stratford-WembleyPa' | 120.66 | 3.67 | 1.51 | 8.92 | 10.43 | 2.88 | 0.5 | 1.44 |
| LUL | London Bridge | 'Stratford-Willesden' | 120.66 | 4.33 | 1.51 | 7.68 | 9.19 | 3.27 | 0.5 | 1.63 |
| LUL | London Bridge | 'Stanmore-Stratford' | 120.66 | 17.65 | 1.51 | 2.45 | 3.96 | 7.58 | 1 | 7.58 |
| LUL | London Bridge | 'Edgware-Morden' | 120.66 | 9 | 1.51 | 4.08 | 5.59 | 5.37 | 0.5 | 2.68 |
| LUL | London Bridge | 'Morden-HighBarnet' | 120.66 | 14.67 | 1.51 | 2.79 | 4.3 | 6.97 | 0.5 | 3.49 |
| Rail | London Bridge | 'CHRX-GLNGHMK 2L12' | 392.96 | 0.33 | 4.91 | 91.66 | 96.57 | 0.31 | 0.5 | 0.16 |
| Rail | London Bridge | 'EBOURNE-LNDNBDC 1F82' | 392.96 | 0.33 | 4.91 | 91.66 | 96.57 | 0.31 | 0.5 | 0.16 |
| Rail | London Bridge | 'BEDFDM-BRGHTN 2T25' | 392.96 | 0.33 | 4.91 | 91.66 | 96.57 | 0.31 | 0.5 | 0.16 |
| | | | | | | | | | **Total Grid Cell AI:** | **109.27** |

# APPENDIX D – TRICS OUTPUT – B1 OFFICE

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 01 | GREATER LONDON | | |
| | CN | CAMDEN | 1 days |
| | HD | HILLINGDON | 1 days |
| | LB | LAMBETH | 1 days |

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 10200 to 26639 (units: sqm)
Range Selected by User: 10000 to 40000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 19/11/18

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

*Selected survey days:*

| | |
|---|---|
| Monday | 1 days |
| Tuesday | 1 days |
| Wednesday | 1 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 3 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Town Centre | 1 |
| Edge of Town Centre | 2 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Commercial Zone | 1 |
| Built-Up Zone | 2 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| B1 | 3 days |

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

Secondary Filtering selection (Cont.):

*Population within 1 mile:*

| | |
|---|---|
| 25,001 to 50,000 | 1 days |
| 100,001 or More | 2 days |

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

*Population within 5 miles:*

| | |
|---|---|
| 500,001 or More | 3 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.5 or Less | 1 days |
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 1 days |

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

*Travel Plan:*

| | |
|---|---|
| Yes | 2 days |
| No | 1 days |

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

*PTAL Rating:*

| | |
|---|---|
| 4 Good | 1 days |
| 6b (High) Excellent | 2 days |

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

*LIST OF SITES relevant to selection parameters*

| | | | |
|---|---|---|---|
| 1 | CN-02-A-03<br>FITZROY STREET<br>FITZROVIA | PLANNING & ENGINEERING | CAMDEN |
| | Town Centre<br>Built-Up Zone<br>Total Gross floor area: | 26639 sqm | |
| | *Survey date: WEDNESDAY* | *06/12/17* | *Survey Type: MANUAL* |
| 2 | HD-02-A-09<br>MILLINGTON ROAD<br>HAYES | DATA CENTRE | HILLINGDON |
| | Edge of Town Centre<br>Commercial Zone<br>Total Gross floor area: | 12100 sqm | |
| | *Survey date: TUESDAY* | *26/06/18* | *Survey Type: MANUAL* |
| 3 | LB-02-A-01<br>DURHAM STREET<br>VAUXHALL | START UP OFFICES & STUDIOS | LAMBETH |
| | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area: | 10200 sqm | |
| | *Survey date: MONDAY* | *19/11/18* | *Survey Type: MANUAL* |

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | |
| 07:00 - 07:30 | 3 | 16313 | 0.268 | 3 | 16313 | 0.022 | 3 | 16313 | 0.290 |
| 07:30 - 08:00 | 3 | 16313 | 0.546 | 3 | 16313 | 0.067 | 3 | 16313 | 0.613 |
| 08:00 - 08:30 | 3 | 16313 | 1.218 | 3 | 16313 | 0.098 | 3 | 16313 | 1.316 |
| 08:30 - 09:00 | 3 | 16313 | 1.741 | 3 | 16313 | 0.141 | 3 | 16313 | 1.882 |
| 09:00 - 09:30 | 3 | 16313 | 1.600 | 3 | 16313 | 0.147 | 3 | 16313 | 1.747 |
| 09:30 - 10:00 | 3 | 16313 | 0.789 | 3 | 16313 | 0.170 | 3 | 16313 | 0.959 |
| 10:00 - 10:30 | 3 | 16313 | 0.521 | 3 | 16313 | 0.286 | 3 | 16313 | 0.807 |
| 10:30 - 11:00 | 3 | 16313 | 0.358 | 3 | 16313 | 0.260 | 3 | 16313 | 0.618 |
| 11:00 - 11:30 | 3 | 16313 | 0.253 | 3 | 16313 | 0.192 | 3 | 16313 | 0.445 |
| 11:30 - 12:00 | 3 | 16313 | 0.247 | 3 | 16313 | 0.245 | 3 | 16313 | 0.492 |
| 12:00 - 12:30 | 3 | 16313 | 0.260 | 3 | 16313 | 0.405 | 3 | 16313 | 0.665 |
| 12:30 - 13:00 | 3 | 16313 | 0.533 | 3 | 16313 | 0.599 | 3 | 16313 | 1.132 |
| 13:00 - 13:30 | 3 | 16313 | 0.441 | 3 | 16313 | 0.556 | 3 | 16313 | 0.997 |
| 13:30 - 14:00 | 3 | 16313 | 0.488 | 3 | 16313 | 0.505 | 3 | 16313 | 0.993 |
| 14:00 - 14:30 | 3 | 16313 | 0.360 | 3 | 16313 | 0.270 | 3 | 16313 | 0.630 |
| 14:30 - 15:00 | 3 | 16313 | 0.217 | 3 | 16313 | 0.280 | 3 | 16313 | 0.497 |
| 15:00 - 15:30 | 3 | 16313 | 0.176 | 3 | 16313 | 0.315 | 3 | 16313 | 0.491 |
| 15:30 - 16:00 | 3 | 16313 | 0.069 | 3 | 16313 | 0.329 | 3 | 16313 | 0.398 |
| 16:00 - 16:30 | 3 | 16313 | 0.114 | 3 | 16313 | 0.443 | 3 | 16313 | 0.557 |
| 16:30 - 17:00 | 3 | 16313 | 0.065 | 3 | 16313 | 0.566 | 3 | 16313 | 0.631 |
| 17:00 - 17:30 | 3 | 16313 | 0.092 | 3 | 16313 | 0.922 | 3 | 16313 | 1.014 |
| 17:30 - 18:00 | 3 | 16313 | 0.082 | 3 | 16313 | 1.753 | 3 | 16313 | 1.835 |
| 18:00 - 18:30 | 3 | 16313 | 0.033 | 3 | 16313 | 1.165 | 3 | 16313 | 1.198 |
| 18:30 - 19:00 | 3 | 16313 | 0.033 | 3 | 16313 | 0.574 | 3 | 16313 | 0.607 |
| 19:00 - 19:30 | | | | | | | | | |
| 19:30 - 20:00 | | | | | | | | | |
| 20:00 - 20:30 | | | | | | | | | |
| 20:30 - 21:00 | | | | | | | | | |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 10.504 | | | 10.310 | | | 20.814 |

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

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

# APPENDIX E – TRAVL DATA – A3/A4

A3 Café
TOTALS

| Ref No | Survey Date | Start Time | End Time | Bus | Car | All Car Driv | Car Driver | Car Driver | Car Passen | Coach | DLR | HGV | Motor Cycl | Other | Park and R | Pedal Cycle | Rail | River Boat | Taxi | Taxi | Occup | Tram | Undergrou | Unknown | Walk/PT | Walk | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 678 | 02/12/2008 | 0 | 2400 | | | | 182 | 106 | 164 | | | 30 | 54 | | | 8 | | | | | | | | | | 81 | |
| 1023 | 11/05/2011 | 0 | 2400 | 78 | | | 41 | 1 | 3 | | | | | | | 8 | | | 1 | 0 | | | | | | 443 | |
| 681 | 25/09/2008 | 0 | 2400 | 150 | | | 29 | 6 | 6 | | | | | | | 9 | | | 2 | 0 | | | | | | 510 | |
| 988 | 19/10/2010 | 0 | 2400 | 4 | | | 5 | | | 5 | | | 4 | | | 11 | | | 11 | 0 | | | 39 | 2 | | 1352 | |
| 1055 | 21/09/2011 | 0 | 2400 | 65 | | | 22 | 3 | 19 | | | | 2 | | | 19 | 99 | | 17 | 0 | | | 353 | | | 602 | |
| 839 | 22/10/2009 | 0 | 2400 | | | | 16 | 10 | 10 | | | | | | | | | | 2 | 0 | | | | | | 256 | |
| 1076 | 25/04/2012 | 0 | 2400 | 20 | | | 16 | | | | | | | | | | | | | | | | | | | 338 | |
| 1044 | 29/02/2012 | 0 | 2400 | 59 | | | | | | | | | | | | 2 | 177 | | | | | | 161 | | | 2615 | |
| 1072 | 03/07/2012 | 0 | 2400 | 66 | | | 53 | | 10 | | | | | 3 | | 12 | 0 | | 11 | 0 | | | 158 | | | 3016 | |
| 1053 | 16/11/2011 | 0 | 2400 | 108 | | | 190 | 53 | 66 | | | | | | | | | | | | | | | | | 536 | |
| 1060 | 29/02/2012 | 0 | 2400 | 66 | | | | | | | | | | | | 17 | 175 | | | | | | 243 | | | 1273 | |
| 1066 | 17/05/2012 | 0 | 2400 | 355 | | | 143 | 65 | 64 | | | | 18 | | | 19 | 291 | | 43 | 0 | 32 | | 306 | | | 1232 | |
| Total | | | | 674 | 0 | 0 | 402 | 118 | 140 | 0 | 0 | 0 | 18 | 3 | 0 | 50 | 643 | 0 | 54 | 0 | 32 | | 868 | 0 | 0 | 9010 | 12012 |
| % | | | | 6% | 0% | 0% | 3% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 5% | 0% | 0% | 0% | 0% | | 7% | 0% | 0% | 75% | |

Totals of PTAL 6:

| Ref No | Survey Date | Start Time | End Time | Bus | Car | All Car Driv | Car Driver | Car Driver | Car Passen | Coach | DLR | HGV | Motor Cycl | Other | Park and R | Pedal Cycle | Rail | River Boat | Taxi | Taxi | Occup | Tram | Undergrou | Unknown | Walk/PT | Walk | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 988 | 19/10/2010 | 0 | 2400 | 4 | | | 5 | | | 5 | | | 4 | | | 11 | | | 11 | 0 | | | 39 | 2 | | 1352 | |
| 1055 | 21/09/2011 | 0 | 2400 | 65 | | | 22 | 3 | 19 | | | | 2 | | | 19 | 99 | | 17 | 0 | | | 353 | | | 602 | |
| 1072 | 03/07/2012 | 0 | 2400 | 66 | | | 53 | | 10 | | | | | 3 | | 12 | 0 | | 11 | 0 | | | 158 | | | 3016 | |
| 1060 | 29/02/2012 | 0 | 2400 | 66 | | | | | | | | | | | | 17 | 175 | | | | | | 243 | | | 1273 | |
| 1066 | 17/05/2012 | 0 | 2400 | 355 | | | 143 | 65 | 64 | | | | 18 | | | 19 | 291 | | 43 | 0 | 32 | | 306 | | | 1232 | |
| | | | | 556 | 0 | 0 | 223 | 68 | 93 | 5 | 0 | 0 | 24 | 3 | 0 | 78 | 565 | 0 | 82 | 0 | 32 | | 1099 | 2 | 0 | 7475 | 10305 |
| | | | | 5% | 0% | 0% | 2% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 5% | 0% | 1% | 0% | 0% | | 11% | 0% | 0% | 73% | |