ONE BATTERSEA BRIDGE

TRANSPORT ASSESSMENT

April 2024

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TRANSPORT ASSESSMENT

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1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 Velocity Transport Planning (VTP) has been commissioned by Promontoria Battersea Limited ('the Applicant') to prepare a Healthy Streets Transport Assessment (TA) in relation to the Proposed Development at 1 Battersea Bridge Road, SW11 3BZ ('the Site'), located within the London Borough of Wandsworth (LBW).

1.1.2 The development description is as follows:

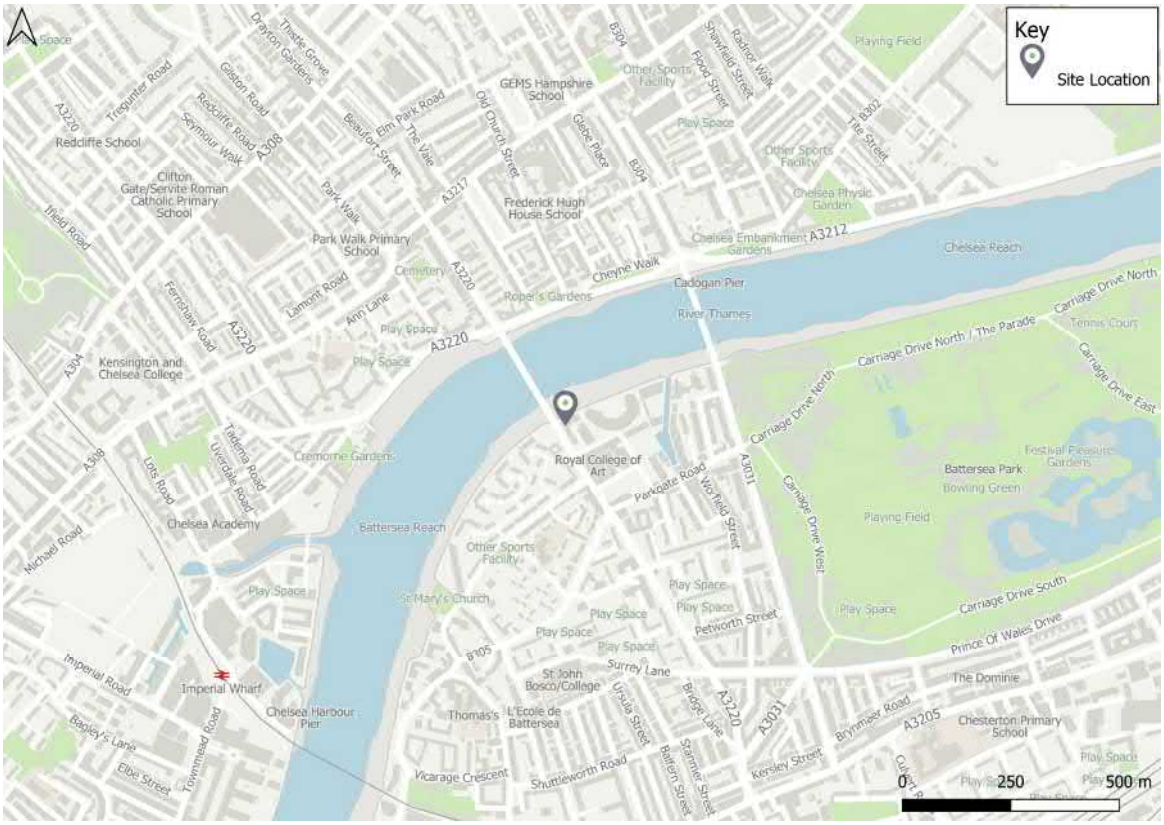
'Comprehensive redevelopment of the site to include demolition of existing building and erection of a part 9 storey, part 33 storey building (plus ground floor and basement levels) comprising residential use (Class C3), office use (Class E), community use (Class F2), and a restaurant (Class E), with associated car parking, cycle parking, public realm, landscaping and other associated works.'

1.2 SITE LOCATION

1.2.1 The Site is bound to the north by the Thames Path and River Thames, and to the south by Hester Road. Battersea Bridge Road bounds the Site to the west, with a six-storey residential building situated to the immediate east. The nine-storey Albion Riverside development is situated further to the east.

1.2.2 Figure 1-1 shows the location of the Site in the context of the surrounding area.

Figure 1-1: Site Location



1.3 EXISTING SITE USE

1.3.1 The Site extends to 0.13ha and comprises a part five-storey, part six-storey 1980s office building (Class E) with a basement level car park providing 33 car parking spaces. Vehicular access to the Site is via a priority junction with Hester Road to the south.

1.4 GOVERNANCE

1.4.1 LBW is the planning and highway authority, who are responsible for the local roads in proximity to the Site. The A3220 Battersea Bridge Road which bounds the Site to the east is part of the Transport for London Road Network (TLRN), for which Transport for London (TfL) is the highway authority.

1.5 CONSULTATION

1.5.1 The proposals have been subject to pre-application discussions with Wandsworth Council and the general public. This consisted of meetings, consultation websites, and questionnaires including open questions where people could leave feedback.

1.5.2 An initial round of consultation on the development proposals took place in September 2022, whereby throughout the consultation period, meetings were arranged with political and community stakeholders. In addition, the consultation website achieved over 400 views throughout the period 31st October to 21st November 2022 and a total of 20 survey responses were received.

1.5.3 The key transport points raised via the survey and during the in-person exhibition were as follows:

- Most respondents were in favour of enhancements to the Thames Path, with a specific focus on higher quality and more even paving.
- Respondents were mostly supportive of the dedicated lanes for pedestrians and cyclists, with an emphasis on promoting safety and mobility in the area.
- Respondents conveyed preference for more landscaping and greenery along the Thames Path, together with preferences for sustainable features within the development.
- Some respondents mentioned the desire for street furniture to enhance comfort and usability of the path.

1.5.4 The second round of consultation on the proposals took place during November and December 2023. This consisted of consultation with Battersea Society on Tuesday 21st November 2023, along with consultation with Wandsworth Society on Wednesday 22nd November 2023 and Wednesday 13th December 2023.

1.5.5 In addition, throughout the period from 7th November to 7th December 2023 the consultation website received 6,478 views, whilst a total of 194 survey responses were received.

1.5.6 The key transport matters raised via the surveys and during the in-person exhibition are as follows:

- Enhancement to the Thames Path was a significant theme with 66.6% of respondents stating it as either very important or extremely important to them.
- More than 10% of respondents highlighted accessibility and connectivity in the site's immediate vicinity. Several responses pointed to the need to upgrade pedestrian and cyclist paths and keep them segregated to promote safety and convenience.

- Approximately 6% of residents commented on limited capacity of existing roads and public transport systems to accommodate increases in residents and traffic.

1.5.7 The above comments have been considered by the design team and incorporated into the scheme were appropriate.

1.6 WHAT IS BEING BUILT?

1.6.1 A detailed planning application is being submitted for the following development description:

'Comprehensive redevelopment of the site to include demolition of existing building and erection of a part 9 storey, part 33 storey building (plus ground floor and basement levels) comprising residential use (Class C3), office use (Class E), community use (Class F2), and a restaurant (Class E), with associated car parking, cycle parking, public realm, landscaping and other associated works.'

1.6.2 The proposal comprises a mixed-used residential-led development. Retail and community space will be provided as accessible from the ground floor level externally (which varies), and the office space will be located on the first floor of the development.

1.6.3 A proposed ground floor plan which illustrates level changes surrounding the Site, together with the composite of spaces/lobbies which meet a level threshold externally is shown in Figure 1-2. The proposed ground floor and basement layouts and development red line boundary is provided in APPENDIX A.

Figure 1-2: Proposed Ground Floor Layout

1.6.4 The accommodation schedule for the proposed residential units is shown in Table 1-1.

Table 1-1: Proposed Residential Accommodation Schedule

UNIT TYPE	NUMBER OF UNITS			
	Private	Intermediate	Social Rent	Total
1 Bed (1 Person)	14	0	0	14
1 Bed (2 Person)	4	4	5	13
2+ Bed	79	11	25	115
Total	97	15	30	142
%	68%	11%	21%	100%

1.6.5 The Proposed Development's land use and floor area schedule is summarised in Table 1-2.

Table 1-2: Proposed Area Schedule

LAND USE	GIA (SQM)
Residential (C3)	22,613
Community (Class F2)	274
Retail (Class E)	189
Office – (Class E)	534
Shared	185
TOTAL	23,795

1.6.6 The Proposed Development will also:

- Provide 18 car parking spaces including 5 Blue Badge spaces.
- Provide long-stay and short-stay cycle parking spaces to encourage uptake of cycling amongst residents and visitors to travel by sustainable modes.
- Provide public realm and landscaping to create an attractive space for both residents and those travelling through the Site.

1.6.7 The transport strategy and design of the Proposed Development has been developed following the TfL Healthy Streets approach by prioritising walking and cycling and minimising trips by motorised vehicles. The proposed access, parking and servicing arrangements are detailed in Section 3.

1.6.8 The Proposed Development follows the TfL Healthy Streets transport principles of Good Growth (set out in the Mayor's Transport Strategy), namely the key areas are as follows:

- Provides good access to public transport and amenities given its proximity Imperial Wharf Station and the A3220 Battersea Bridge Road bus stops and retail units.
- Encourages people to choose to walk and cycle with the provision of new public realm, wider footways and cycle parking in line with London Plan (2021) standards.
- Provides limited car parking spaces, therefore encouraging carbon-free travel.
- Is inclusive and accessible.

1.7 WHEN WILL THE PROPOSED DEVELOPMENT BE OPERATIONAL?

1.7.1 A strategy will be developed which sets out the proposals in relation to the construction of the development. The overall strategy is to:

- Ensure the smooth progression of the development.
- Ensure that disruption to the local area is minimised.
- Ensure the integrated and coherent delivery of development and associated infrastructure.

1.7.2 A construction programme has been developed and an Outline Construction Logistics Plan (CLP) is included in Section 7. The duration of the construction of the Proposed Development is expected to be circa 24 months (commencing Q2 2025), with works aimed to be completed and fully operational by Q2 2027.

1.8 TRANSPORT DESIGN AND PLANNING PROCESS

1.8.1 The design development of the scheme has evolved through collaboration with architects and landscape architects, ensuring safe access for pedestrians and cyclists, adequate cycle parking provision and new active frontages to facilitate access to the Site.

1.8.2 There are individual challenges associated with the Site which has influenced design of the Proposed Development. This includes:

- The service road to the east of the building which provides vehicular access to the Site is outside of the applicants ownership, but rights of access exist. During the design our proposals have sought to continue access as per the historical arrangement, whilst reducing potential impacts through management measures such as post delivery room, reducing dwell time of servicing vehicles.
- The levels change north to south along the Site, there is also a level change between the Thames Path to the north and Battersea Bridge Road to the west, this has historically formed a barrier to movement which we have tried to remove.

1.8.3 This TA has been prepared in accordance with the requirements of Planning Practice Guidance and TfL's Transport Assessment Guidance and is supported by a Framework Travel Plan, Draft Delivery and Servicing Plan, Parking Management Plan and Outline Construction Logistics Plan (forming Section 7).

1.8.4 An Active Travel Zone (ATZ) Assessment has been undertaken in line with the Healthy Streets approach, the scope of this was agreed at the pre-application meeting with TfL and confirmed with LBW. The assessment identifies key routes within the ATZ surrounding the Site for pedestrians and cyclists and assesses each route against eight of the ten Healthy Street criteria.

1.9 STRATEGIC POLICY DELIVERY

NATIONAL PLANNING POLICY FRAMEWORK (2023)

1.9.1 The National Planning Policy Framework (NPPF) was revised in December 2023 and sets out the Government's planning policies, including how these policies should be applied, providing a framework within which locally prepared plans for housing and other development can be produced.

1.9.2 The NPPF promotes sustainable transport and notes that transport issues should be considered at the earliest stages of development proposals.

1.9.3 Chapter 9 sets out the requirements for promoting sustainable transport, advising that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

1.9.4 Paragraph 114 states that, when considering development proposals, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) 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.

1.9.5 Paragraph 115 states 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."

1.9.6 Paragraph 116 states that applications for developments should:

a) 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;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) 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;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

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

PLANNING PRACTICE GUIDANCE (2014)

1.9.7 The Planning Practice Guidance (PPG) provides information on the level of detail required for Travel Plans, Transport Assessments and Statements.

1.9.8 The guidance states that Travel Plans, Transport Assessments and Statements should be:

- Proportionate to the size and scope of the Proposed Development to which they relate;
- Be tailored to particular local circumstances; and
- Be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators and Highways Agency where there may be implications for the strategic road network and other relevant bodies.

1.9.9 This TA has been prepared in consultation with LBW and TfL to ensure it is appropriate to the size and scope of the proposed scheme.

1.10 REGIONAL POLICY DELIVERY

LONDON PLAN (2021)

1.10.1 The London Plan is the spatial development strategy for Greater London. It sets out a framework for how London will develop over the next 20 – 25 years and the Mayor's vision for Good Growth.

1.10.2 Many points in the London Plan support the principle of connectivity in London. For instance, Paragraph 1.1.4. states:

> "Delivering good quality, affordable homes, better public transport connectivity, accessible and welcoming public space, a range of workspaces in accessible locations, built forms that work with local heritage and identity, and social, physical and environmental infrastructure that meets

London's diverse needs is essential if London is to maintain and develop strong and inclusive communities."

1.10.3 Table 1-3 demonstrates how the Proposed Development is compliant with the relevant transport-related policies contained within the London Plan.

Table 1-3: London Plan Compliance

POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
T1	Development proposals should target 80% of all trips in London to be made by foot, cycle or public transport by 2041. 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 on London's transport networks and supporting infrastructure are mitigated.	The Proposed Development provides a low number of car parking spaces (18). Of these, 5 Blue Badge bays are provided for 3% of dwellings. The development will provide long and short stay cycle parking in line with London Plan standards. The resulting behaviours of car-lite provision will already achieve in excess of 80% of trips by foot, cycle etc, this will increase to 90% with the introduction of the Travel Plan.
T2	Policy T2 relates to 'Healthy Streets' and seeks development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Healthy Streets Approach recognises the importance of promoting and facilitating active modes of travel by making developments permeable and highly connected by foot and cycle, with reduced vehicle dominance.	The Site is well located in respect of cycle infrastructure including the local and strategic cycle network, and it is expected that the routes will be used daily by commuting cyclists. An ATZ assessment has also been carried out in relation to the Proposed Development, to identify where further improvements could be made.
3	Development proposals should provide adequate protection for transport schemes, not remove vital transport functions, or limit their necessary expansion without suitable alternative provisions. Proposals should also support capacity, connectivity, and other improvements to the bus network, ensuring it can operate efficiently.	The Proposed Development does not impact safeguarded transport schemes and is not expected to have a negative impact on the bus network given the good level of local bus service provision.
T4 (A)	Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.	The development is located in an area with a moderate level of public transport connectivity with a PTAL of 3.
T4 (B)	Transport Assessments are required to assess impacts on the capacity of the transport network at the local, network-wide and strategic level. Transport Assessments should focus on embedding the Healthy Streets Approach. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.	The transport strategy focuses on the Healthy Streets Approach. Impacts on the transport network at different scales have been assessed in this TA, On a London wide level in Chapter 5 and a Local Borough level in Chapter 6. This TA is also accompanied by a Draft DSP which sets how deliveries are to be handled at the Site, including mitigation strategies.

POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
		This TA is accompanied by an Outline CLP setting out the proposed construction strategy and the measures considered to minimise the impact on the surrounding highway network and local residents.
T4 (C)	Where adverse transport impacts are identified, appropriate mitigation will be required, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions.	No adverse impacts are identified on the transport network and it is not considered that there would be any grounds for refusal relating to transport matters in the context of NPPF para 115 .
T4 (D)	In instances where there is limited ability to absorb increased travel demand through active travel modes and existing public transport capacity is insufficient with no plans for increased capacity, planning permission will be contingent on the provision of transport infrastructure.	There is significant potential for active travel at and around the Site, and the Proposed Development will help facilitate this.
T4 (F)	Development proposals should not increase road danger.	The Proposed Development comprises a low number of car parking spaces (18), of which 5 are Blue Badge bays. A reduction of 15 spaces from the existing 33 car parking spaces.
T5	Development should encourage cycling and sets out cycle parking standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for disabled cyclists. In places of employment, supporting facilities are recommended.	Secure long-stay cycle parking is proposed with dedicated spaces for larger cycles.
T6.1	T6.1 Residential Parking, set out in Table 10.3 states that the parking standards for inner London PTAL 3 is up to 0.25 spaces per unit.	The Proposed Development comprises a low number of car parking spaces (18), of which 5 are Blue Badge bays. Representing a ratio of 0.13 spaces per unit. The non-residential land uses are car-free.
T6.9	Development should provide secure, integrated, convenient and accessible cycle parking facilities in line with minimum standards. Development should contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (LCDS).	Long-stay and short-stay cycle parking will be provided in line with London Plan requirements, respectively. Sheffield stands for visitor parking will be provided in the public realm. Cycle stores for residents will make provision for accessible cycle parking in line with LCDS.
T7	Development proposals should facilitate sustainable deliveries and servicing. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night-time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.	Servicing will take place on a service road along the eastern Site boundary, and therefore off the public highway.

MAYOR'S TRANSPORT STRATEGY (2018)

1.10.4 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years.

1.10.5 The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, this is referenced and illustrated in Figure 10.1 in The London Plan, an extract of which is provided in Figure 1-3.

Figure 1-3: Extract of Figure 10.1 from The London Plan

1.10.6 Three key themes are at the heart of the strategy:

1. Healthy streets and healthy people

   The MTS promotes the Healthy Streets approach to reduce car dependency and increase active, efficient and sustainable travel. Street environments should be designed to encourage walking and cycling to assist Londoners with staying healthy.

2. A good public transport experience

   For longer trips, public transport is the most efficient way for people to travel and should be attractive to facilitate a mode shift away from car use. Improvements to the public transport network are outlined including new infrastructure.

3. New homes and jobs

   The MTS sets out Good Growth principles for the delivery of new homes and jobs that use transport to:

   a) Create high-density, mixed-use places.
   b) Unlock growth potential in underdeveloped parts of the city.

1.10.7 The MTS outlines transport principles of Good Growth as being:

- Good access to public transport.
- High-density, mixed-use developments.
- People choose to walk and cycle.
- Car-free and car-lite places.
- Inclusive, accessible design.
- Carbon-free travel.
- Efficient freight.

1.11 LOCAL POLICY

1.11.1 Relevant Local transport policy is summarised and commented upon in Section 6 of this TA.

1.12 DOCUMENT STRUCTURE

1.12.1 The remainder of this Healthy Streets TS is structured as follows:

- Section 2 considers the users of the development and their common method of travel.
- Section 3 outlines the existing and proposed connectivity of the Site.
- Section 4 provides the ATZ assessment.
- Section 5 outlines the existing and future London-wide transport network and proposed trip generation for the Site.
- Section 6 includes relevant local borough analysis.
- Section 7: Outline Construction Logistics Plan.
- Section 8 provides the conclusion of this TA.

2 TRANSPORT PLANNING FOR PEOPLE

2.1 INTRODUCTION

2.1.1 This section summarises who the development will be for as well as when they will travel. The following documents and data have been used and are presented in this section:

- TfL's Travel in London Reports and Transport Classification of Londoners (TCoL) demographic segments (2017).
- Trip Rates from the TRICS database.
- London Travel Demand Survey (LTDS).

2.2 WHO IS THE DEVELOPMENT FOR?

TRANSPORT CLASSIFICATION FOR LONDONERS

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

2.2.2 The desire to understand these behaviours and motivations is borne out of a need to plan effectively for London both now and in the future. Understanding who will use the Proposed Development and their expected travel behaviours based on the TCoL's demographic segments has been used to inform the design of the Proposed Development.

2.2.3 The TCoL provides information about the existing demographic segment proportions at borough level and Figure 2-1 shows the TCoL's identified nine high-level tier demographic segments.

Figure 2-1: TCoL Demographic Segments

2.2.4 Table 2-1 shows the demographic segment proportions present within LBW.

Table 2-1: LBW Demographic Segment Proportions

AFFORDABLE TRANSITIONS	CITY LIVING	DETACHED RETIREMENT	EDUCATIONAL ADVANTAGE	FAMILY CHALLENGE	SETTLED SUBURBIA	STUDENTS & GRADUATES	SUBURBAN MODERATION	URBAN MOBILITY
1%	32%	13%	5%	6%	1%	26%	3%	14%

2.2.5 Table 2-1 shows the existing demographic within LBW can be identified broadly by three of the demographic segments: City Living (32%), Students and Graduates (26%) and Urban Mobility (14%).

2.2.6 All three of the existing demographic segments for LBW share common characteristics such as low car use as well as high public transport use and active travel.

2.2.7 A car-lite development with an appropriate transport strategy in line with the Healthy Street approach will encourage future users of the Proposed Development to choose active modes of travel and public transport rather than use of the private car.

2.3 WHEN WILL PEOPLE TRAVEL?

2.3.1 Whilst TCoL provides a high-level projection of the likely demographic and associated travel characteristics of each aforementioned classification, it is expected that the new residents of the Proposed Development will have similar travel patterns and travel modes to the current residents in the area.

2.3.2 It is anticipated that the trip profiles for all land uses will fluctuate throughout a typical weekday with the following main activities:

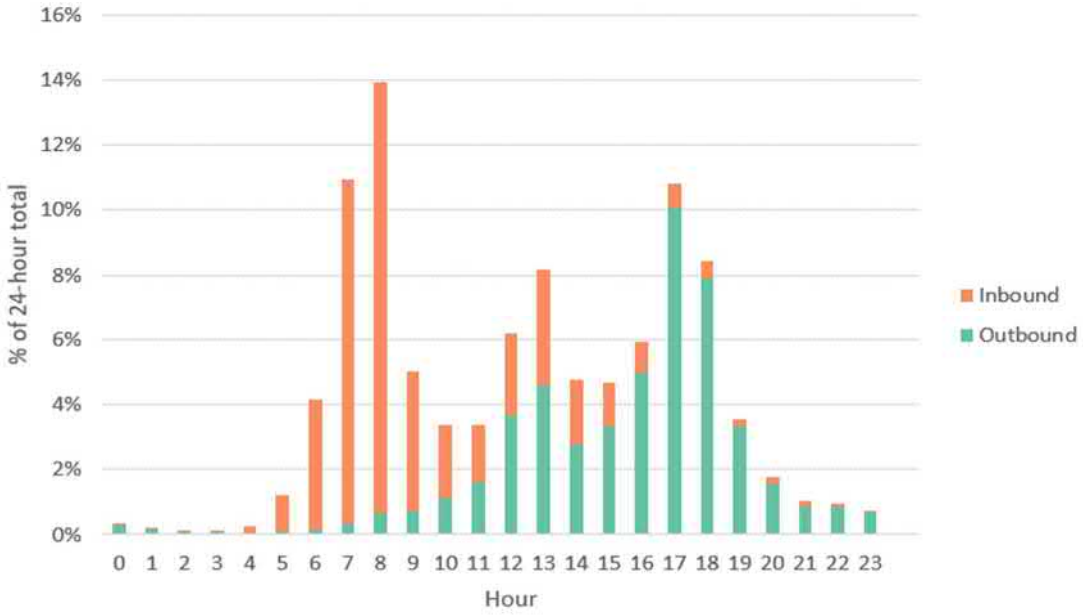
- Morning:
  - Early delivery and servicing trips associated with online food shopping and delivery of perishable goods for non-residential uses.
  - Commuter departures in the morning peak.
  - Parent and schoolchildren movements in the morning peak.
  - Employee arrivals for non-residential uses in the morning peak.
- Lunchtime:
  - Lunchtime movements for the non-residential uses.
- Evening:
  - Parent and school children movements in the evening peak.
  - Employee departures for non-residential uses in the evening peak.
  - Commuter arrivals in the evening peak.
  - Dinner and after-work movements to the non-residential uses.
  - Late delivery and servicing trips associated with takeaways and online food shopping.
- During the weekends, movements would be expected to be spread more evenly throughout the day without exceeding weekday peak movements.

EMPLOYEES

2.3.3 Data from the 'London Travel Demand Survey (LTDS) has been analysed to indicate when and why future employees may travel. Surveyed journeys to and from Outer London boroughs have been reviewed to determine the origins, destinations and travel patterns of people visiting the Proposed Development.

2.3.4 A daily profile of journeys being made to and from employees' 'usual workplace' or 'other work related' locations is shown in Figure 2-2.

Figure 2-2: Employee Inbound/Outbound Trips by Start Time (Employees)



2.3.5 The highest number of employee trips is undertaken between 08:00 and 09:00 (trips to work) and between 17:00 and 18:00 (trips from work). There are also higher numbers of journeys in the lunchtime period between 12:00 and 14:00.

VISITORS

2.3.6 Office visitors would travel to and from the Proposed Development throughout the working day, primarily associated with attending meetings.

2.3.7 The retail customers are expected to be local employees and passers-by. The highest numbers of visitors are expected to be at lunchtime and after the working day.

2.4 SUMMARY

2.4.1 TCoL data for LBW aligns with the nature of the Proposed Development, with the predominant demographic being low car users and having high public transport and active travel use.

2.4.2 The analysis of the local demographic suggests that the local population already presents trends towards car-free lifestyles and therefore the proposed car-lite development should be considered suitable for this accessible location.

3 SITE AND SURROUNDINGS

3.1 INTRODUCTION

3.1.1 This section provides information on the Site's existing connectivity to the local transport network before and after the Proposed Development becomes operational.

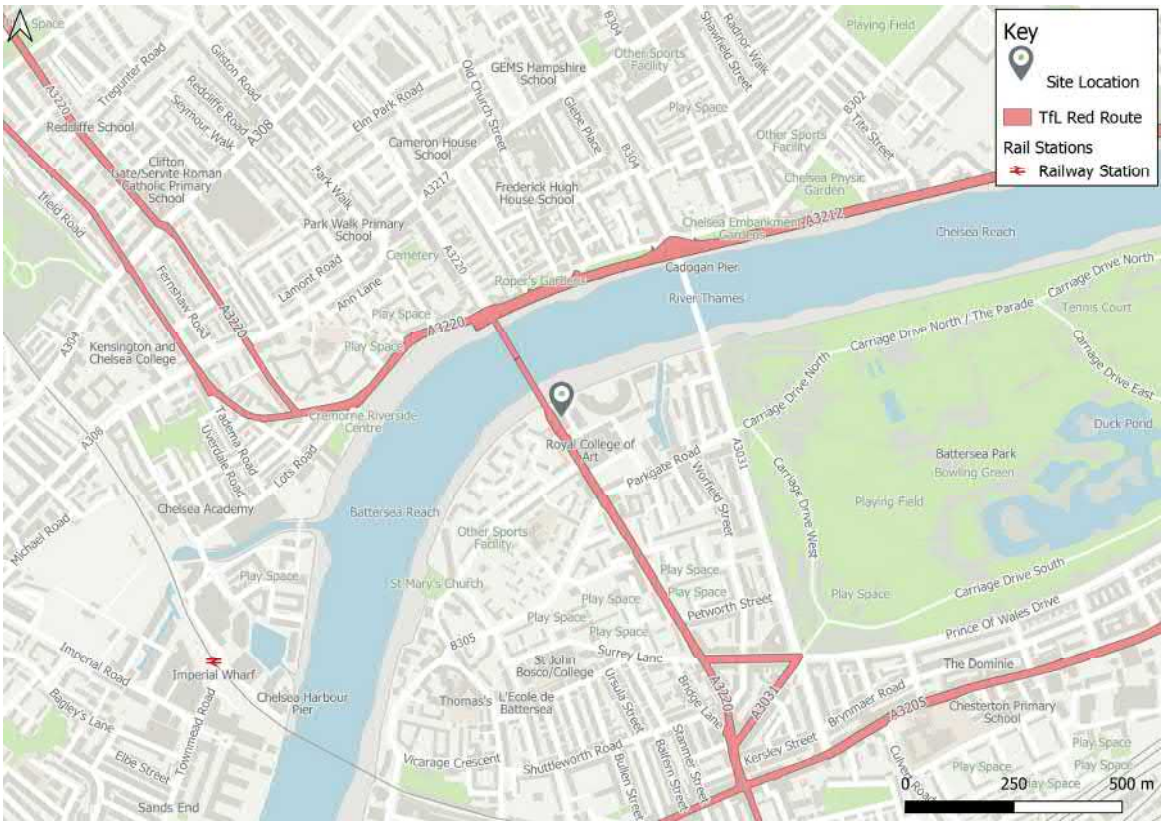
3.2 ACCESS ARRANGEMENTS - BEFORE

VEHICULAR ACCESS

3.2.1 At present, a shared pedestrian/vehicular access is provided to the east of the Site from Hester Road, this is shared with the Thameswalk Apartments.

3.2.2 Figure 3-1 illustrates the Site's close proximity to the TLRN, with the A3220 Battersea Bridge Road bounding the Site to the west.

Figure 3-1: Local Road Network



A3220 BATTERSEA BRIDGE ROAD

3.2.3 The A3220 Battersea Bridge Road is a two-way single carriageway that bounds the Site to the west and runs on a general north-west to south-east alignment connecting to the three-armed signalised junction between Beaufort Street and the A3220/A3212 Cheyne Walk to the north-west, and the four-armed signalised junction between the A3205/A3220 Battersea Park Road and the A3220 Latchmere Road to the south-east.

3.2.4 The road is subject to a 30mph speed limit and is a TfL Red Route operating no stopping restrictions between Monday to Saturday from 07:00 to 19:00. A bus, cycle and taxi only lane is provided on the western side of the road operating between Monday to Saturday from 07:00 to 10:00 and 16:00 to 19:00. In addition, a parking bay is provided on the western side which is subject to the aforementioned TfL Red route restrictions, whilst also allowing loading for a maximum of 20 minutes and blue-badge parking with a maximum allowable stay of up to three hours.

3.2.5 Segregated cycle lanes are provided on the western side of the road and advance cycle stop lines are provided at signalised crossings. One of the advance cycle stop lines along Battersea Bridge Road to the south of the Site is shown in Figure 3-2.

Figure 3-2: Advanced Stop Lines at Battersea Bridge Road

HESTER ROAD

3.2.6 Hester Road is a two-way single carriageway which bounds the Site to the south and travels on a general west to north-east direction forming a junction with the A3220 Battersea Bridge Road to the west before merging into an area of public realm to the north-east.

3.2.7 Hester Road comprises a pedestrian and cycle zone which restricts vehicular traffic to access only. The road features speed calming measures in the form of a 20mph speed limit and a shared surface arrangement with footways that are flush with the carriageway which helps to promote a pedestrian and cyclist friendly environment. A photograph looking north towards the Site across Hester Road is shown in Figure 3-3. The view at the junction between Hester Road and Battersea Bridge Road is provided in Figure 3-4.

Figure 3-3: View North Across Hester Road Towards Existing Site

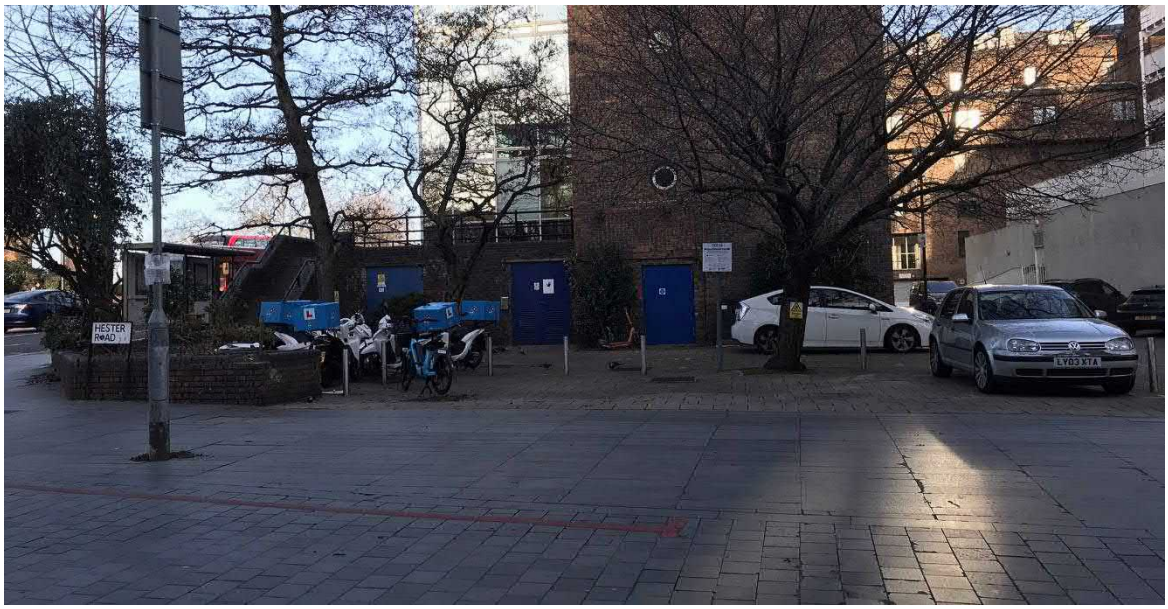
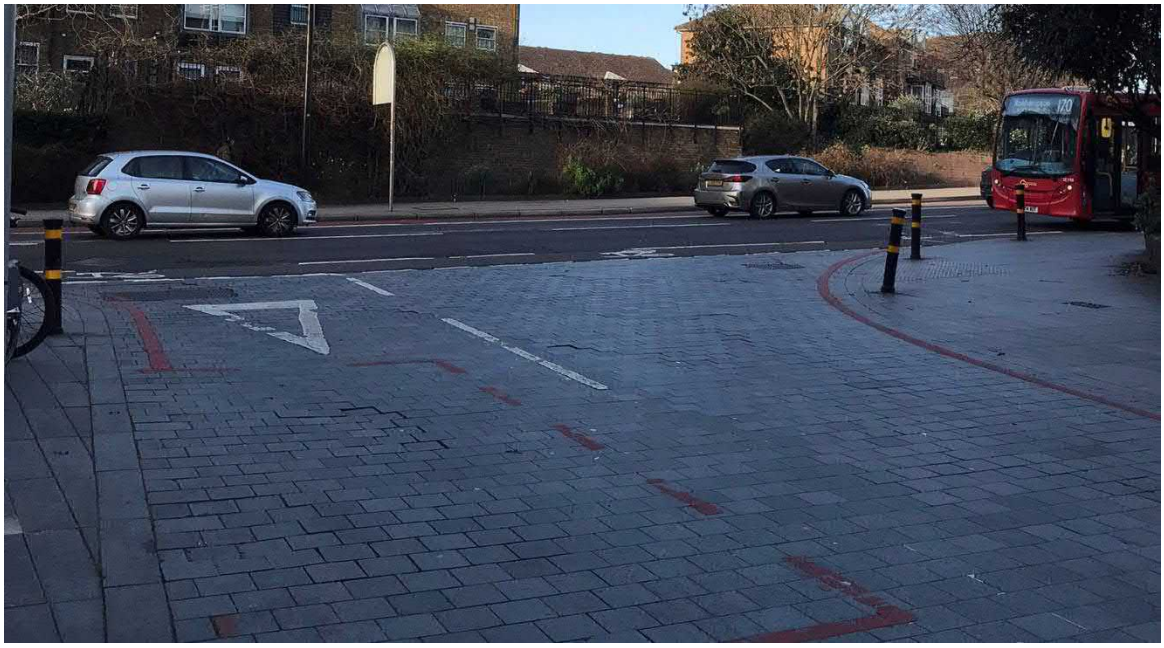


Figure 3-4: View West From Hester Road Towards Battersea Bridge Road

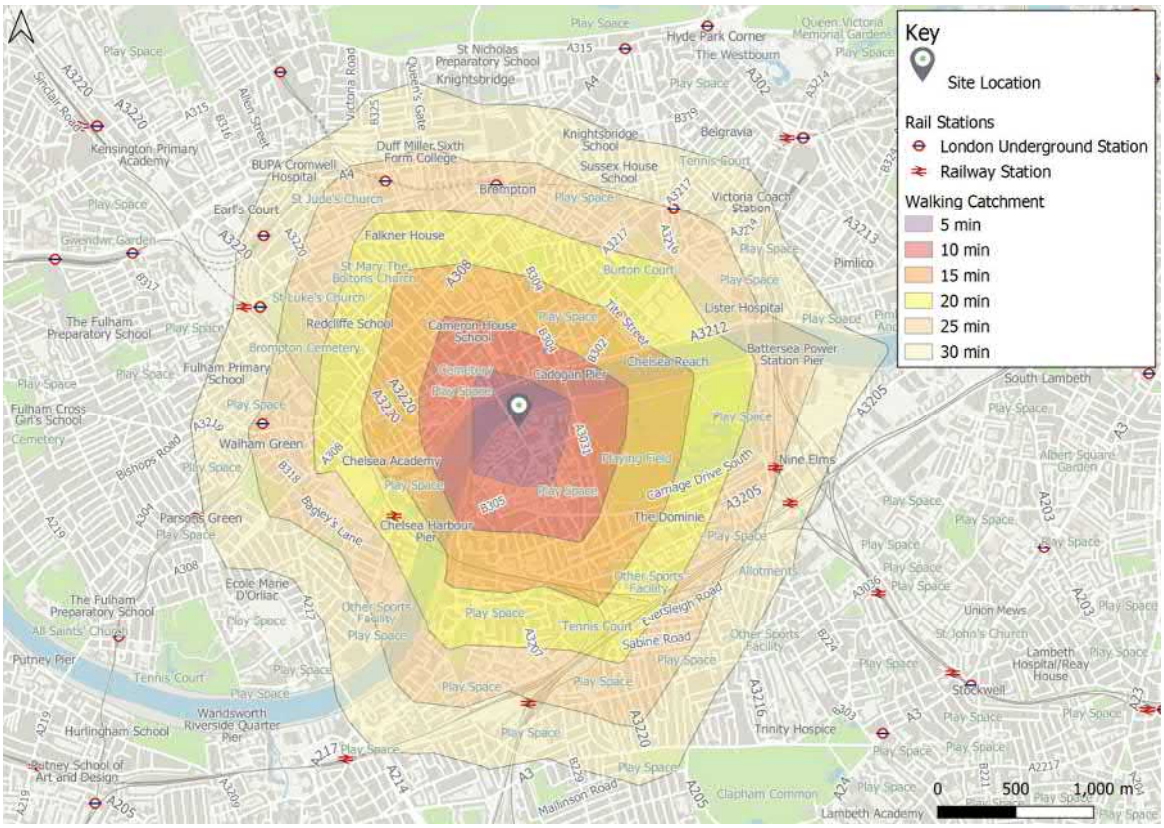


PEDESTRIAN ACCESS

3.2.8 The National Travel Survey identifies that walking is the most frequent travel mode used for short distance trips (within 1 mile/1.6 km). Infrastructure that supports travel on foot is therefore of importance to promote sustainable and active travel as a viable alternative to short car trips.

3.2.9 Walking isochrones show what can be reached within a 30-minute walk of the Site, in 5-minute increments. Figure 3-5 shows that it is possible to reach Imperial Wharf Station within a 20-minute walk of the Site and Clapham Junction, Battersea Park, Sloane Square, South Kensington, Gloucester Road and Fulham Broadway Stations within a 25-minute walk.

Figure 3-5: Walking Isochrones



3.2.10 At present, pedestrian access is provided from the A3220 Battersea Bridge Road along the Site's frontage as well as to the rear of the Site from the shared vehicular/pedestrian access via Hester Road.

3.2.11 Locally, there are a number of shops, cafes, open green spaces and school situated within a 2km radius that can be accessed within a 20 minutes' walk of the Site. The footways surrounding the Site are considered to be in good condition which enables pedestrian access to the Site. Wide, flat footways are provided on both sides of the A3220 Battersea Bridge Road and a shared surface arrangement is provided on Hester Road, with street lighting provided on both roads to increase feelings of safety.

3.2.12 An uncontrolled pedestrian island crossing is provided across the A3220 Battersea Bridge Road and is positioned in accordance with the pedestrian desire line leading into the Site, a figure of this crossing is provided in Figure 3-6. In addition, a signalised crossing is provided further south on the A3220 Battersea Bridge Road, equipped with dropped kerbs and tactile paving to increase ease of crossing. These crossing points provide access to nearby bus stops, an off-road footway/cycleway (namely the Thames Path) and retail stores.

3.2.13 Figure 3-7 shows the view of Battersea Bridge Road looking north at the site and highlights the current poor experience / interaction of the existing building with the footpath.

Figure 3-6: Uncontrolled Crossing on Battersea Bridge Adjacent to Site

Figure 3-7: Battersea Bridge Road (looking north) showing poor ped experience adjacent site

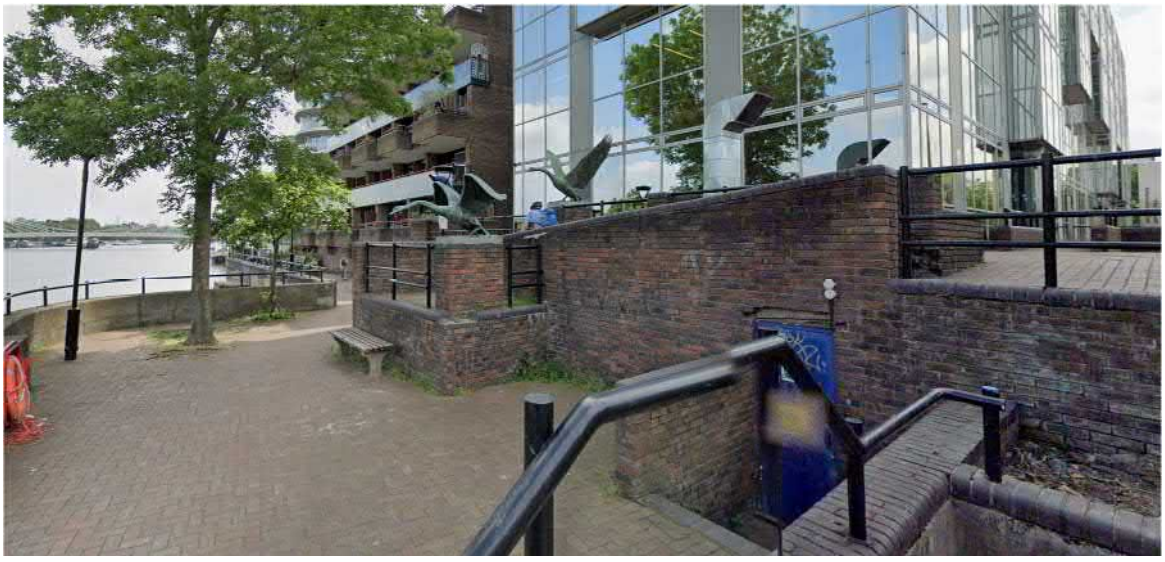
3.2.14 To the north of the Site, the Thames Path features an off-road shared footway/cycleway allowing westbound movement along the bank of the River Thames. However, due to the level difference between the Thames Path and Battersea Bridge Road users are required to use either a narrow ramp or stairs between the two routes. In addition, Hester Road which bounds the Site to the south forms a pedestrian and cycle zone (except for vehicular access), thus enhancing permeability and encouraging safe active travel.

3.2.15 The existing layout has been reviewed against Healthy Street indicators, this is provided in Section 6.3. The existing layout marked poorly against 'things to see and do' and 'places to stop and rest' whose contributing factors usually are surveillance, presence of trees, planting at footway level, and walking distance between areas.

3.2.16 Images of the Thames Path towards Battersea Bridge is provided in Figure 3-8.

Figure 3-8: Thames Path Towards Battersea Bridge

Figure 3-9: Thames Path Towards Battersea Bridge

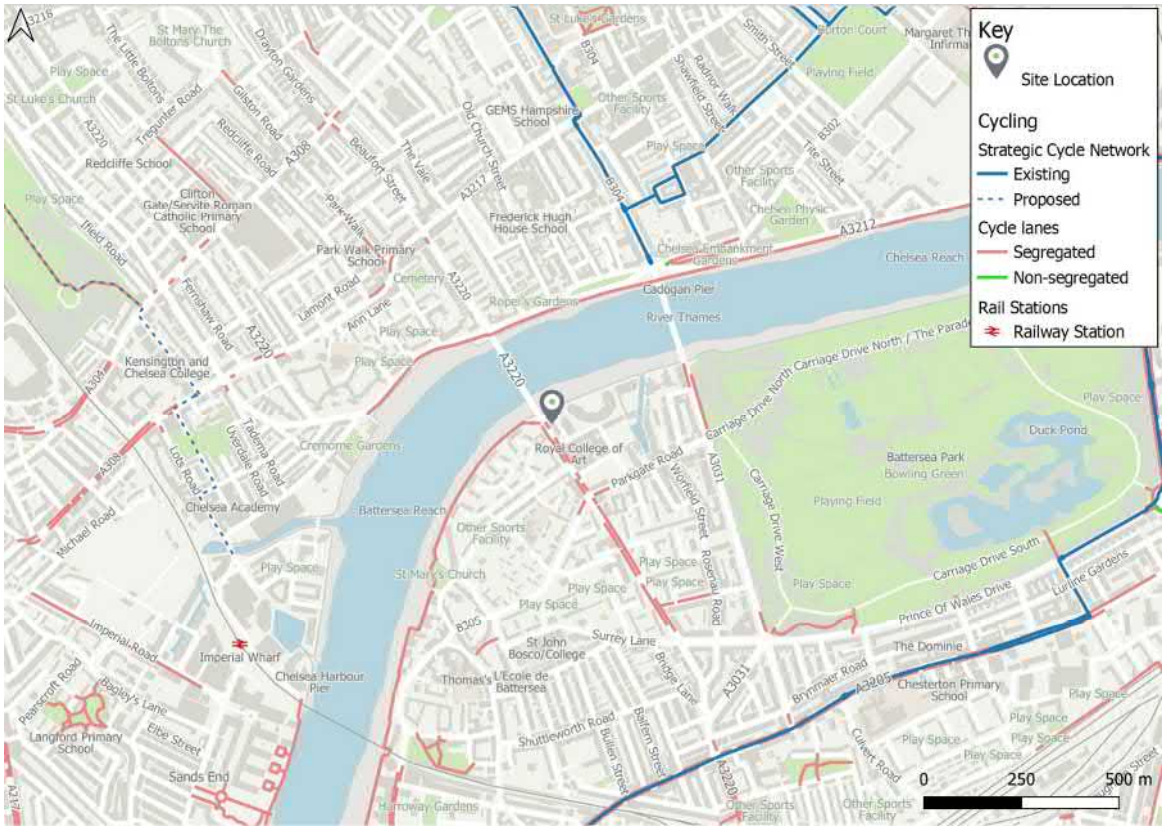


CYCLE ACCESS

3.2.17 The National Travel Survey highlights that the average cycle trip is currently 3.2 miles (5.1km). Transport Note 1/04 identifies the average distance travelled by non-motorised users (NMUs) at that time and suggests that "journeys up to three times [the average distance] are not uncommon for regular commuters" accepting that "fitness and physical ability, journey purpose…and conditions" are relevant factors.

3.2.18 The existing cycle network surrounding the Site is shown in Figure 3-10.

Figure 3-10: Local Cycle Network



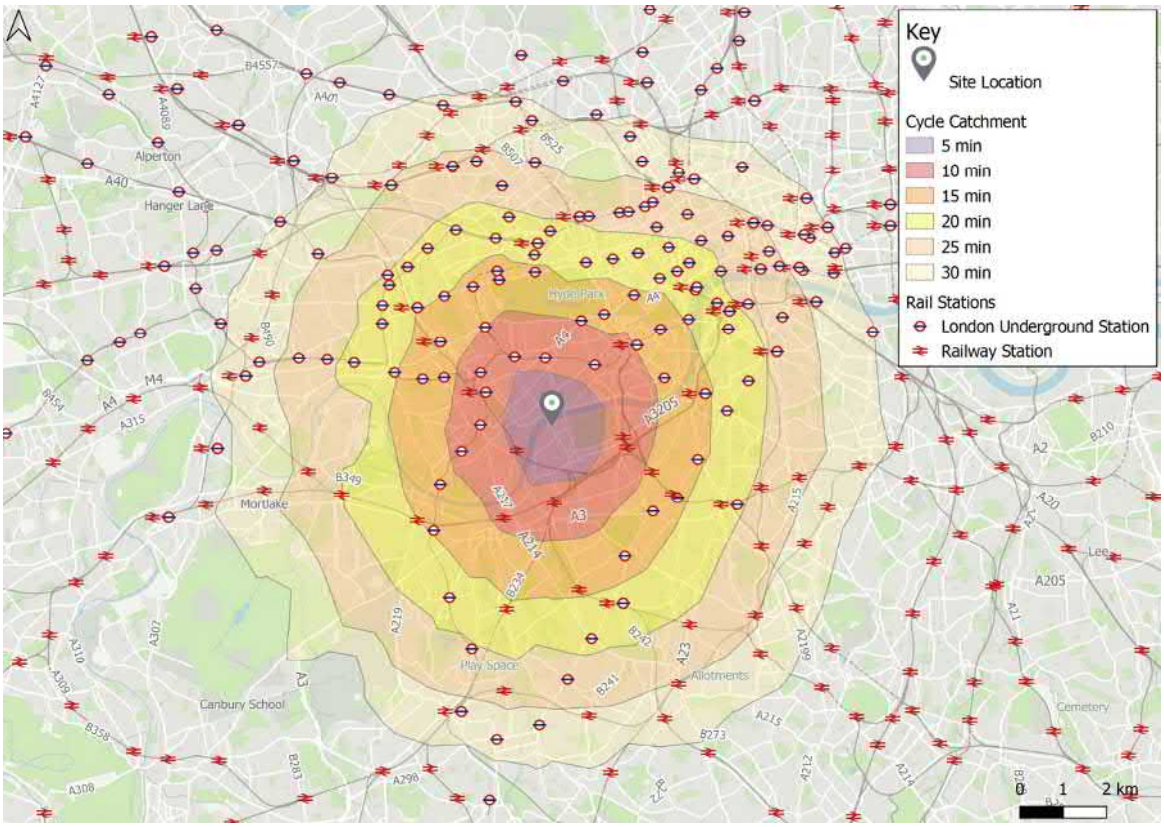
3.2.19 At present, there are no dedicated cycle access points to the Site. Cyclists currently access the Site from the shared pedestrian/vehicular access located to the rear of the Site.

3.2.20 As shown in Figure 3-10, the Site is connected to its surroundings by good pedestrian and cycle routes which include segregated cycle lanes on the eastern side of the A3220 Battersea Bridge Road and a bus/cycle lane on the western side. In addition, advanced cycle stop lines are provided at signalised crossings.

3.2.21 Cycle Superhighway 8 (CS8) is accessible within a six-minute cycle to the south of the Site from the A3205 Battersea Park Road. CS8 provides a dedicated route from Wandsworth High Street in the south-west to Lambeth Bridge in the north-east. In addition, a quietway link is accessible within a three-minute cycle to the north-east of the Site from Albion Bridge Road, which provides a connection to Quietway 15 and South Kensington to the north.

3.2.22 A cycling isochrones map has been produced, as shown in Figure 3-11, which illustrates what is accessible in a 30-minute cycle at 5-minute increments. It shows that within a 30-minute cycle ride, local areas including Chelsea, Battersea, Fulham, Kensington, Westminster, Hammersmith, Clapham, Putney, Streatham and Brixton can be reached.

Figure 3-11: Cycling Isochrones Map



3.3 ACCESS ARRANGEMENTS – AFTER

PEDESTRIAN ACCESS

3.3.1 The proposed pedestrian access strategy is shown in Figure 3-12.

Figure 3-12: Pedestrian Access Strategy

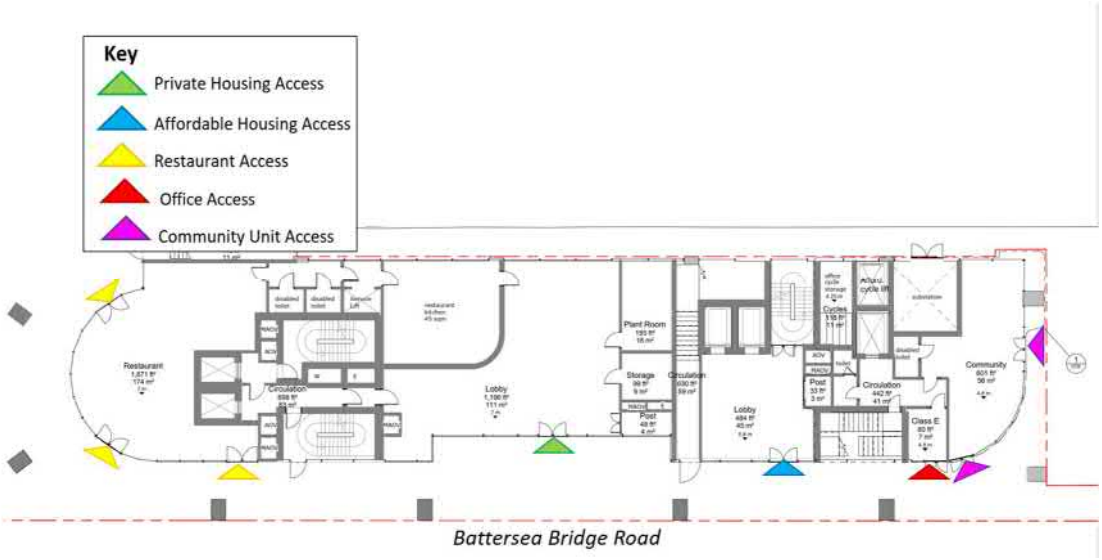


Figure 3-13: Proposed View from Battersea Bridge

Figure 3-14: Proposed View from Battersea Bridge Road North

RESIDENTIAL

3.3.2 Two separate pedestrian access points will be provided for the affordable and private housing elements, both of which are accessed along the Site's frontage via the A3220 Battersea Bridge Road.

NON-RESIDENTIAL

3.3.3 Pedestrian access to the restaurant will be provided from the A3220 Battersea Bridge Road along the Site's frontage and the new public realm to the west of the building footprint.

3.3.4 Pedestrian access to the office unit will be provided from the A3220 Battersea Bridge Road.

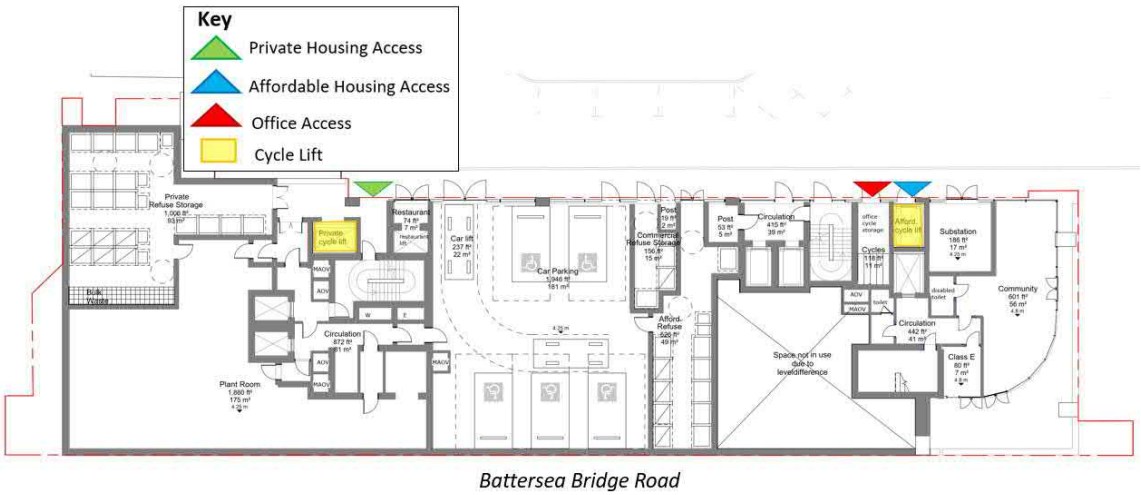
3.3.5 The Community unit will be accessed via Hester Road to the rear of the Site.

3.3.6 As part of the proposals there will be enhancements to lighting and CCTV at building entrances and the new public realm to the west of building footprint.

CYCLE ACCESS

3.3.7 The cyclist access strategy is shown in Figure 3-15.

Figure 3-15: Cycle Access Strategy



RESIDENTIAL

3.3.8 Two separate cyclist access points, each comprising a cycle lift and accessed via the eastern Site boundary at lower ground floor level will be provided for the affordable and private housing elements. The two cycle lifts would provide access to two separate cycle stores located at basement level.

NON-RESIDENTIAL

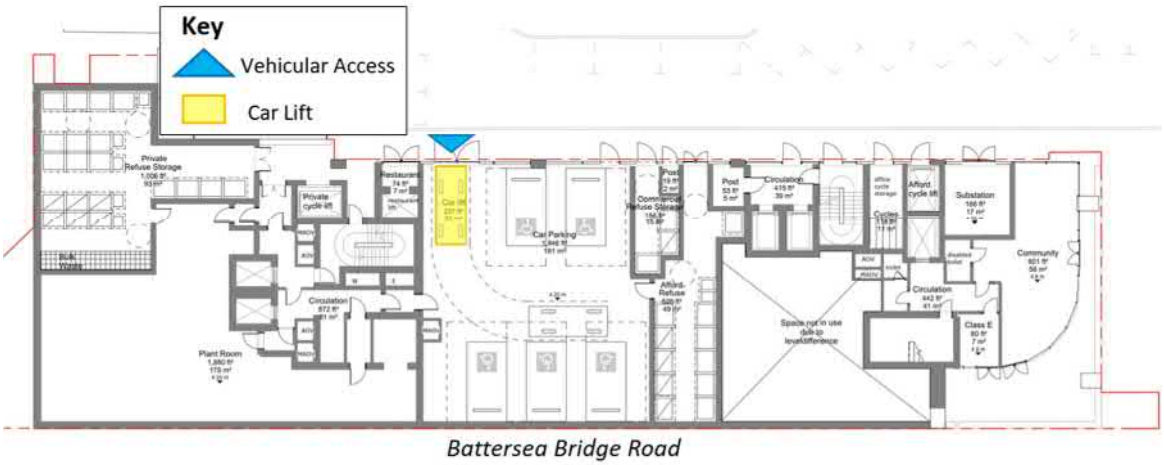
3.3.9 Cyclist access to the office would be from the eastern Site boundary on the lower ground floor level and would provide direct access into the long-stay cycle store.

3.3.10 The restaurant and community unit have minimal cycle parking and will have access to the office cycle store also, if additional cycle storage is required this can be accommodated within the floor areas.

VEHICULAR ACCESS

3.3.11 The vehicular access strategy is shown in Figure 3-16.

Figure 3-16: Vehicular Access Strategy



3.3.12 It is proposed to retain the shared pedestrian/vehicular access point to the rear of Site from Hester Road as per the existing arrangement. Vehicles would route along the service road to the east of the building footprint where access into the lower ground floor level car park and car lift is provided. In addition, emergency vehicle access and refuse collection will continue to take place from the service road.

3.3.13 The car lift provided on the lower ground floor level provides access between this level and the basement level, an example of the car lift that may be used is shown in Figure 3-17. It is expected that at lower ground level vehicles will call the lift which will rise to allow vehicles to enter, then drop to basement level. For users from the basement, vehicles will enter the lift and call for it to rise to lower ground level. Further details are provided within the Parking Management Plan.

Figure 3-17: Example of Car Lift

3.4 REFUSE, DELIVERY AND SERVICING – BEFORE

3.4.1 At present, all delivery and servicing activity takes places on the private road to the east of the Site, accessed from Hester Road. The waste collection takes place along this route, which has been confirmed by LBW.

3.5 REFUSE, DELIVERY AND SERVICING – AFTER

REFUSE COLLECTION

3.5.1 As per the existing arrangement, refuse collection will take place on the service road to the east of the building footprint. In turn, vehicles will be able to reverse into the service road from Hester Road, to be within 10m drag distance of each of the refuse stores which allows for direct collection to take place. Swept path analysis demonstrating access for servicing vehicles is included at APPENDIX B.

3.5.2 As detailed later in Section 5, the Proposed Development is forecast to generate 54 servicing vehicles per day (48 LGVs and 6 HGVs).

3.5.3 A separate Waste Management Strategy (WMS) has been produced which considers the need to lessen the overall impact of waste generation though the recycling of materials from the operational phase of the Proposed Development. The proposals set out in the WMS meet the requirements of relevant waste policy and follow applicable guidance.

3.5.4 The location of the residential and commercial refuse stores at lower ground floor level is shown in Figure 3-18.

Figure 3-18: Proposed Refuse Store and Post Room Location

DELVIERIES

3.5.5 Deliveries will take place as per the existing situation, to the east of the building footprint. At this level the scheme will introduce two post rooms, one to be used by the residential units and the other one for the remainder of the building. The residential post room will be managed by the on site management team.

3.5.6 The post rooms will operate accordingly:

- Deliveries deposited in post room by courier.
- Access controlled electronically via concierge and monitored by CCTV cameras.
- Post for residents redistributed by management team to relevant cores and post rooms.

3.5.7 The post rooms will reduce dwell times of delivery servicing, as couriers can stop adjacent to the post room's entrances and then leave, not requiring them to access the frontages of the building along Battersea Bridge and drop off at each land use entrance. In addition, there is opportunity for deliveries to be consolidated.

3.6 EMERGENCY VEHICLE ACCESS – BEFORE

3.6.1 At present, emergency vehicles would access the Site using the shared pedestrian/vehicular access from Hester Road before routing along the service road to the east of the Site.

3.7 EMERGENCY VEHICLE ACCESS – AFTER

3.7.1 It is proposed to retain the emergency vehicle access strategy as per the existing arrangement. Emergency vehicles will access the Site using the retained shared pedestrian/vehicular access provided to the Site from Hester Road.

3.7.2 Swept path analysis has been undertaken to confirm that a fire tender can access all units as required; this is included in APPENDIX B.

3.8 CYCLE PARKING – BEFORE

3.8.1 The number of formal cycle parking spaces provided is limited to a handful of Sheffield Stands in a rather uninviting environment. The existing cycle facilities photographed during a site visit are set out in Figure 3-19.

Figure 3-19: Existing Cycle Parking

3.9 CYCLE PARKING – AFTER

RESIDENTIAL CYCLE PARKING

LONG-STAY CYCLE PARKING

3.9.1 The residential London Plan cycle parking requirement and proposed provision is shown in Table 3-1.

Table 3-1: Proposed Residential Cycle Parking

UNIT TYPE	UNIT NO.	LONDON PLAN STANDARDS		CYCLE PARKING REQUIREMENTS	
		LONG STAY	SHORT STAY	LONG STAY	SHORT STAY
1 Bed (1 Person)	14	1 space per studio and 1 bedroom unit	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings	14	5
1 Bed (2 Person)	13	1.5 spaces per 2 person 1 bedroom dwelling		20	
2+ Bed	115	2 spaces per all other dwellings		230	
Total	142			264	

3.9.2 The development would provide 268 long-stay cycle parking spaces (an overprovision of four spaces as per London Plan standards) and five short-stay cycle parking spaces for residential use. Cycle parking is further broken down into affordable and private rent as shown in Table 3-2.

Table 3-2: Proposed Cycle Parking – Social and Private Rent

UNIT TYPE	UNIT NUMBER		CYCLE PARKING REQUIREMENT	
	PRIVATE	SOCIAL	PRIVATE	SOCIAL
1 Bed (1 Person)	14	0	14	0
1 Bed (2 Person)	4	9	6	14
2+ Bed	79	36	158	72
Total	97	45	178	86

3.9.3 cycle parking will be provided at basement level and will be accessed via two separate cyclist access points for private and affordable housing along the eastern Site boundary at lower ground floor level. Each access will consist of a cycle lift which will provide access into the dedicated cycle stores.

3.9.4 The dimensions of the cycle lifts, access doors and the space between stands has been designed to comply with LCDS guidance. The cycle lifts have dimensions of 1.2 by 2.3 metres, with a minimum door opening of 1 metre.

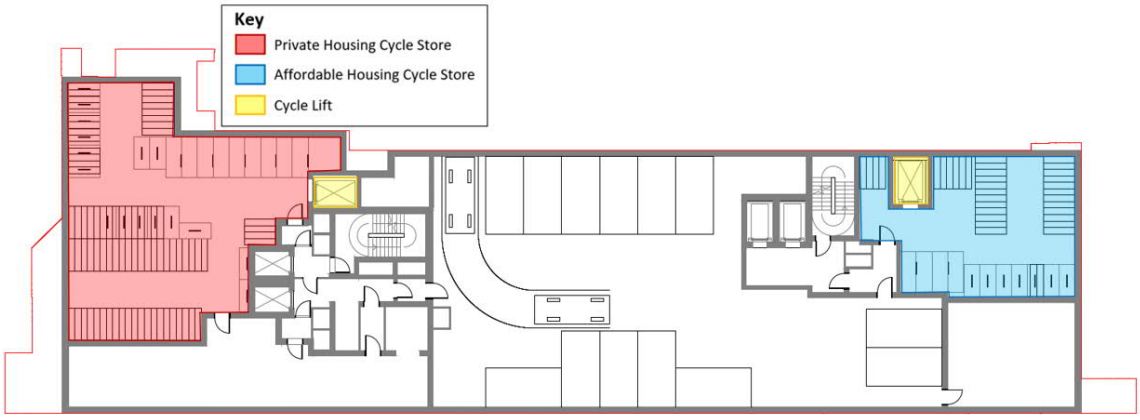
3.9.5 A mixture of stand types will be provided as outlined in Table 3-3.

Table 3-3: Proposed Residential Cycle Parking Mix

LAND USE	TOTAL LONG STAY	ACCESSIBLE	SHEFFIELD	TWO-TIER
Residential (C3)	268	5%	16%	79%
		13	42	213

3.9.6 Figure 3-20 shows the location of the proposed residential cycle parking at lower ground floor level. The layouts are also shown in APPENDIX A.

Figure 3-20: Residential Cycle Parking



SHORT-STAY CYCLE PARKING

3.9.7 The short stay cycle parking spaces associated with the Development Proposals will be located in the public realm to the south of the building footprint, here there will be a total of eight Sheffield stands providing capacity for 16 bicycles. For the residential component there is short stay capacity for the policy compliant five bicycles for resident visitors use.

NON-RESIDENTIAL CYCLE PARKING

3.9.8 The Proposed Development will provide 997sqm of non-residential floor space. The required provision has been calculated in line with London Plan cycle parking standards as set out in Table 3-4.

Table 3-4: Non-Residential Cycle Parking Provision

LAND USE	LONDON PLAN STANDARDS		DEVELOPMENT QUANTUM	LONDON PLAN STANDARDS	
	LONG STAY	SHORT STAY		LONG STAY	SHORT STAY
Restaurant	1 spacer per 175sqm	1 space per 20sqm	189sqm	2	10
Office	1 space per 75sqm	First 5,000sqm: 1 space per 500sqm Thereafter: 1 space per 5,000dqm	534sqm	8	2
Community	1 space per 8 FTE Staff	1 per 30 seats	274sqm	0	0
Total				**10**	**12**

3.9.9 The Proposed Development will provide 10 long-stay and 12 short-stay cycle parking spaces for the non-residential element.

3.9.10 As shown in Figure 3-21 the commercial cycle store access will be located on the eastern Site boundary at ground floor level and will provide direct access into the long-stay cycle store for the office and restaurant uses. If further demand is required, minimal cycle parking and will be accommodated within the floor areas.

Figure 3-21: Non-Residential Cycle Parking

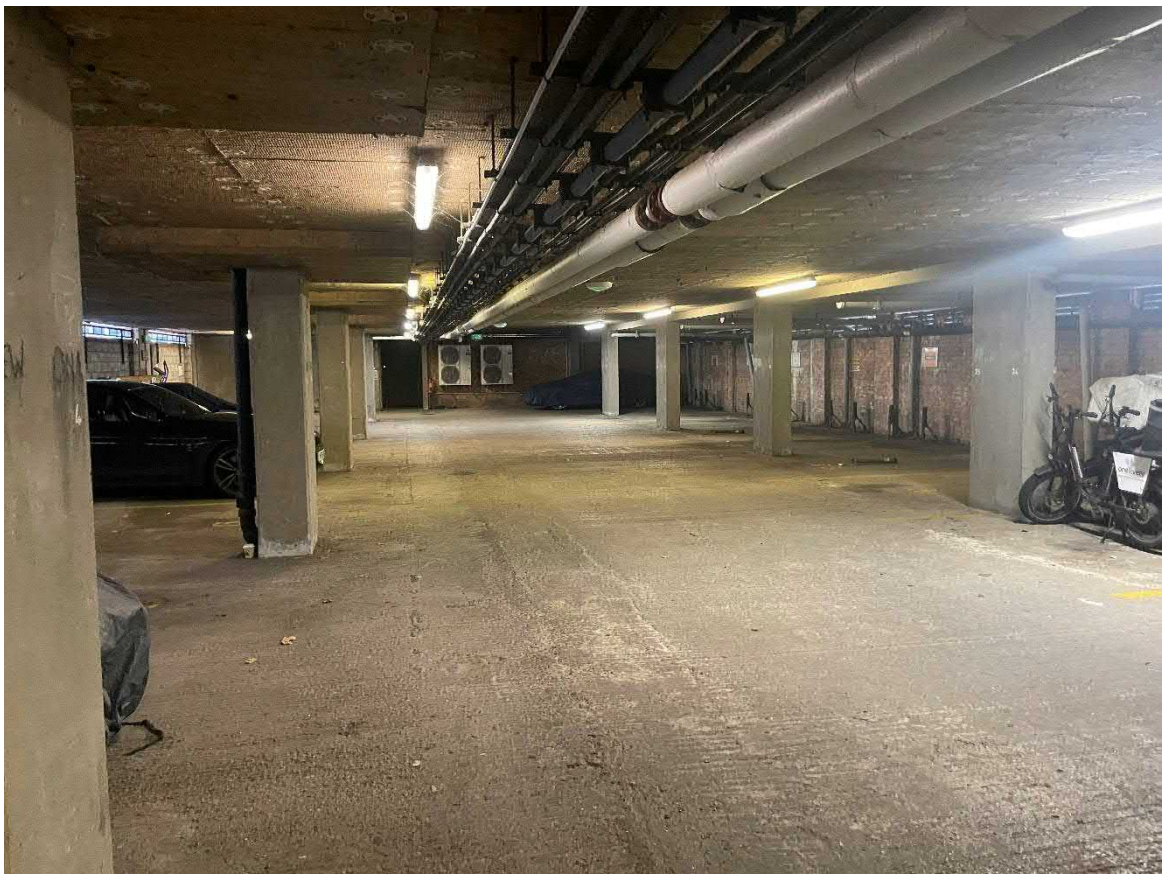
SUMMARY

3.9.11 The Proposed Development would provide 268 long-stay cycle parking spaces for the residential units (an overprovision of four spaces as per policy requirements) in addition, ten long-stay spaces will be provided for the commercial use. The Site will provide a total of 17 short-stay spaces for use by visitors to the residential and non-residential uses on the Site.

3.10 CAR PARKING – BEFORE

3.10.1 At present, there are 33 car parking spaces provided within the building footprint. The car parking spaces are accessed via the service road to the east of the Site, the basement is shown in Figure 3-22.

Figure 3-22: Existing Basement Car Park



3.11 CAR PARKING – AFTER

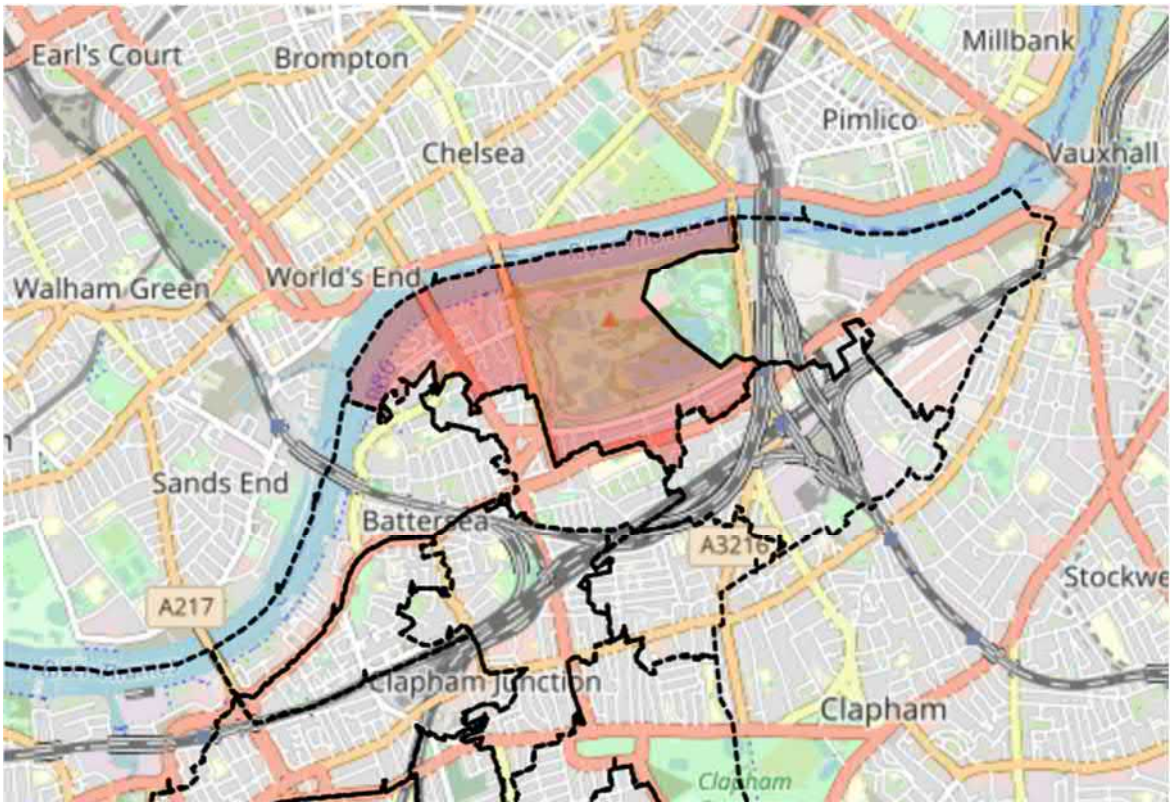
3.11.1 The Site has a Public Transport Accessibility Level (PTAL) rating of 3, further details regarding this rating, and accessibility of the Site are provided in Chapter 5. Based on the regional and local planning policy the Site could provide car parking to the following standards:

- The London Plan (2021) policy as defined by T6.1, Table 10.3 permits up to 0.25 parking spaces per unit, therefore the Proposed Development could provide up to 38 spaces.
- Wandsworth Local Plan 2023-2038 (July 2023) policy LP51 part E specifically states low car (not 'car-free') is a requirement where the site PTAL is 3. Therefore, some general car parking should be provided.

3.11.2 The 2021 Census data is now available, and although this took place whilst the population was in a 'stay at home' order associated with the Covid-19 pandemic, it is unlikely this would affect car ownership data at that time.

3.11.3 The 2021 Census Data has been reviewed in regard to general car ownership in the selected Middle Super Output Area (MSOA) and also at a unit level. The MSOA the Site is located in is Wandsworth 001 (E02000923), this is illustrated in Figure 3-23.

Figure 3-23: Wandsworth 001 MSOA



3.11.4 The 2021 Census car ownership data for the Wandsworth 001 MSOA (in which the Site is located) for flats and apartments is provided in Table 3-5. This is set out by usual residents aged over 17 in a household.

Table 3-5: 2021 Census Car Ownership for Flats and Apartments (Wandsworth 001)

CARS	ONE USUAL RESIDENT	TWO OR MORE USUAL RESIDENTS	TOTAL NUMBER	TOTAL PERCENTAGE
No cars or vans in household	812	844	1,656	55%
1 car or van in household	456	637	1,093	36%
2 cars or vans in household	38	236	274	9%
Total	1,306	1,717	3,023	100%

3.11.5 Based on all residents in flats and apartments in the selected MSOA, 55% have no cars or vans in the household, 36% have one car in the household and 45% of households have one car or more in the household.

3.11.6 The 2021 Census for this data selection indicates:

- One resident per flat or apartment:
  - 62% have no cars or vans.
  - 35% have one car or van.
  - 3% have two or more cars or vans.
- Two or more residents per flat or apartment:

- 49% have no cars or vans.
- 37% have one car or van.
- 14% have two or more cars or vans.

3.11.7 Applying the proposed 142 homes to the data in Table 3-5 would suggest that there could potentially be demand for ownership of 89 cars or vans associated with the development, the calculation for this is provided in Table 3-6.

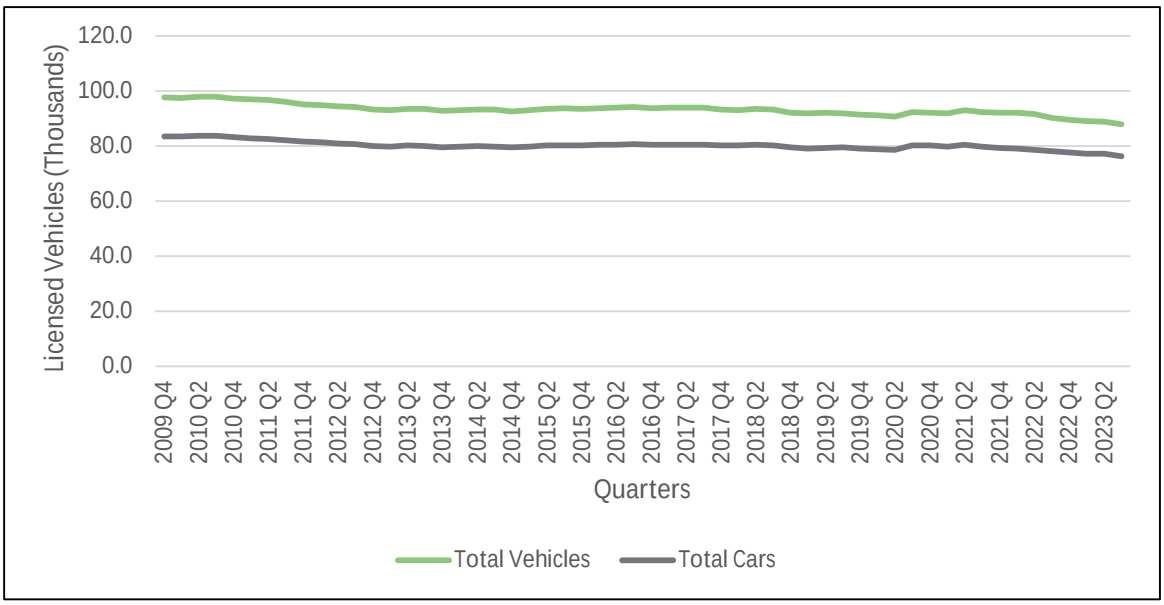
Table 3-6: 2021 Census Car Ownership for Flats and Apartments (141 units)

CARS	ONE USUAL RESIDENT (%)	14 1 BED 1 PERSON UNITS	TWO OR MORE USUAL RESIDENTS (%)	127 TWO OR MORE UNITS	TOTAL CAR OR VAN
No cars or vans in household	62%	0	49%	0	**0**
1 car or van in household	35%	5	37%	47	**52**
2 cars or vans in household	3%	1	14%	35	**36**
Total	-	**6**	-	**83**	**89**

3.11.8 This suggests demand for parking spaces underlying in 2021 could be at a ratio of 0.63 spaces per unit.

3.11.9 Reviewing the licensed vehicle data for Wandsworth from the Department for Transport (DfT) from late 2009 to the middle of 2023 the number of cars and vehicles during this period of time has reduced. A graph displaying the data is provided in Figure 3-24.

Figure 3-24: DfT Licensed Vehicle Data for Wandsworth (2009-2023)



3.11.10 Reviewing the 2021 Q1 data, which corresponds with the 2021 Census data there were a total of 79,000 cars licensed in Wandsworth. Applying this to the total number of households in the borough at the time of the 2021 Census, which equates to 139,415 suggests that the percentage of households with a car would be 57%. The number of car parking spaces that the Proposed Development would need based on this data would equate to 81 car parking spaces, a 0.57 ratio. However, it is noted that a provision of this amount is in excess of policy, and wouldn't do anything to contribute to a change in behaviour to meet wider objectives of sustainable and active travel.

3.11.11 The proposals therefore seek a car-lite approach by provision of 18 parking spaces, at a 0.13 ratio of spaces per unit. This represents a total level of car parking which is lower than the policy of the London Plan and actively contributes to positive behavioural change toward the use of more sustainable and active modes.

3.11.12 The proposal to provide 18 parking spaces represents a reduction of 15 parking spaces in comparison to the current level of parking on the Site, and in that context will demonstrate wider national policy compliance where para 115 of the NPPF states; "Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

3.11.13 The proposal will include five disabled bays, representing a 3% provision (relative to the number of Units) for disabled parking from the outset, which could be expanded into the other parking areas to replace general parking if demand requires in accordance with LP Policy T6.1 Part G.

3.11.14 The car parking provision with have electric charging facilities which will be provided in compliance with LP Policy, 20% active from the outset and 80% passive.

3.11.15 The five disabled bays will be provided on the lower ground floor level and accessed via the service road to the east of the Site.

3.11.16 The remaining 13 parking spaces will be located at basement level and accessed via a car lift provided on the lower ground floor level. Further details are provided within the Parking Management Plan.

3.11.17 Figure 3-25 and Figure 3-26 shows the location of car parking spaces within the Site.

3.11.18 Vehicle tracking has been undertaken to confirm that cars can access and egress the parking spaces as shown at APPENDIX B.

Figure 3-25: Proposed Location of Disabled Parking Bays (Lower Ground Floor Level)

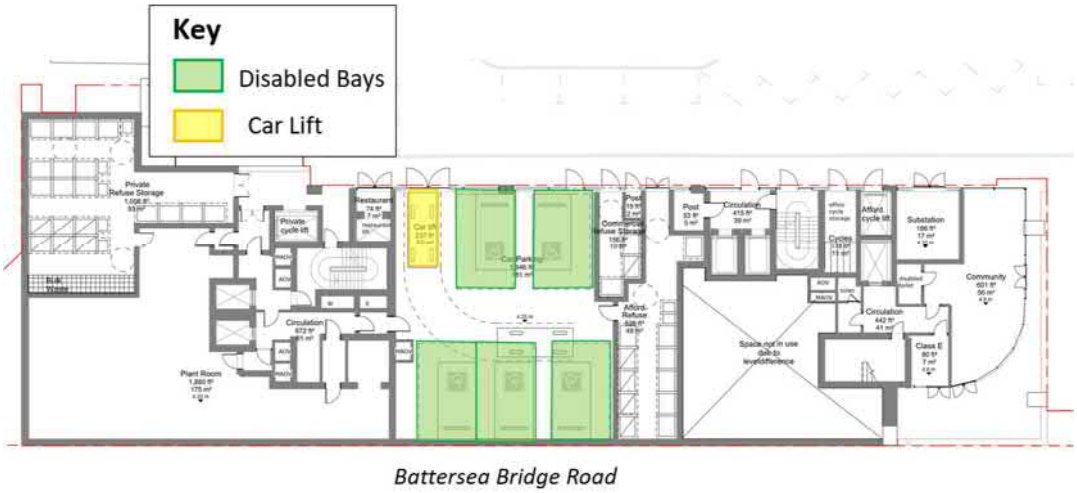
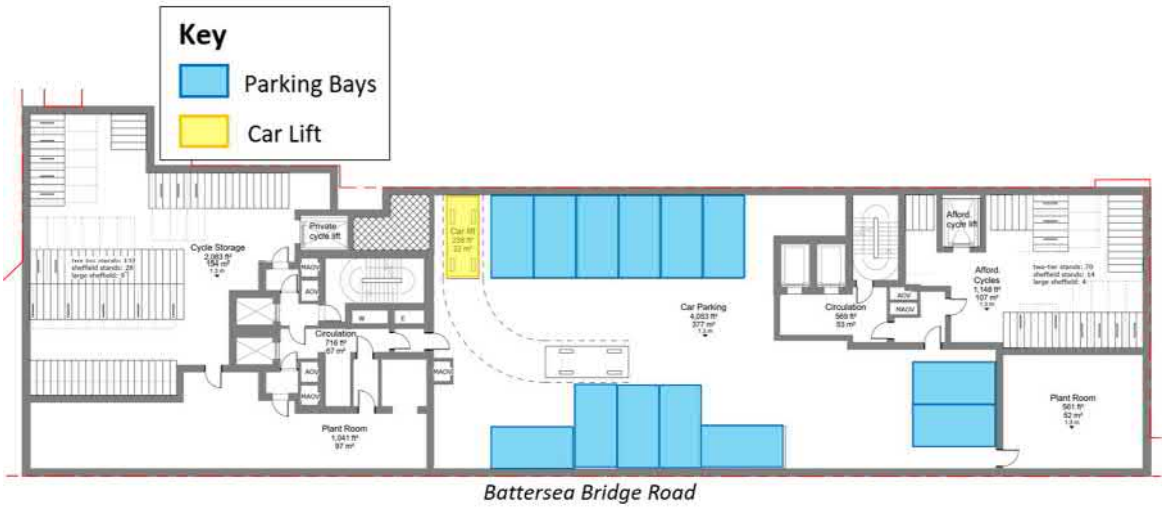


Figure 3-26: Proposed Location of Parking Bays (Basement Level)



4 ACTIVE TRAVEL ZONE ASSESSMENT

4.1 INTRODUCTION

4.1.1 This Active Travel Zone (ATZ) Assessment has been carried out in line with the TfL Transport Assessment guidance which aims to show how the Proposed Development supports Vision Zero and the Healthy Streets policies.

4.1.2 The ATZ assessment has been prepared using the 'ATZ assessment instructions' obtained from TfL's Transport Assessments webpage.

4.1.3 There are four parts to the ATZ assessment process, which are as follows:

1. Map One: The ATZ and all potential key active travel destinations;
2. Map Two: Neighbourhood safety and the most important journeys with supporting text, including a Vision Zero analysis and safety improvement ideas;
3. Map Three: ATZ Neighbourhood healthy characteristics check including text on severance, deficiency, local change, the development; and
4. Neighbourhood Photo Survey: ATZ neighbourhood key routes check based on the Healthy Streets indicators.

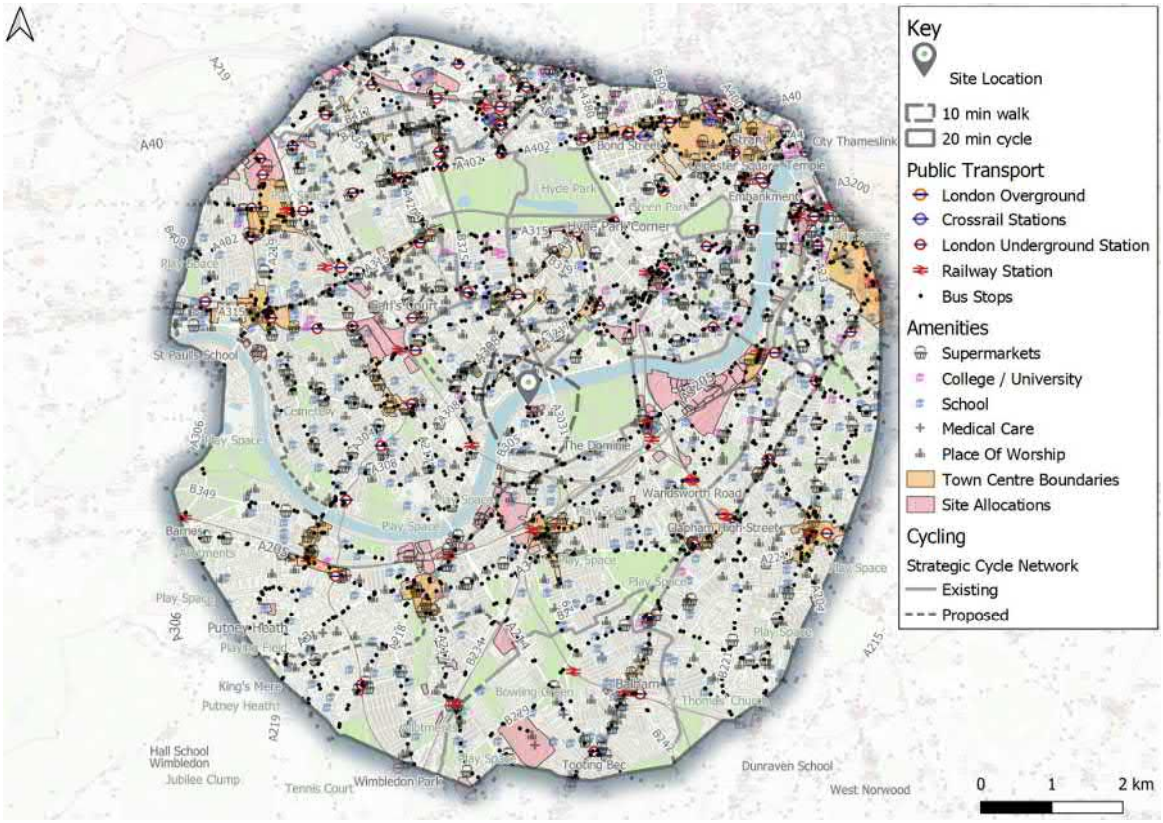
4.1.4 The Neighbourhood Photo Survey site visit was undertaken on Wednesday 22nd November 2023 and considered how pedestrians and cyclists would feel travelling on these routes.

4.2 MAP ONE

4.2.1 Map One shown in Figure 4-1 and in APPENDIX C, displays all the key destinations within a 20-minute cycle catchment of the Site. These destinations include:

- Public transport station and stops
- London's existing and proposed strategic cycle network
- Town centres
- Supermarkets
- Pharmacies and Medical centres
- Schools
- Places of worship

Figure 4-1: ATZ Map One



4.2.2 Table 4-1 ranks the key destinations by priority (i.e. high priority destinations are expected to be used by an individual daily).

Table 4-1: Key Destinations by Priority

KEY DESTINATION	PRIORITY	JUSTIFICATION
Railway Stations	High	High rail, underground and overground mode share is expected for residents and employees travelling to/from the Proposed Development. Railway stations are therefore classified as high priority.
Bus stops	High	The Site is situated near a number of bus stops which provide access to local bus routes. Bus stops are considered to be a high priority destination, as it is expected a significant proportion of residents and employees will use buses as they travel to and from the development.
Strategic Cycle Network	High	The strategic cycle network will allow future Site users to access local facilities easily using active travel. Therefore, the cycle network is classified as a high priority.
Schools	High	There are likely to be a significant number of school-aged children on-site. The nearest schools have therefore been included as key destinations.
Medical Centre	Medium	As most people generally do not need to go to a medical care facility on a daily basis, and people who do require medical care are less likely to be able to walk and cycle to this care, this category has been labelled as medium priority.
Places of Worship	Low	These have been determined as low priority as the religious beliefs of future occupants are unknown, and for most residents, their local place of worship will not usually be a daily destination.

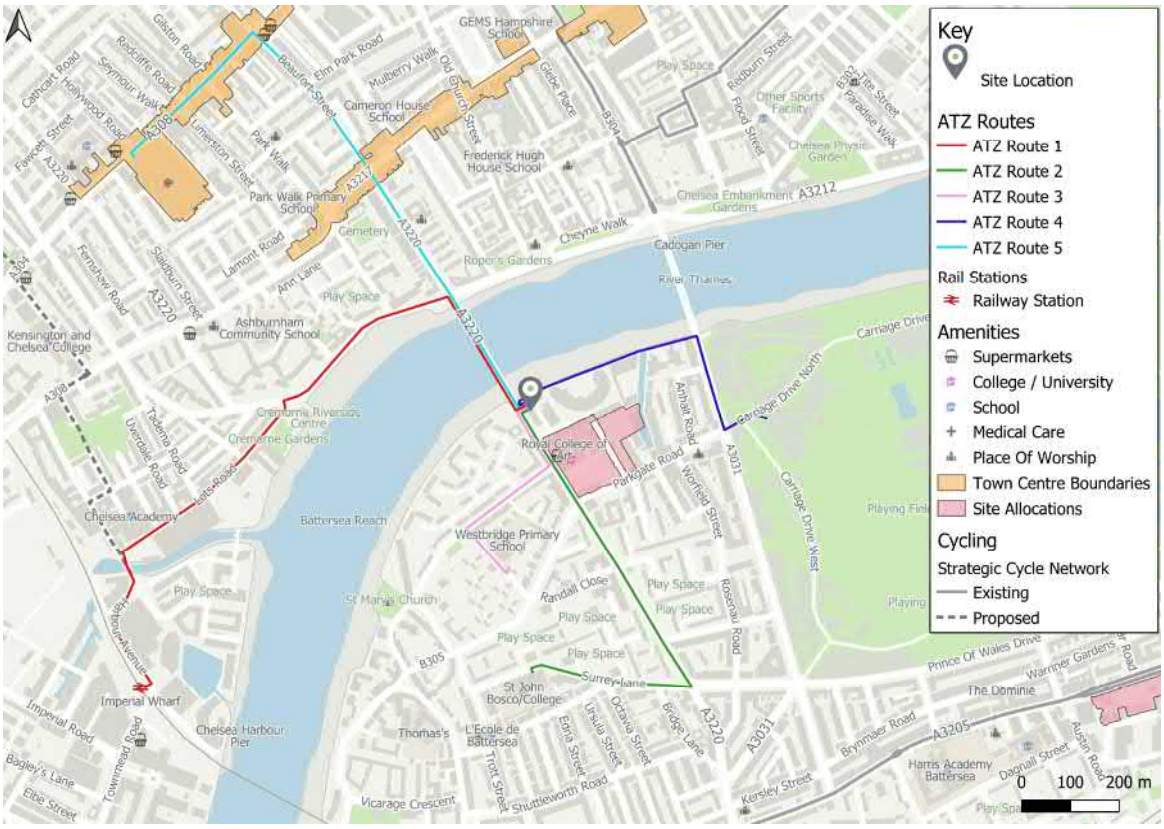
4.3 MAP TWO

4.3.1 Figure 4-2 shows the key destinations that have been extracted from Figure 4-1 using the prioritisation set out in Table 4-1. Given the Proposed Development is predominantly residential, the Site is expected to primarily generate walking trips between the Site and number of destinations, including transport stations and stops, schools, healthcare centres, local amenities and recreational/leisure space.

4.3.2 The destinations have been grouped into the following six routes:

- Key journey 1: Battersea Bridge Gardens (green space/public seating), Crenmore Gardens (green space), Harbour Avenue bus stops and Imperial Wharf Rail Station.
- Key Journey 2: A3220 Battersea Bridge Road bus stops, Co-op Food Store, Healthchem Battersea (pharmacy), Santander Cycle Hire docking station, Tesco Express and St John Bosco College (secondary school).
- Key Journey 3: A3220 Battersea Bridge Road bus stops, Battersea Church Road bus stops, Westbridge Academy (primary school) and The Bridge Church.
- Key Journey 4: Thames Path and Battersea Park.
- Key Journey 5: Beaufort Street bus stops, Chapel of the most Holy Sacrament, A308 Fulham Road bus stops and Chelsea and Westminster Hospital.

Figure 4-2: ATZ Map Two



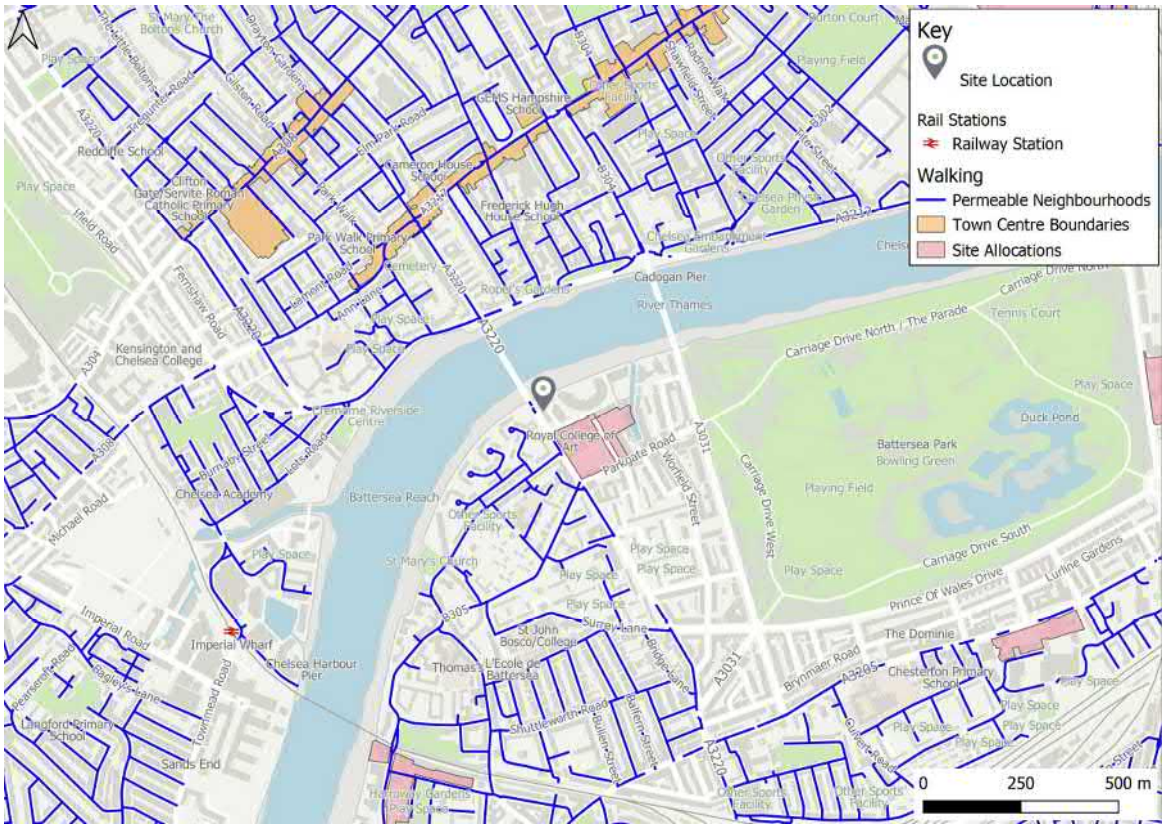
4.3.3 In line with the TfL ATZ methodology, the worst point of the journey has been identified. 'Worst' is defined as the most unpleasant or potentially unsafe part of a route for pedestrians and/or cyclists.

4.4 MAP THREE

4.4.1 Map Three, shown in Figure 4-3 and also in APPENDIX C, highlights the characteristics of a typical healthy neighbourhood including:

- Street density;
- Public transport;
- Green spaces; and
- Other development and regeneration projects

Figure 4-3: ATZ Map Three



STREET DENSITY

4.4.2 Given the Site's proximity to the town centre and key amenities such as schools, the area has a high level of permeability, with wide, flat footways and a pleasant walking and cycling environment.

4.4.3 In addition, there are several public footpaths which are not illustrated in Figure 4-3 that are located to the east of the Site throughout Battersea Parking allowing easy movement to Battersea Power Station further east of the Site.

PUBLIC TRANSPORT

4.4.4 The Site benefits from its close proximity to a number of public transport stations and stops. In particular, many bus stops are located within a short walk of the Site that also provide access to Underground and National Rail services as well as direct links to Central London.

GREEN SPACES

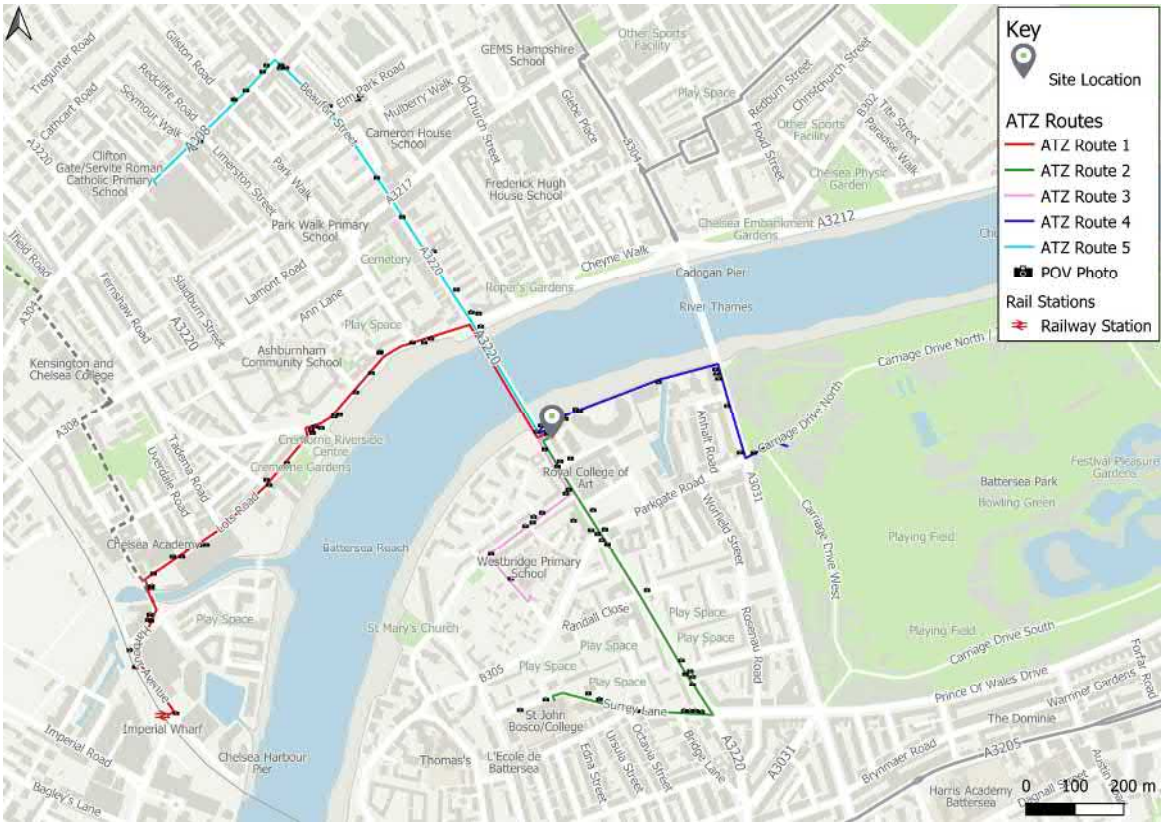
4.4.5 The Site is located to a number of green spaces including Battersea Park and Falcon Park. These spaces are ideal for walking, exercise, playing or relaxing.

4.5 KEY ROUTE ASSESSMENT

4.5.1 As set out previously as part of this ATZ, five key Routes have been identified and agreed between the Site and several key destinations within the Site's ATZ. As per the ATZ guidance, a site visit was undertaken to assess each of the key routes identified as part of the desk-based stages of the ATZ assessment. These routes have been walked to understand the quality of the most important active travel routes from the Site. The Site visit took place on Wednesday 22nd November 2023.

4.5.2 During the Site visit, the worst point of each Route was identified. 'Worst' is defined as that deemed to be the most unpleasant or potentially unsafe part of a route for pedestrians and/or cyclists. The location of the photos taken have been geotagged and are shown in Figure 4-4.

Figure 4-4: ATZ Photo Location



4.5.3 The worst part of each route has been reviewed and assessed against eight of the 10 Healthy Streets Criteria (criteria 3 – 10), in line with TfL's ATZ and Healthy Streets TA Guidance. The following eight criteria have been assessed:

- Easy to cross
- People feel safe
- Things to see and do
- Places to stop and rest
- People feel relaxed
- Not too noisy
- Clean air
- Shade and shelter

4.6 RECOMMENDATION SUMMARY

4.6.1 The neighbourhood photo survey identified a 'worst' point along each key route, assessed against the Healthy Streets criteria.

4.6.2 The recommendations developed from this ATZ assessment are as follows:

KEY ROUTE 1

4.6.3 Route One connects the Proposed Development to Battersea Bridge Gardens (green space/public seating), Crenmore Gardens (green space), Harbour Avenue bus stops and Imperial Wharf Rail Station. The route is approximately 1.5km in length (20-minute walk or five-minute cycle) and is predominantly residential in nature with a few retail units clustered around Chelsea Harbour.

4.6.4 The worst part of the journey, shown in Figure 4-5, was identified as a section of narrow footway on the southern side of the A3220 Crenmore Road where a street tree is inappropriately placed and subsequently narrows the footway, causing obstruction to wheelchair users and those who have mobility impairments. In addition, tree root growth has caused uneven sections of paving which could present a trip hazard.

4.6.5 This area could be improved by relocating the street tree to a more appropriate location to ensure greater safety for pedestrians walking and through repaving the surface to ensure it is even. However, it is noted that the size of the issue is too significant to be resolved by the proposed scheme and would require highway land.

Figure 4-5: key Journey 1 – Worst Point

4.6.6 This section has been assessed against the eight healthy streets criteria shown in Table 4-2.

Table 4-2: ATZ Assessment Route 1

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	Yes	To the west a signalised crossing equipped with dropped kerbs and tactile paving is provided. To the east a zebra crossing equipped with dropped kerbs, tactile paving and belisha beacons is provided.	N/A
People feel safe	No	The narrow footway on the southern side of Crenmore Road caused by an inappropriately placed street tree obstructs wheelchair users and those with mobility impairments. In addition, tree root growth has caused uneven sections of paving which could present a trip hazard.	A relocation of the street tree to a more appropriate location would ensure greater pedestrian safety when walking. Also, ensure trees are maintained and the uneven paving surface is rectified.

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Things to see and do	Yes	Viewpoints overlooking the River Thames and a variety of mature street trees are provided at this point.	N/A
Places to stop and rest	No	A street bench is provided in close proximity to this point.	N/A
People feel relaxed	Yes	There are moderate levels of traffic along the road and speed calming measures including a 20mph speed limit in place. The zebra crossing establishes pedestrian priority at this location.	N/A
Not too noisy	Partial		
Clean air	No	This point fails the annual mean objective for NO2 air pollution.	Implement low-level street planting which will act as a buffer against noise generated by vehicles.
Shade and shelter	Yes	Mature Street trees line the footway, the canopies of which provide shade and shelter onto the footway.	N/A

KEY ROUTE 2

4.6.7 Route Two connects the Proposed Development to Battersea Bridge Road bus stops, Co-op Food Store, Healthchem Battersea (pharmacy), Santander Cycle Hire docking station, Tesco Express and St John Bosco College (secondary school). The route is approximately 1.0km in length (14-minute walk or four-minute cycle) and features residential, commercial and retail units along Battersea Bridge Road, whereas Surrey Lane is predominantly residential.

4.6.8 The worst part of the journey, shown in Figure 4-6, was identified as a crossing point on the northern side of Surrey Lane which lacked tactile paving and has inappropriately placed dropped kerbs which are not in accordance with pedestrian desire lines. This area could be improved by providing tactile paving to warn visually impaired road users of a crossing point and dropped kerbs could be more suitably positioned in accordance with pedestrian desire lines.

Figure 4-6: Key Journey 2 – Worst Point

4.6.9 This section has been assessed against the eight healthy streets criteria shown in Table 4-3.

Table 4-3: ATZ Assessment Route 2

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	No	A lack of tactile paving may fail to warn people with a visual impairment that this is a crossing point. The dropped kerbs on both sides of the crossing are not positioned in accordance with pedestrian desire lines.	Provide tactile paving on both sides of the crossing and reinstate dropped kerbs in accordance with pedestrian desire lines.
People feel safe	Yes	This section of the route has a low level of vehicular traffic reducing the risk of collisions with pedestrians and cyclists. A high pedestrian footfall from the surrounding residential properties provides passive surveillance.	N/A
Things to see and do	Yes	A variety of mature street trees and open green space are provided within the curtilage of the residential estates providing a varied frontage.	N/A
Places to stop and rest	No	There are no places to stop and rest.	Public seating in the form of street benches could be provided on the northern footway of Surrey Lane where footway widths are sufficient and where there is high footfall from local residents.

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
People feel relaxed	Yes	This point features wide footways and the road is generally well-maintained and clean	N/A
Not too noisy	Yes	There are low volumes of traffic along this section of the route which limits noise pollution.	N/A
Clean air	Partial	This section of the route is neutral with regards to the annual mean objective for NO2 air pollution	Implement low-level street planting.
Shade and shelter	Yes	Overshadowing from residential apartments to the north provides shades onto the footway. Also, the canopies of mature street trees provide shade and shelter onto the footway.	N/A

KEY ROUTE 3

4.6.10 Route Three connects the Proposed Development to Battersea Bridge Road bus stops, Battersea Church Road bus stops, Westbridge Academy (primary school) and The Bridge Church. The route is approximately 450m in length (7-minute walk or 3-minute cycle) and is predominantly residential in nature, with a few retail units and high street stores located on Battersea Bridge Road.

4.6.11 The worst part of the journey, shown in Figure 4-7, was identified as an informal crossing on Battersea Church Road whereby the presence of an on-street permit holder/pay and display parking bay, restricts pedestrian visibility when crossing. This area could be improved by removing the on-street parking bay adjacent to the crossing which would provide pedestrians with greater visibility and therefore reduce the risk of a collision with approaching vehicles.

Figure 4-7: Key Journey 3 – Worst Point

4.6.12 This section has been assessed against the eight healthy streets criteria shown in Table 4-4.

Table 4-4: ATZ Assessment Route 3

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	Partial	Pedestrian visibility when crossing is restricted due to the presence of an on-street parking bay. The informal crossing is equipped with dropped kerbs and tactile paving.	Remove the on-street parking bay adjacent to the crossing to increase pedestrian visibility.
People feel safe	Yes	A high pedestrian footfall from pupils attending Westbridge Academy and the residential properties overlooking this point provide passive surveillance.	N/A
Things to see and do	Yes	Low-level planting in residents front gardens provides a varied frontage. Also, a variety of mature street trees line the footway.	N/A
Places to stop and rest	Partial	At this point, there are no places for pedestrians to stop and rest. However, public seating is not considered suitable in this location due to narrow footway widths.	Public seating could be provided within the area of gated open green space to the west of this point.
People feel relaxed	Yes	This point features a low level of vehicular traffic, sufficient footway widths and Battersea Church Road is generally well maintained and clean.	N/A

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Not too noisy	Yes	There are low levels of vehicular traffic along Battersea Church Road. However, noise levels do rise during school peak periods. Speed calming measures in the form of a 20mph speed limit and speed humps are in place.	Implement natural filtration such as street trees on the northern footway of Battersea Church Road, which act as a buffer against noise pollution and increase air quality.
Clean air	No	This section of the route fails the annual mean objective for NO2 air pollution.	
Shade and shelter	Yes	On the southern footway street trees and residential properties overlook this point, providing shade and shelter onto the footway below.	N/A

KEY ROUTE 4

4.6.13 Route Four connects the Proposed Development to Thames Path and Battersea Park. The route is approximately 600m in length (9-minute walk or 3-minute cycle) and is traffic-free along the Thames Path which features a shared footway/cycleway. However, the area surrounding Battersea Park is primarily residential, featuring a combination of high-rise apartments and three-storey terraced housing.

4.6.14 The worst part of the journey, shown in Figure 4-8, was identified as the presence of street furniture in the form of a bollard which obstructs the segregated cycle lane on Albert Bridge Road. In turn, this may lead to collisions between cyclists and pedestrians who use the adjacent footway. In addition, as the segregated cycle lane merges into a shared surface arrangement, the difference in surface colour is contradictory and it appears as an extension of the cycle lane.

4.6.15 This area could be improved by reinstating the bollard lining the segregated cycle lane to ensure that there is no obstruction to cyclists and by more clearly demarcating the transition between the segregate cycle lane into a shared surface arrangement with the same colour surfacing.

Figure 4-8: Key Journey 4 – Worst Point

4.6.16 This section has been assessed against the eight healthy streets criteria shown in Table 4-5.

Table 4-5: ATZ Assessment Route 4

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	Partial	A zebra crossing equipped with belisha beacons, tactile paving and dropped kerbs on both sides of the road is provided at this point. As the segregated cycle lane merges into a shared surface arrangement, the difference in surface colour is contradictory and it appears as an extension of the cycle lane.	Clearly demarcate the transition between the segregate cycle lane into a shared surface arrangement with the same colour surfacing.
People feel safe	Partial	The zebra crossing establishes pedestrian priority and is located in accordance with pedestrian desire lines into Battersea Park. However, a bollard on the western side of the segregated cycle lane obstructs cyclists and increases the chance of a collision between cyclists and pedestrians using the adjacent footway.	Reinstate the bollard lining the segregated cycle lane to ensure that there is no obstruction to cyclists.
Things to see and do	Yes	Battersea Park is situated opposite this point which provides various leisure opportunities and a zoo for children.	N/A
Places to stop and rest	Yes	Battersea Park provides public seating in the form of benches and Sheffield stands are situated at the junction between Anhalt Road and Albert	N/A

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
		Bridge Road allowing commuting cyclists to stop and rest.	
People feel relaxed	Partial	Street furniture obstructs the segregated cycleway and increase the chances of a collision between cyclists and pedestrians using the adjacent footway. The road is generally well maintained and clean, and lighting columns are provided at regular intervals ensuring Battersea Park is well lit at night.	Relocate street furniture to a more suitable location so as to not obstruct cyclists using the segregated cycleway.
Not too noisy	Partial	There are high volumes of vehicular traffic along this route, however a weight restriction on 3 tonne vehicles over Albert Bridge restricts the use of larger vehicles from using the road.	N/A
Clean air	Partial	This point remains neutral with regards to the annual mean objective for NO2 air pollution.	Implement low-level street planting on the western side of Albert Bridge Road.
Shade and shelter	Partial	Shade is provided in part by the high rise residential apartments overlooking this point, however, no shelter is provided.	Provide street trees on the western footway, whereby their canopies would provide shelter.

KEY ROUTE 5

4.6.17 Route 5 connects the Site with Beaufort Street bus stops, Chapel of the most Holy Sacrament, Fulham Road bus stops and Chelsea and Westminster Hospital. The route is approximately 1.3km in length (18-minute walk or six-minute cycle) and is predominantly residential along Beaufort Street before becoming primarily retail oriented along Fulham Road which features several high street stores.

4.6.18 The worst part of the journey, shown in Figure 4-9, was identified as the four-armed signalised junction between Battersea Bridge Road, Cheyne Walk and Beaufort Street whereby the traffic signal heads at each arm are not clearly visible and therefore pedestrians and cyclists are uncertain of when to cross. This issue is compounded by the high volumes of vehicular traffic and cyclists at this junction which increase the chances of collisions between cyclists, pedestrians and vehicles.

4.6.19 This area could be improved by providing more visible traffic signal heads including a green man signal for pedestrians and separate traffic lights for cyclists at each arm of the junction to ensure greater safety for pedestrians and cyclists when crossing.

Figure 4-9: key Journey 5 – Worst Point

4.6.20 This section has been assessed against the eight healthy streets criteria shown in Table 4-6.

Table 4-6: ATZ Assessment Route 5

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	No	The traffic signal heads at each arm of the junction are not clearly visible for pedestrians and cyclists, which causes uncertainty when crossing and increases the chance of a collision.	Provide more visible traffic signal heads including a green man signal for pedestrians and separate traffic lights for cyclists at each arm.
People feel safe	No	There is a high volume of vehicular traffic at this junction and traffic signal heads are not clearly visible for pedestrians and cyclists when crossing.	
Things to see and do	Yes	A small area of open green space (Battersea Bridge Gardens) is located in proximity to this point and there are numerous viewpoints overlooking the River Thames.	N/A
Places to stop and rest	No	There are no place to stop and rest at this point.	Provide public seating in the form of benches in Battersea Bridge Gardens.
People feel relaxed	No	Due to the highly trafficked nature of this junction, this is generally not a very pleasant section of the route.	Implement low-level street planting.
Not too noisy	No	Due to the nature of this junction, there are heightened levels of noise at this location. Larger	

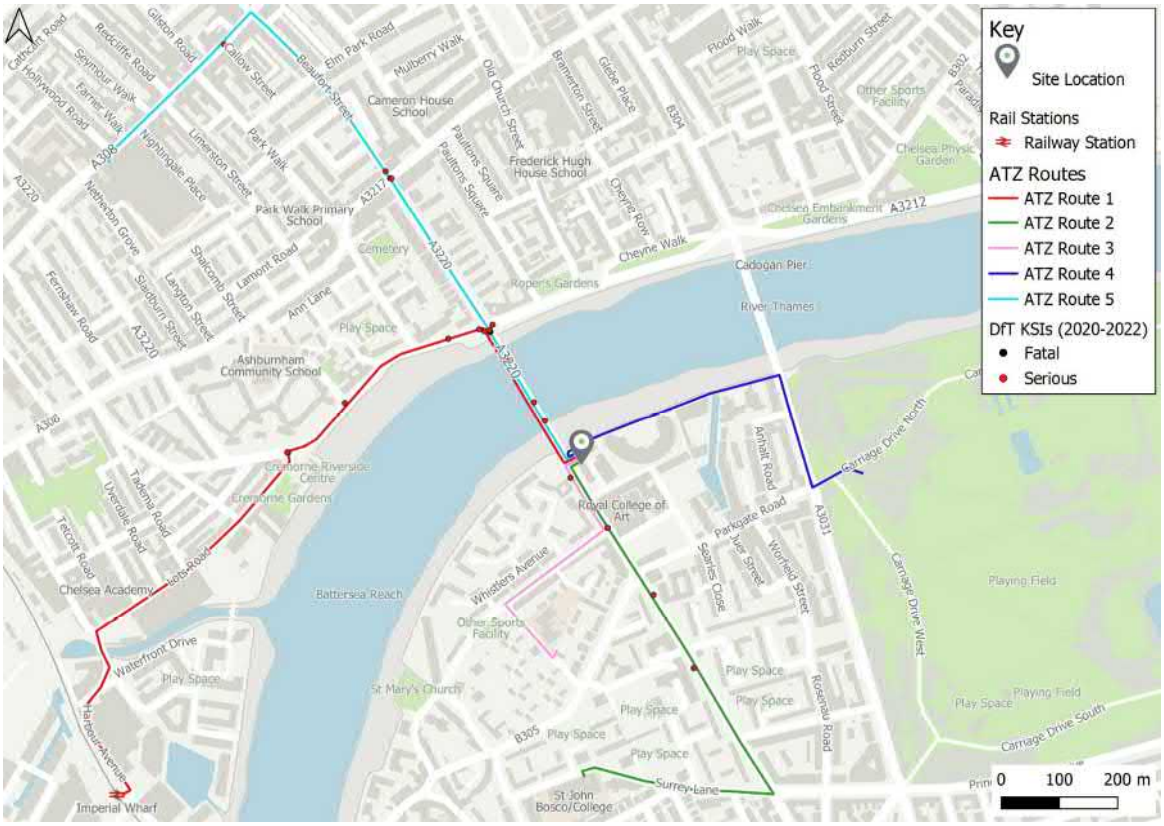
HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
		vehicles including HGV's and buses use this route frequently.	Implement low-level street planting and introduce restrictions for larger vehicles at peak times.
Clean air	No	According to the London Air Quality Network, this section of the route fails the annual mean objective for NO2 air pollution.	
Shade and shelter	Partly	Shade is provided by surrounding tall buildings which overlook this point, however no shelter is provided.	Provide street trees from which their canopies will provide shelter on the footway below.

4.7 PERSONAL INJURY ACCIDENT DATA

4.7.1 Department for Transport (DfT) personal injury collision (PIC) data for the Site has been reviewed for the most recent three-year period, 2020 – 2022 (the latest data available). The collision data has been plotted to show all collisions that resulted in Killed or Seriously Injured (KSI) severity injuries along any of the routes between the Site and key destinations.

4.7.2 The recorded survey area and associated collisions are presented in Figure 4-10.

Figure 4-10: Personal Injury Accident Map



KILLED OR SERIOUSLY INJURED ANALYSIS

4.7.3 Where more than one collision has occurred in the same location, a KSI cluster has been identified to recommend safety improvements in the locations.

4.7.4 As a part of this assessment, a Vision Zero analysis has been undertaken, and the location of collisions by severity that has occurred within the most recent three-year period has been plotted in Figure 4-10.

4.7.5 Table 4-7 provides an analysis of collisions recorded along the roads covered by the key journeys in the most recent three-year period of data available.

Table 4-7: KSI Analysis

SEVERITY	2020	2021	2022	TOTAL
Fatal	0	1	0	1
Serious	9	7	4	20
Total	9	8	4	21

4.7.6 A total of 17 vulnerable road users (pedestrians and cyclists) sustained serious injuries along the ATZ routes, with one fatal accident recorded. There was a cluster of four serious collisions and one fatal accident at the junction between Battersea Bridge Road, Cheyne Walk and Beaufort Street. Additional clusters, each involving two serious collisions occurred at the junction between Beaufort Street and King's Road and the junction between Lots Road and Crenmore Road.

4.7.7 Improvements identified in this assessment should be reviewed by the local authority, and appropriate funding streams or mechanisms for implementation should be identified if appropriate as part of borough-wide improvements. Suitable channels include local, regional or national government funding; CIL contributions; and/or S106 contributions (subject to the standard legal tests as to whether they are necessary, relevant, enforceable, precise and reasonable).

BATTERSEA BRIDGE ROAD / CHEYNE WALK / BEAUFORT STREET

4.7.8 One fatal collision was recorded at the junction between Battersea Bridge Road, Cheyne Walk and Beaufort Street. The collision occurred in 2021 and involved a car and a pedestrian resulting in a pedestrian fatality.

4.7.9 In addition, four serious collisions were recorded at this junction. The collision in 2020 involved a car and a cyclist resulting in serious injury to the cyclist. Two serious collisions occurred in 2022, the first involving a car and a motorcycle resulting in serious injury to the motorcyclist, and the second involving a bus and a cyclist resulting in serious injury to the cyclist. A further collision occurred in 2022 involving a cyclist and a goods vehicle resulting in serious injury to the cyclist.

4.7.10 To improve safety for pedestrians and cyclists at this junction more visible traffic signal heads including a green man signal for pedestrians and separate traffic lights for cyclists at each arm of the junction could be provided to ensure greater safety for pedestrians and cyclists when crossing.

BEAUFORT STREET / KING'S ROAD

4.7.11 Two serious collisions were recorded at the junction between Beaufort Street and King's Road. The collision in 2020 involved two motorcyclists resulting in serious injury to both. The collision in 2021 involved a cyclist and a car resulting in serious injury to the cyclist.

4.7.12 To improve safety for cyclists, as with the previous junction more visible traffic heads could be provided at three arms of the junction together with separate traffic lights for cyclists which would allow them to move off ahead of vehicular traffic. In addition, segregated cycle lanes could be implemented along Beaufort Street and King's Road as these are busy roads with regards to vehicular traffic and there are a high number of cyclists due to its proximity to NCN Route 4 and therefore this would reduce the chance of collisions.

LOTS ROAD / CRENMORE ROAD

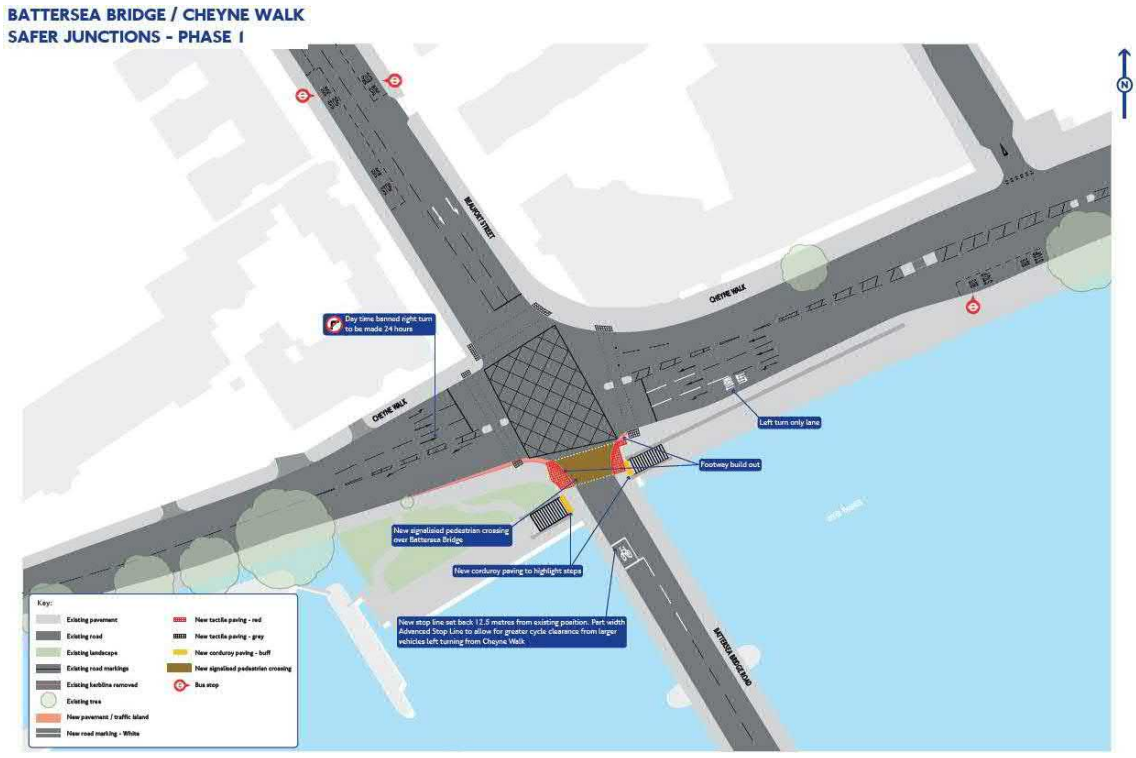
4.7.13 Two serious collisions were recorded at the junction between Lots Road and Crenmore Road. The collision in 2020 involved a cyclist and resulted in serious injury. The collision in 2021 involved a car and cyclist resulting in serious injury to the cyclist.

4.7.14 To improve safety for cyclists, although there is a separate cyclist crossing this should be more clearly marked with signage and road markings could be renewed as they are worn. With regards to motorised traffic, Lots Road and Crenmore Road have features which are likely to discourage high vehicle speeds which could otherwise increase the likelihood of severe collisions, such as relatively narrow carriageway widths, bus stops, signalised crossings and speed calming measures in the form of a 20mph speed limit. As such, it is considered that the design of the highway infrastructure is likely to be appropriate for roads of this category, and there are no clear deficiencies which may have led to the serious collisions.

BATTERSEA BRIDGE SAFETY

4.7.15 Improvements along Battersea Bridge have taken place after the 2021 pedestrian fatality. A new signalised pedestrian crossing on the northern side of Battersea Bridge has been provided to improve pedestrian safety at this busy junction. Figure 4-11 illustrates the Battersea Bridge safety improvement plans.

Figure 4-11: Battersea Bridge – Safety Improvements Map



4.7.16 The new crossing across the southern arm of the four-armed junction between Battersea Bridge, Beaufort Street, Cheyne Walk and Chelsea Embankment comprises:

- A push button operating system.
- A pedestrian countdown timer.
- Enables pedestrians to cross the southern arm of the junction without risk of collision from turning vehicles.

4.7.17 In addition, the surrounding pedestrian environment has been upgraded and now consists of:

- A widened footway on both sides of Battersea Bridge.
- Tactile paving at crossings to make it easier for mobility impaired road users to safely navigate.
- A new advanced cycle stop line 12.5 metres from its existing position.
- A reduced speed limit from 30mph to 20mph on Chelsea Embankment.
- An extension of the banned right turn from Cheyne Walk into Battersea Bridge to 24 hours instead of just during daytime hours.

4.7.18 There are proposals for additional pedestrian crossings and cyclist improvements at this junction.

5 LONDON WIDE NETWORK

5.1 INTRODUCTION

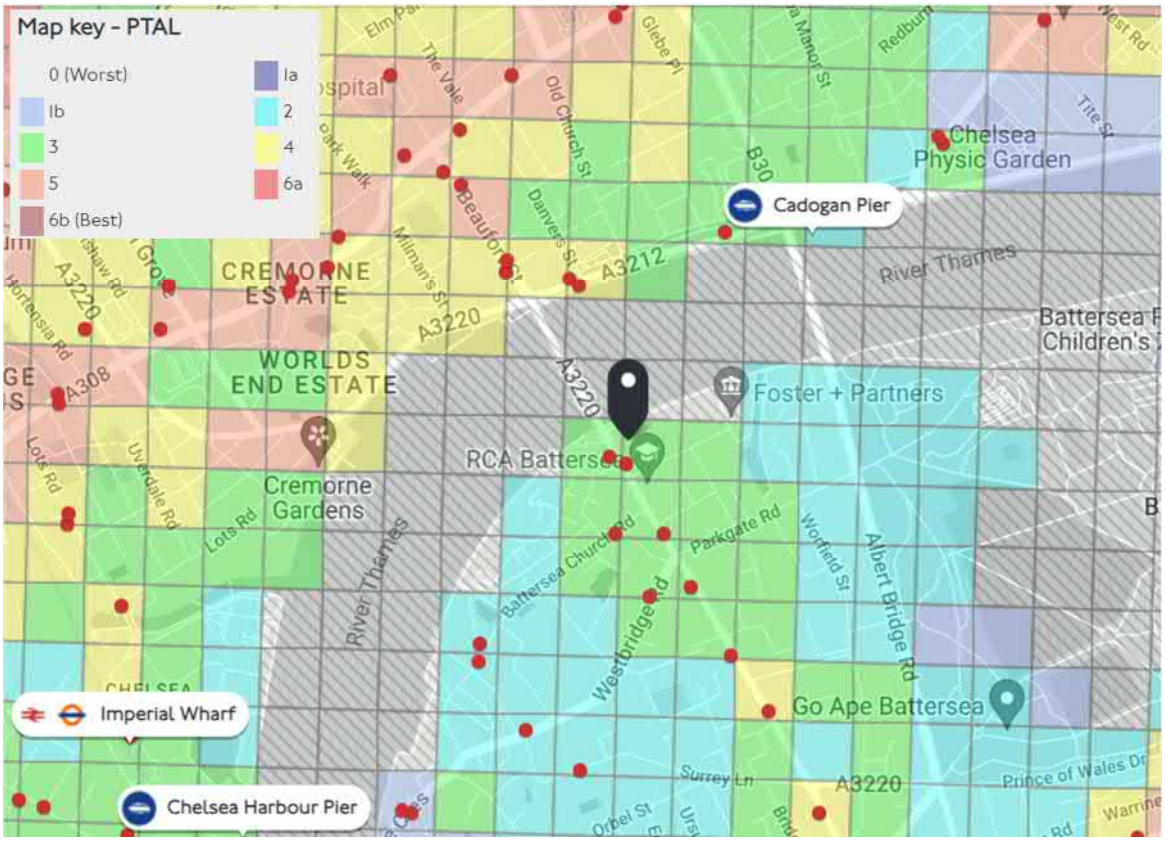
5.1.1 This section of the TA describes the surrounding public transport network and outlines the proposed travel demand and distribution of the development.

5.2 PUBLIC TRANSPORT ACCESS LEVEL

5.2.1 Public Transport Access Level (PTAL) is used to assess the connectivity of a site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the Site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services. An Access Index (AI) score is calculated that is used to define a PTAL score.

5.2.2 The WebCAT tool shows that the Site lies within an area with a PTAL of 3, which represents an average level of public transport accessibility. The WebCAT PTAL output is summarised in Figure 5-1.

Figure 5-1: PTAL Mapping



LOCAL BUS NETWORK

5.2.3 The bus network surrounding the Site is excellent, with several bus stops located along the A3320 Battersea Bridge Road, Battersea Church Road and the B305 Westbridge Road.

5.2.4 There are two bus stops adjacent to the Site, Battersea Bridge (BL) located across the road and accessed via a dropped kerb crossing with refuge island and Hester Road (BD) immediately outside the existing building footprint. These bus stops provide access to bus routes 19, 49, 170, 319 and 245 which connect to Finsbury Park, White City, South Kensington, Sloane Square and Victoria.

5.2.5 A summary of the bus services in proximity to the Site is provided in Table 5-1, with corresponding bus stop locations shown in Figure 5-2.

Table 5-1: Bus Service Frequencies

SERVICE NO.	NEAREST BUS STOP	ROUTE	PEAK HOUR FREQUENCY	
			AM PEAK	PM PEAK
19	Battersea Bridge (Stop BL)	Finsbury Park Interchange – Parkgate Road	Every 6 - 10 minutes	
49		Northcote Road – White City Bus Station	Every 8 -12 minutes	
319		Telford Avenue – Cadogan Gardens / Sloane Square	Every 7 - 10 minutes	
345		Peckham Bus Station – Natural History Museum / Cromwell Road	Every 6 - 9 minutes	
170	Battersea Bridge (Stop BL) / Hester Road (Stop BD)	Danebury Avenue / Minstead Gardens – Victoria Station	Every 8 - 12 minutes	

Figure 5-2: Bus Stop Locations

5.3 UNDERGROUND NETWORK

5.3.1 The nearest underground station is Fulham Broadway located within a 27-minute walk or 24-minute public transport journey of the Site. Fulham Broadway Station provides access to the District Line with the service frequency summarised in Table 5-2.

Table 5-2: Underground Service Frequency

LINE	STATION	DIRECTION	FREQUENCY (SERVICES PER HOUR)	
			AM PEAK	PM PEAK
District	Fulham Broadway	Northbound	15	15
		Southbound	15	15

5.4 LONDON OVERGROUND

5.4.1 The nearest London Overground Station is Imperial Wharf located within an approximate 20-minute walk to the south-west of the Site. The Station is located in Travelcard Zone 2 and is situated on the West London Line that links Clapham Junction in the south to Willesden Junction in the north.

5.4.2 The peak hour London Overground service frequencies from Imperial Wharf Station is shown in Table 5-3.

Table 5-3: Overground Service Frequencies

LINE	STATION	DESTINATION	FREQUENCY (SERVICES PER HOUR)	
			AM PEAK	PM PEAK
London Overground	Imperial Wharf	Stratford	6	6
		Clapham Junction	7	6

5.5 RAIL SERVICES

5.5.1 Imperial Wharf is also the nearest national rail station and is operated by Southern Rail services providing access to destinations including Watford Junction, East Croydon and Hemel Hempstead. The service frequency is summarised in Table 5-4.

Table 5-4: Southern Service Frequencies

DESTINATION	FREQUENCY (SERVICES PER HOUR)	
	AM PEAK	PM PEAK
Watford Junction	7	7
East Croydon	6	6
Hemel Hempstead	4	4

5.5.2 In addition, the Site is in close is 1.75km away, from Clapham Junction railway station, as the crow flies. Clapham Junction can be accessed from the Site via a 8 minute cycle or a 15 minute bus journey using the 170 bus (from Battersea Bridge/ Hester Road BD) or 319/ 49 (from Battersea Bridge BL or Parkgate Road BE). Clapham Junction is operated by South Western Railway, and provides additional services from Thameslink and London Overground, forming the UK's busiest interchange station with between 100 and 180 trains per hour.

TIME MAPPING

5.5.3 Time Mapping (TIM) is a tool developed by TfL within their WebCAT suite of tools to assess connectivity in terms of travel times taking into account public transport service ranges and interchange opportunities. TIM Mapping for the Site, travelling by public transport during the AM peak, is presented within Figure 5-3.

Figure 5-3: Public Transport TIM Mapping

5.5.4 The TIM map shows that it is possible to reach Chelsea, Battersea, Westminster, Kensington, Wandsworth, Hammersmith and Brixton within a 30-45 minute public transport journey.

5.6 EXISTING TRIP GENERATION

5.6.1 The existing office travel demand has been forecasted using survey data extracted from the TRICS database. Office trip generation has been undertaken using sites within the '02/A – Office' land use category. It should be noted that the office is currently vacant and hasn't been fully occupied for some time. Therefore, a forecast has been taken based on the Site being fully occupied with sites being selected with survey dates prior to the Covid-19 Pandemic.

5.6.2 The survey selection criteria for office use is summarised as follows, these were selected to provide a greater number of sites:

- Location: Greater London Only.
- Location Type: All sites.
- PTAL: All sites.
- Survey Data: Ten years of recent data, surveys after March 2020 omitted.

5.6.3 The site's selected are summarised within Table 5-5 and contained within APPENDIX D.

Table 5-5: Office TRICS Sites

CATEGORY	REFERENCE	LOCATION	YEAR
A – Office	BT-02-A-03	Brent	2015
	BT-02-A-04	Brent	2015
	CI-02-A-02	City of London	2013
	CI-02-A-03	City of London	2013
	CN-02-A-03	Camden	2017
	HD-02-A-9	Hayes	2018
	HM-02-A-01	Hammersmith and Fulham	2017
	HO-02-A-01	Hounslow	2017
	KN-02-A-01	Kensington and Chelsea	2019
	LB-02-A-01	Lambeth	2018
	LB-02-A-02	Lambeth	2019
	TH-02-A-01	Tower Hamlets	2019
	WH-02-A-02	Wandsworth	2012

5.6.4 The resulting total person trip rates and trip generation when applied to the existing 4,877sqm (GIA) of office floorspace is set out in Table 5-5.

Table 5-6: Office Total Person Trip Rates and Trip Generation (4,877sqm GIA)

	TOTAL PERSON TRIP RATES (PER DWELLING)			TOTAL PERSON TRIPS (4,877SQM)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	1.933	0.115	2.048	94	6	100
PM Peak (17:00 – 18:00)	0.120	1.946	2.966	6	95	101

5.6.5 A total of 100 two-way person trips are expected during the AM peak hour, with 101 two-way person trips during the PM peak hour.

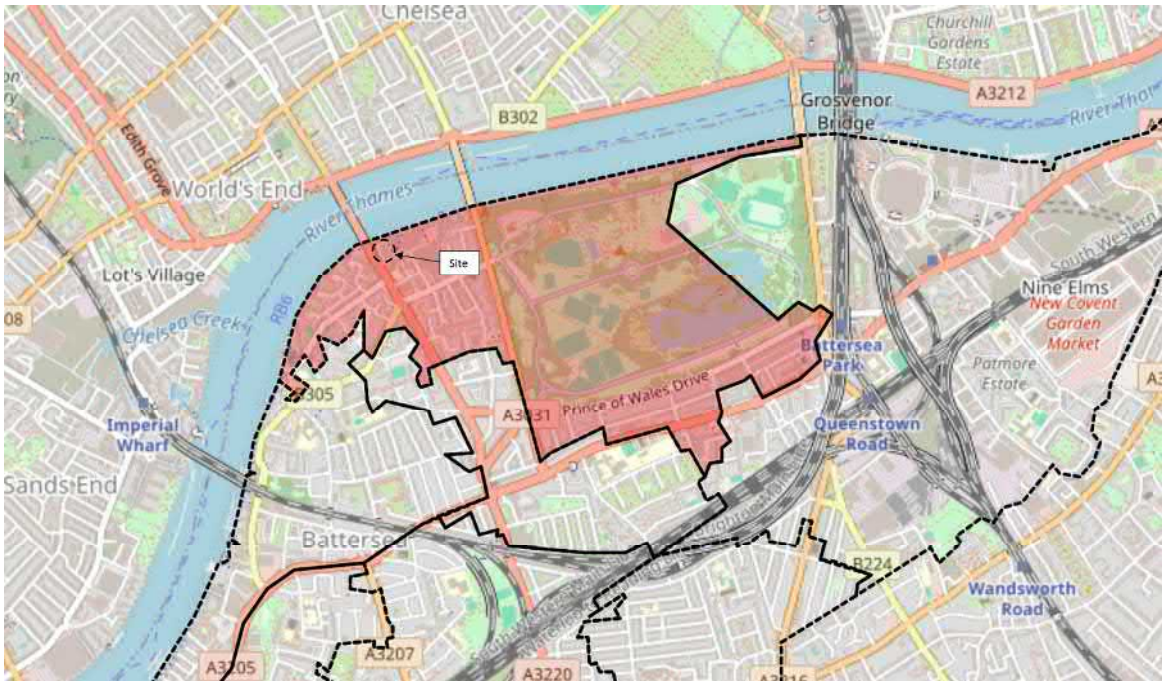
MODE SHARE

5.6.6 In order to determine how existing office employees travel to and from the Site, based on the surrounding transport connections, a review of the 2011 census 'method of travel to work' dataset has been undertaken. The 2011 census data has been used as the 2021 data was impacted by Covid-19 and is not considered to be representative of typical travel patterns.

5.6.7 The 2011 census data has been reviewed for the output area the Site falls within for 'location of work' this was identified as middle super output area (MSOA) 'Wandsworth 001'.

5.6.8 For completeness, an overview of the proximity of the Site within the output area 'Wandsworth 001' is presented below in Figure 5-4.

Figure 5-4: Method of Travel to Work Review – Wandsworth 001



5.6.9 The resultant review for the method of travel to work is set out in Table 5-7.

Table 5-7: 2011 Census Mode Share Review (Office)

MODE	2011 CENSUS MODE SHARE	CUMULATIVE (%)
Underground	18%	50%
Train	14%	
Bus	18%	
Taxi	0%	0%
Vehicle Driver / Passenger	20%	20%
Bicycle	13%	30%
On Foot	17%	
Other	0%	0%
Total	100%	100%

5.6.10 The resulting existing office travel demand for 4,877sqm (GIA) by all modes is shown in Table 5-8.

Table 5-8: Existing Office Travel Demand (4,877sqm GIA)

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Pedestrians	16	1	17	1	16	17
Cyclists	12	1	13	1	12	13
Bus	17	1	18	1	17	18
Underground	17	1	18	1	17	18
Rail	14	1	14	1	14	15
Taxi	0	0	0	0	0	0
Vehicle drivers / passenger	18	1	19	1	18	20
Other	0	0	0	0	0	0
Total	94	6	100	6	95	101

5.6.11 Table 5-8 shows that the majority of existing trips are by public transport and active travel modes.

5.7 PROPOSED TRIP GENERATION

5.7.1 This section of the TA outlines the anticipated multimodal trip generation for the Site, providing information on the proposed use of the wider transport network, including how many people travel and their anticipated mode choice/travel behaviours.

RESIDENTIAL TRIP GENERATION

5.7.2 The residential travel demand has been forecasted using survey data extracted from the TRICS database. The residential trip generation has been undertaken using sites within the 'Flats Privately Owned' residential land use type. This sub land use has been selected as TRICS does not provide trip rates for mixed private/ affordable flats.

5.7.3 The survey selection criteria for privately owned flats is summarised as follows:

- Location: Greater London only
- Location Type: Edge of Town Centre
- PTAL: 3 – 5
- Survey Date: 2016 onwards

5.7.4 The sites selected are summarised within Table 5-9 and contained within APPENDIX D.

Table 5-9: Residential TRICS Sites

CATEGORY	REFERENCE	LOCATION	YEAR	PTAL	NO. DWELLINGS	PARKING RATIO
C – Flats Privately Owned	BE-03-C-01	Bexleyheath	2018	3	79	1.063
	IS-03-C-08	Islington	2022	5	190	0.463
	WF-03-C-01	Walthamstow	2019	5	97	0.289

5.7.5 The resulting total person trip rates and trip generation when applied to the 142 residential dwellings are set out in Table 5-10.

Table 5-10: Residential Total Person Trip Rates and Trip Generation (142 Dwellings)

	TOTAL PERSON TRIP RATES (PER DWELLING)			TOTAL PERSON TRIPS (142 DWELLINGS)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	0.087	0.462	0.549	12	66	78
PM Peak (17:00 – 18:00)	0.344	0.219	0.563	49	31	80

5.7.6 A total of 78 two-way person trips are expected during the AM peak hour, with 80 two-way person trips during the PM peak hour.

MODE SHARE

5.7.7 In order to determine how future residents may travel to and from the Site, based on the surrounding transport connection, a review of the 2011 census 'method of travel to work' dataset has been undertaken.

5.7.8 The 2011 census data has been reviewed with the place of residence being the output area the Site falls within – identified as middle super output area (MSOA) 'Wandsworth 001'.

5.7.9 The resultant review for the method of travel to work is set out in Table 5-11. This data set has been adjusted for the Proposed Development with a total of 10% vehicle driver /passenger to the Site, based on the proposed car parking provision being lower than the local areas car ownership. The remaining percentages were proportionately reallocated to the other modes.

Table 5-11: 2011 Census Mode Share Review (Residential)

MODE	2011 CENSUS MODE SHARE	ADJUSTED MODE SHARE	
Underground	20%	Underground	21%
Train	10%	Train	11%
Bus	26%	Bus	28%
Taxi	1%	Taxi	1%
Vehicle Driver / Passenger	16%	Vehicle / Passenger	10%
Bicycle	12%	Bicycle	13%
On Foot	15%	On Foot	16%
Other	0%	Other	0%
Total	100%	Total	100%

5.7.10 The resulting proposed residential travel demand for 142 residential units by all modes is shown in Table 5-12.

Table 5-12: Forecast Residential Travel Demand (142 Dwellings)

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Pedestrians	2	10	12	8	5	13
Cyclists	2	8	10	6	4	10
Bus	3	18	22	14	9	22
Underground	3	14	17	10	6	17
Rail	1	7	8	5	3	9
Taxi	0	1	1	0	0	1
Vehicle drivers / passengers	1	8	9	5	3	9
Other	0	0	0	0	0	0
Total	12	66	78	49	31	80

5.7.11 Table 5-12 shows that the majority of future trips are expected to be by public transport and active travel modes.

OFFICE TRIP GENERATION

5.7.12 The proposed office travel demand has been forecasted using the same survey sites and associated trips rates as for the existing Site, as illustrated in Table 5-5 and Table 5-6.

5.7.13 The resulting total person trip rates and trip generation when applied to the proposed 534sqm (GIA) of office floorspace is set out in Table 5-13.

Table 5-13: Office Total Person Trip Rates and Trip Generation (534sqm GIA)

	TOTAL PERSON TRIP RATES (PER DWELLING)			TOTAL PERSON TRIPS (534 SQM)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	1.933	0.115	2.048	10	1	11
PM Peak (17:00 – 18:00)	0.120	1.946	2.966	0	10	11

5.7.14 A total of 11 two-way person trips are expected during the AM and PM peak hours.

MODE SHARE

5.7.15 The 2011 census mode share as presented in Table 5-11 has been adjusted to reduce car driver trips as the proposed office element will be car-free, with the trips distributed onto the other modes proportionally.

5.7.16 The 2011 Census mode share outputs have been adjusted based on the methodology set out above and are shown in Table 5-14.

Table 5-14: Adjusted Mode Share

MODE	2011 CENSUS MODE SHARE	ADJUSTED
Underground	18%	22%
Train	14%	18%
Bus	18%	23%
Taxi	0%	0%
Motorcycle (Vehicle Driver)	3%	3%
Car/ Van Driver (Vehicle Driver)	17%	0%
Vehicle Passenger	0%	0%
Bicycle	13%	16%
On Foot	17%	21%
Other	0%	0%
Total	100%	100%

5.7.17 The resulting proposed office travel demand for 534sqm (GIA) by all modes is shown in Table 5-15.

Table 5-15: Proposed Office Travel Demand (534sqm GIA)

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Pedestrians	2	0	2	0	2	2
Cyclists	2	0	2	0	2	2
Bus	2	0	2	0	2	2
Underground	2	0	2	0	2	2
Rail	2	0	2	0	2	2
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Vehicle drivers	0	0	0	0	0	0
Vehicle passengers	0	0	0	0	0	0
Other	0	0	0	0	0	0
Total	10	1	11	1	10	11

5.7.18 Table 5-15 shows that the majority of future trips are expected to be by public transport and on foot.

TRIP GENERATION OF OTHER USES

RESTAURANT

5.7.19 The proposed restaurant is relatively small in size (189 sqm GIA) and as a result is unlikely to attract many primary trips, whereby the majority of trips are assumed to be pass-by / diverted / linked in nature. Subsequently, all trips are expected to be made on foot.

COMMUNITY UNIT

5.7.20 As the community space provision will serve the local community, it is considered that trips will largely be local pedestrian trips already taking place on the footway network. Subsequently, the community space is to be excluded from the trip generation assessment.

TOTAL TRIP GENERATION

5.7.21 The total Proposed Development travel demand, combining residential and non-residential trips, is set out in Table 5-16.

Table 5-16: Total Proposed Development Trip Generation

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Pedestrians	4	10	14	8	7	15
Cyclists	4	8	12	6	6	12
Bus	5	18	24	14	11	24
Underground	5	14	19	10	8	19
Rail	3	7	10	5	5	11
Taxi	0	1	1	0	0	1
Vehicle drivers	2	13	16	10	6	16
Vehicle passengers	0	1	1	0	0	1
Other	0	0	0	0	0	0
Total	23	72	97	53	43	99

5.8 NET CHANGE

5.8.1 The forecasted net change in travel demand between the existing office use and the Proposed Development is shown in Table 5-17.

Table 5-17: Forecast Net Change in Travel Demand – Existing vs Proposed Development

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Pedestrians	-12	9	-3	7	-9	-2
Cyclists	-8	7	-1	5	-6	-1
Bus	-12	17	6	13	-6	6
Underground	-12	13	1	9	-9	1
Rail	-11	6	-4	4	-9	-4
Taxi	0	1	1	0	0	1
Vehicle drivers	-16	12	-3	9	-12	-4
Vehicle passengers	0	1	1	0	0	1
Other	0	0	0	0	0	0
Total	-71	66	-3	47	-52	-2

5.8.2 The net change assessment suggests that overall, the Proposed Development will result in a decrease in total person trips, with a reduction of three two-way total person trips in the AM peak and two two-way total person trips in the PM peak. The arrivals decrease in the AM and departures decrease in the PM peak, which is expected given the arrival and departure profile differing between office and residential.

5.8.3 In terms of vehicle trip generation, the assessment suggests that the Proposed Development will result in an uplift of 3 two-way vehicle trips in the AM peak and four two-way vehicle trips in the PM peak.

5.9 EXISITING SERVICING TRIP GENERATION

OFFICE SERVICING TRIP GENERATION

5.9.1 To ascertain the servicing requirements of the existing office unit, the servicing trips associated with the sites extracted from TRICS to undertake the total person trip generation above has been reviewed. The daily servicing trips, split by HGVs and LGVs, is therefore presented in Table 5-18.

Table 5-18: Existing Office Servicing Trip Generation

MODE	DAILY TRIP RATES			DAILY SERVICING DEMAND (4,877 SQM)		
	ARRIVALS	DEPARTURES	TOTAL	ARRIVALS	DEPARTURES	TOTAL
HGV	0.011	0.011	0.22	1	1	2
LGV	0.14	0.139	0.279	7	7	14
Total	0.151	0.15	0.499	8	8	16

5.9.2 Table 5-18 demonstrates that the existing office unit is expected to generate a maximum of eight delivery and servicing vehicles on a daily basis.

5.10 PROPOSED SERVICING TRIP GENERATION

RESIDENTIAL SERVICING TRIP GENERATION

5.10.1 Servicing demand has been calculated using TRICs survey data to develop a per dwelling trip rate. The TRICS sites used to calculate trip generation have also been used to forecast servicing demand.

5.10.2 The daily servicing trips, split by HGVs and LGVS, is therefore presented in Table 5-19.

Table 5-19: Proposed Residential Servicing Trip Generation

MODE	DAILY TRIP RATES			DAILY SERVICING DEMAND (142 DWELLINGS)		
	ARRIVALS	DEPARTURES	TOTAL	ARRIVALS	DEPARTURES	TOTAL
HGV	0.016	0.016	0.032	2	2	4
LGV	0.139	0.141	0.28	20	20	40
Total	0.155	0.157	0.312	22	22	44

5.10.3 Table 5-19 demonstrates that the proposed residential dwellings are expected to generate a maximum demand for 22 delivery and servicing vehicles on a daily basis.

RESTAURANT SERVICING TRIP GENERATION

5.10.4 The TRICS database was reviewed for restaurants in London, there were two sites with servicing vehicle trip rates available. One was a restaurant offering takeaway pick up services such as Deliveroo and Uber Eats, as such the servicing trips were abnormally high. As the proposed restaurant is unlikely to offer these services, we have excluded this site. The remaining site had only one trip a day which is not representative of a robust assessment. As such we have prepared a first principles approach for the daily servicing trips, split by HGVs and LGVs shown in Table 5-20. This is based on a worst-case scenario that there would be one HGV and three LGVs arriving at the Site over the day. These will occur outside the peak hours.

Table 5-20: Proposed Restaurant Servicing Trip Generation

MODE	DAILY SERVICING DEMAND (189 SQM)		
	ARRIVALS	DEPARTURES	TOTAL
HGV	1	1	2
LGV	3	3	6
Total	4	4	8

5.10.5 Table 5-20 demonstrates that the proposed restaurant is expected to generate a maximum demand for four delivery and servicing vehicles on a daily basis.

OFFICE SERVICING TRIP GENERATION

5.10.6 To ascertain the servicing requirements of the existing office unit, the servicing trips associated with the sites extracted from TRICS to undertake the total person trip generation and existing servicing demand above has been reviewed. The daily servicing trips, split by HGVs and LGVs, is therefore presented in Table 5-21.

Table 5-21: Proposed Office Servicing Trip Generation

MODE	DAILY TRIP RATES			DAILY SERVICING DEMAND (534 SQM)		
	ARRIVALS	DEPARTURES	TOTAL	ARRIVALS	DEPARTURES	TOTAL
HGV	0.011	0.011	0.22	0	0	0
LGV	0.14	0.139	0.279	1	1	2
Total	0.151	0.15	0.499	1	1	2

5.10.7 Table 5-21 demonstrates that the proposed office unit is expected to generate a maximum of one delivery and servicing vehicle on a daily basis.

COMMUNITY USE SERVICING TRIP GENERATION

5.10.8 Given the community use will be open for use by the future residents and local population, it is unlikely there will be many servicing trips for this land use in isolation. It is likely that delivery and servicing will be consolidated with the proposed office use. As such this has been excluded from the trip generation.

TOTAL SERVICING TRIP GENERATION

5.10.9 The total Proposed Development servicing demand, combining residential and non-residential servicing trips, is set out in Table 5-22.

Table 5-22: Total Proposed Servicing Trip Generation

MODE	DAILY (07:00-19:00)		
	ARRVIALS	DEPARTURES	TOTAL
HGV	3	3	6
LGV	24	24	48
Total	27	27	54

5.10.10 Table 5-22 demonstrates that the Proposed Development is expected to generate a maximum of 27 delivery and servicing vehicles on a daily basis.

5.11 NET CHANGE SERVICING TRIPS

5.11.1 The forecasted net change in servicing demand between the existing office use and the Proposed Development is shown in Table 5-23.

Table 5-23: Forecasted Net Change in Travel Demand – Existing vs Proposed Development

MODE	DAILY (07:00-19:00)		
	ARRVIALS	DEPARTURES	TOTAL
HGV	+2	+2	+4
LGV	+17	+17	+34
Total	+19	+19	+38

5.11.2 The net change assessment suggests that overall, the Proposed Development will result in an increase in servicing trips, with an uplift of four daily HGV servicing trips and 34 LGV daily servicing trips equating to a total uplift of 38 two-way servicing trips.

5.12 TRIP IMPACTS

5.12.1 This sub-section of the TA sets out how the anticipated trips generated by the Proposed Development will be distributed and assigned to the transport network.

VEHICLE TRIPS

5.12.2 The Proposed Development is expected to generate 16 two-way vehicular trips in the AM and PM peak hours, respectively. As the proposals comprise 18 car parking spaces it is considered that there is sufficient capacity to accommodate this level of vehicular trips.

PEDESTRIAN TRIPS

5.12.3 The Proposed Development is expected to generate 14 and 15 pedestrian trips in the AM and in the PM peak hours, respectively. The Site is surrounded by a good network of footways, and it will be ensured the Site connects with the existing infrastructure to encourage the uptake of walking.

CYCLE TRIPS

5.12.4 The Proposed Development is expected to generate 12 cycle trips in the AM and PM peaks. The cycle parking provision seeks to further encourage and increases resident's and visitor's propensity to cycle, further assisted by good accessibility to the existing cycle network.

BUS TRIPS

5.12.5 The Proposed Development is expected to generate 24 bus trips in the AM and PM peak hours. Based on the moderate number and high frequency of bus services in proximity to the Site, together with the expected number of people anticipated to use the bus network in the AM and PM peak hours, this level of usage can be accommodated with negligible impact on the existing network.

UNDERGROUND TRIPS

5.12.6 The Proposed Development is expected to generate 19 underground trips during the AM and PM peak hours, respectively. Given the Sites proximity to Fulham Broadway station with its high frequency of underground services, it is deemed the Proposed Development will have a negligible impact on the network.

RAIL TRIPS

5.12.7 The Proposed Development is expected to generate 11 rail trips during the AM and PM peak hours, respectively. Given the Site's proximity to Imperial Wharf and Clapham Junction stations with their high frequency of London Overground and National Rail services, it is considered that the Proposed Development will have a negligible impact on the network.

6 LBH LOCAL BOROUGH ANALYSIS

6.1 INTRODUCTION

6.1.1 This section sets out how the Proposed Development meets local planning policy requirements.

6.2 LOCAL POLICY DELIVERY

WANDSWORTH LOCAL PLAN (2023)

6.2.1 The Local Plan was adopted in July 2023 and is the key planning document for the borough. It sets out a 15-year vision and framework for the future development of the borough, addressing the needs and opportunities in relation to housing, the economy, community facilities and infrastructure.

6.2.2 Table 6-1 demonstrates how the Proposed Development would comply with the LBW Local Plan (2023).

Table 6-1: Wandsworth Local Plan (2023) Compliance

POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
LP49	Development should reduce the need to travel and promote safe, sustainable and accessible transport solutions for all users and provide access for all to services, facilities and employment. Development proposals are required to meet the Healthy Streets objectives through providing for active travel and multi-destination trips.	New pedestrian and cycle routes will be provided throughout the public realm and along the Site's frontage and will be designed in line with the Healthy Streets principles to ensure accessibility for all. The provision of public realm and landscaping will create an attractive space for both residents and those travelling through the Site. The Proposed Development will be designed In line with the Healthy Streets approach to ensure the development provides things for people to see and do in environments that are not too noisy.
LP50	Development that will generate a large volume of trips must be in an area of sufficient public transport capacity, avoid harm to highway safety and provide suitable access to the site which is accessible to all.	The Proposed Development comprises a low number of car parking spaces (18), of which 5 are Blue Badge bays. The non-residential land uses are car-free. The proposals have been developed with the Healthy Streets and Vision Zero principles in mind. This will ensure people feel safe when accessing the Site.
LP51	Cycle Parking must be provided in accordance with the minimum standards set out in the London Plan and should be easily accessible, secure and well-located to the unit. Low car residential development will be required in areas of PTAL 3 with the number of disabled, EV charging, and office car parking spaces provided in line with London Plan standards. Car parking spaces should be allocated to the specific uses and be designed in conformity with LPI. Car club parking and memberships are required along with adequate off-street servicing arrangements made for commercial vehicles.	The development will provide long and short stay cycle parking in line with London Plan standards. The Proposed Development comprises a low number of car parking spaces (18), of which 5 are Blue Badge bays. The non-residential land uses are car-free. Servicing will take place on a service road along the eastern Site boundary, and therefore off the public highway.
LP52	The Thames riversides will be protected as they are key active travel routes and development on riverside routes are required to make provision for riverside walks and access at least six metres wide and appropriate to the scale of development. New accesses linking the riverside walk to the surrounding area are required to be at least 3 metres wide and allow for provision of cycling whilst ensuring pedestrian safety.	The proposed public realm to the west of the building footprint will open up this area and make the riverside walk more accessible through providing multiple access points.

6.3 LOCAL PEDESTRIAN NETWORK / PUBLIC REALM IMPROVEMENTS

6.3.1 In order to assess the impact of the proposed improvements to the public realm and active frontage a Healthy Streets Audit has been undertaken. The audit is based on the guidance provided in TfL's 'Guide to the Healthy Streets Indicators' and the 'Healthy Streets Check for Designers' checklist tool.

6.3.2 The Healthy Streets approach is a set of policies and strategies to encourage more walking, cycling and public transport, and less car use. When undertaking an audit the context of a street should be considered in terms of its place and movement functions.

6.3.3 The area assessed as part of the audit is indicated on Figure 6-1. Figure 6-2 illustrates the improvements to the public realm as part of the development proposals.

Figure 6-1: Healthy Streets Designers Checklist Selected Area

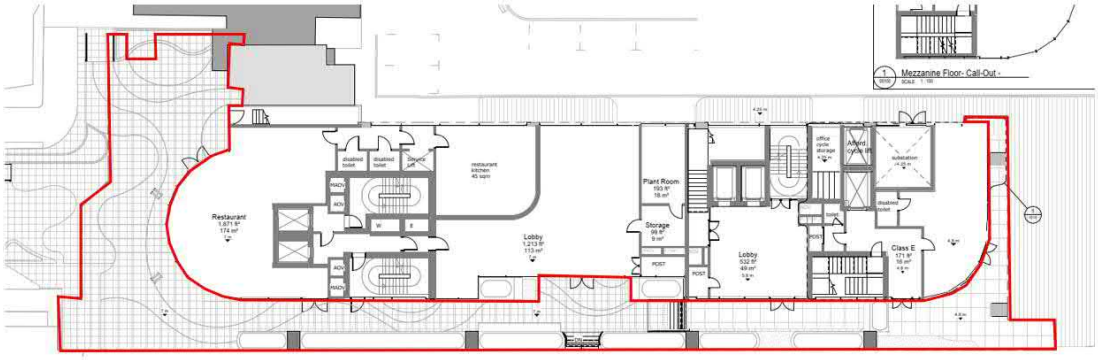


Figure 6-2: Proposed Public Realm

6.3.4 Computer generated images of the building at ground level along Battersea Bridge Road are provided in Figure 6-3 and Figure 6-4.

Figure 6-3: Proposed View from Battersea Bridge

Figure 6-4: Proposed View from Battersea Bridge Road North

6.3.5 The Healthy Streets audit is provided within APPENDIX E and identifies in comparison to the existing layout, the infrastructure and landscaping improvements associated with the Proposed Development which increases scores on all the Healthy Streets parameters.

6.3.6 The outcome of the audit is shown in Figure 6-5 and Table 6-2.

Figure 6-5: Healthy Streets Audit Summary Design

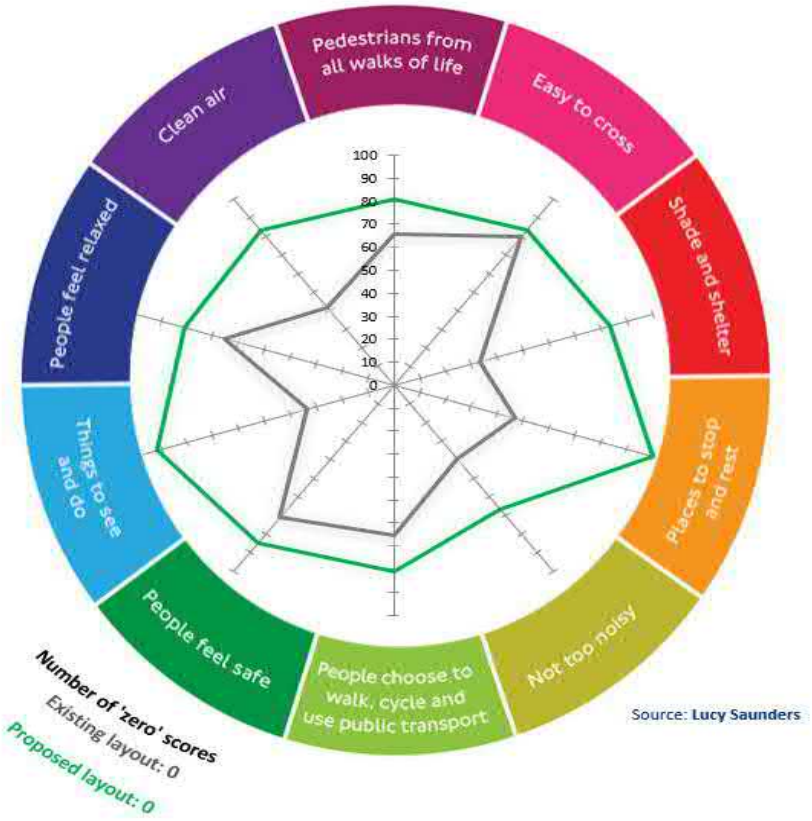


Table 6-2: Healthy Streets Check Scores

CRITERIA	EXISTING LAYOUT	PROPOSED LAYOUT
Pedestrians from all walks of life	65	81
Easy to cross	80	83
Shade and shelter	33	83
Places to stop and rest	47	100
Not too noisy	40	67
People choose to walk, cycle and use public transport	65	81
People feel safe	71	85
Things to see and do	33	92
People feel relaxed	65	81
Clean Air	42	83
Overall Healthy Streets Check score	64	82

6.3.7 The Proposed Development promotes the Healthy Streets approach and increases all aspects of the Healthy Streets indicators. Overall, the proposed improvements associated with the new development increases the Healthy Streets Check score by 18 points, indicating an improvement to the area.

6.3.8 The largest increase is associated with 'things to see and do' and 'places to stop and rest' whose contributing factors are surveillance, presence of trees, planting at footway level, and walking distance between areas. The increases in passive surveillance provided by the new development, as well as the introduction of new planting and landscaping as part of the new public realm and active frontage are the reason this score improves significantly.

6.3.9 The lowest increases are 'people feel safe', but this is largely attributed to the nature of the road whereby traffic volumes and the pedestrian environment are not significantly impacted.

6.3.10 The assessed area has no zero scores associated with the existing or proposed layout.

7 CONSTRUCTION LOGISTICS PLAN

7.1.1 This Outline Construction Logistics Plan (CLP) has been prepared by Velocity Transport Planning to accompany a detailed planning application for development proposals for One Battersea Bridge.

7.1.2 This Outline Construction Logistics Plan (CLP) accompanies the Transport Assessment for the Proposed Development and is submitted as part of the planning application. The CLP is based upon an indicative construction programme and provides details of vehicle routing and access, strategies to reduce vehicle impacts and estimates of the numbers of vehicles. It is prepared in line with best practice guidance and would be secured by planning condition or as a planning obligation under a Section 106 Agreement.

7.1.3 A detailed CLP would be prepared prior to construction and would be implemented and monitored throughout the construction programme.

7.2 CONSTRUCTION LOGISTICS POLICY

7.2.1 Relevant local and regional planning policy and guidance has been reviewed to provide context for deliveries and servicing in relation to the development proposal.

THE LONDON PLAN (2021)

7.2.2 The London Plan (2021) is part of the statutory development plan and aims to ensure that London's transport is easy, safe and convenient for everyone and actively encourages more walking and cycling.

7.2.3 Policy T7 states:

> "Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.
>
> During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times."

7.2.4 As such, CLPs should demonstrate, through all reasonable endeavours, that non-road vehicle modes have been considered, including rail and water freight. CLPs should adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective, they should be monitored and managed throughout the construction phase of the development.

7.2.5 To reduce the road danger associated with construction activity, FORS and CLOCS schemes should be adhered to, ensuring safer site conditions.

TFL CONSTRUCTION LOGISTICS PLAN GUIDANCE

7.2.6 Transport for London issued the 'Construction Logistics Plan Guidance' in July 2017 ("Guidance"), the purpose of which is to ensure that CLPs of high quality are produced to minimise the impact of construction logistics on the road network. The Guidance focuses on reducing the impact of construction in terms of:

- Environmental impact: Lower vehicle emissions and noise levels

- Road risk: Improving the safety of road users
- Congestion: Reduced vehicle trips, particularly in peak periods
- Cost: Efficient working practices and reduced deliveries

7.2.7 CLPs provide a framework for understanding and managing construction vehicle activity into and out of a proposed development and should detail:

- The amount of construction traffic generated
- The routes the construction vehicles will use and consideration of local impacts
- The impact on relevant Community Considerations
- Any traffic management that will be in place

7.2.8 There are two types of CLPs that may be required. An outline CLP accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme. A detailed CLP is submitted to a planning authority pursuant to, and in discharge of, a condition that has been imposed on the planning permission. It provides the planning authority with the detail of the logistics activity expected during the construction programme.

7.2.9 The guidance suggests a range of measures and strategies that should be considered to reduce the impact of construction on the local environment.

7.3 OBJECTIVES OF CONSTRUCTION PLANNING

7.3.1 The overall objectives of the TA and CLP, are to:

- Lower Emissions;
- Enhance Safety – Improved vehicle and road users' safety; and
- Reduce Congestion – Reduced trips overall, especially in peak periods.

7.3.2 To support the realisation of these objectives, several sub-objectives include:

- Encouraging construction workers to travel to the Site by non-car modes;
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the CLP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

7.4 CONSTRUCTION PROGRAMME

7.4.1 Planning for demolition and construction is at preliminary stage and may be subject to review and modification during detailed construction planning. For this reason, the following information is based on reasonable assumptions in the construction programme and the collective experience of the consulting team with similar projects. Nevertheless, the indicative programme at this stage is representative of a programme that is reasonable and achievable. The programme presents the likely sequence of activities and is based on reasonable assumptions in terms of the sequencing of works and site logistics and the mitigation measures that will be implemented.

7.4.2 The construction programme is expected to be of the order of 24 months (i.e. 2 years) An indicative full-scale summary programme is contained within the Outline Construction Logistics Plan (CLP) submitted as part of this planning application. The entire scheme is expected to be completed and fully operational by Q2 2027.

7.5 CONSTRUCTION PHASING

7.5.1 The below paragraphs outline the assumed construction phases likely to be required for the construction of the Proposed Development.

SITE ESTABLISHMENT AND ENABLING WORKS

- Hoarding (2.4m high) will be erected to provide a secure site to ensure construction activities are set back from the river frontage and Battersea Bridge Road. This will enable existing residents to continue to access neighbouring buildings safely throughout the proposed construction period. The hoarding would be well lit and maintained throughout the works to ensure public safety.
- Site offices and welfare facilities would be provided on Site.
- Separate access gates will be provided for pedestrian and vehicular access into the Site. Where required, suitable security measures will be put into place.

DEMOLITION AND SITE CLEARANCE

7.5.2 It is intended that the following demolition methodology will be adopted, to minimise the impact of the works, along with other environmental procedures, to ensure the highest level of environmental control is achieved:

- Demolition will be carried out on a floor by floor basis using small machinery and possibly robotic plant fitted with munching attachments, rather than breakers to minimise noise production. All demolition work that generate dust particles will be controlled by water mists at the point of origin.
- The current intention is to adopt concrete recycling to utilise the demotion arising to from the piling mats and ramps. This method will reduce the number of HGV movements into and around the Site during the demolition phase.
- During demolition, noise, dust and vibration will be constantly monitored from various locations around the Site, with the result evaluated to ensure that the agreed levels are not exceeded.

EXCAVATION AND PILING

7.5.3 Excavation and piling works are anticipated to be undertaken in the following order:

- Any remaining mass concrete foundations will be grubbed out, crushed and reused on Site where possible, to facilitate the installation of the new foundations and substructure. Where not possible, this will be removed from Site;
- A piling rig will be provided in preparation for piling operations, which will be undertaken via the Continuous Flight Auger (CFA) piling method, which is the quietest form of piling and is a cast-in situ process. Piling will be undertaken into and through the gravel, and pile sleeves will be used where necessary, to prevent collapse through any weak strata;
- Piling will be progressively installed;
- Excavation for the basements will be required. The basement walls will be formed either using a secant piled wall or, where appropriate, using a temporary sheet piled system;
- Pumping using settlement tanks and all necessary environmental controls, if groundwater is encountered and needs to be cleared;
- Following the piling, pile caps, capping beams and ground beams will be progressively installed; and
- All substructure reinforced concrete works will be progressively installed following the pile caps, including the lift pits, basement and reduce level plant rooms.

SUB-STRUCTURE

- In this stage the excavation to reduced levels will lead to the construction of pile caps, ground beams, lift pits and tower crane bases followed by the pour of the ground floor slab will allow the construction of the superstructure works to commence.

SUPERSTRUCTURE CONSTRUCTION

7.5.4 The superstructure of the building will be constructed by in situ reinforced concrete. Construction of the cores will utilise the slip form construction method. Rest of works and the construction of cores, columns and slabs will utilise the standard method.

7.5.5 Tower cranes will be service the construction of the Proposed Development and will be used to offload goods from the designated unloading points and to transfer them to their installation positions.

CLADDING

- Cladding will be installed via tower crane where required.

FIT OUT

- It is envisaged that the residential dwellings will be fully fitted out and the retail and commercial units will be partially fitted out (shell and core).
- Fit out works in the internal areas of the building will commence when the external envelope is able to provide a waterproof and windproof environment.
- Fit out will result in an intensification of traffic movements compared to other phases but movements will be by a greater proportion of smaller vehicles (i.e. by tradesmen).

EXTERNAL WORKS / LANDSCAPING

7.5.6 External works and landscaping for the Proposed Development would be undertaken in the last year of the construction programme, the detail of which will be developed post planning, in accordance with a suitably worded planning condition.

7.6 VEHICLE ROUTING

- Construction traffic will be required to use strategic roads to access the Site, illustrated within Figure 3-1 . Each of these roads are designed to carry high volumes of strategic traffic including construction vehicles, reducing any impact of the residential streets that surround the Site.
- It is anticipated that the primary route for construction traffic would be from the north via the A3220, with vehicles routing via the TLRN where possible. For vehicles approaching from the south there is opportunity to connect to the A3220 and approach the site from the north via routing along the A3220 Battersea Bridge Road, the A3031 Albert Bridge Road or the A3213 Chelsea Bridge.

7.7 VEHICLE ACCESS

- The main access for construction will be via A3220 Battersea Bridge Road.
- The pedestrian footway along the A3320 and the River towpath will be maintained along the Site frontage at all times, where possible.
- In addition to the above, banksmen will assist with the arrivals and departures of all vehicular traffic using the access.

CONSTRUCTION VEHICLE SWEPT PATH ANALYSIS

- A swept path analysis exercise showing the following vehicles accessing, egressing and manoeuvring on-Site:
    - Large Tipper;
    - Generic Low Loader with Trailer Steering (18.0m);
    - FTA Design HG Rigid Vehicle;
    - FTA Design Articulated Vehicle;
    - Concrete wagons; and
    - 7.5 Box Van.

7.7.1 The proposed construction logistics drawings, including swept path analysis drawings, showing the above vehicles accessing/egressing the construction Site, are included in APPENDIX F.

7.7.2 To facilitate the construction of the Proposed Development, the temporary closure of Battersea Bridge / Hester Road (Stop BD).

7.7.3 Banksmen will assist with the arrivals and departures of vehicles.

VEHICLE ACCESS MANAGEMENT

- The delivery operation both onto and off Site will be controlled by a traffic marshal from the point of guiding a vehicle to their designated off-loading area, and then guiding the vehicle back onto the highway. The marshals, and the drivers will be trained to operate the relevant safety procedures and correct signalling systems.
- Traffic and pedestrians will be given priority with all construction vehicles either making deliveries or collections under the continuous control by a traffic marshal. If deemed necessary, there will be more than one person undertaking this activity.
- Vehicles will enter and exit Site in a forward gear where possible; minimising the need for reversing. The access gate will be closed at all times other than for deliveries.
- All delivery drivers will be required to wear full PPE when on Site and will be provided with a summary of Site rules issued/ advised when they sign in.
- This CLP will form part of the sub-contractor's tender enquiry documents to ensure its contents are taken into account within their pricing and methodology. Upon contract award, the contents of this plan will be communicated to all Site personnel during their pre-start inductions which will include but not be limited to the use of the dedicated access/egress, restricted construction routes, the need to adhere to the speed limits locally and no parking other than within designated areas.

SITE HOARDING

- Details of the erection and maintenance of boundary hoarding behind any established visibility zones will be outlined in this section, the hoarding of which may be required for security purposes and to ensure that the construction Site is not accessed by non-authorised members.
- Details of any permits required to be applied for from LBW in order to implement boundary hoarding will also be outlined.

7.8 STRATEGIES TO REDUCE CONSTRUCTION IMPACT

7.8.1 A number of strategies and measures are planned to reduce the impacts of construction and construction traffic on the local area. The planned measures can be categorised as follows:

- Committed – Measures that will be implemented as part of the CLP.
- Proposed – Measures that are feasible and likely to be implemented. Once a contractor is appointed these measures will be studied further and confirmed within the Detailed CLP.
- Considered – Measures that are unlikely to be implemented or feasible but could be investigated or become relevant in the future.

7.8.2 Table 7-1 summarises the planned measures for the construction of the Proposed Development, based on the checklist provided in TfL's CLP guidance.

Table 7-1: Construction Planned Measures

PLANNED MEASURES	COMMITTED	PROPOSED	CONSIDERED
MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries		x	
Re-timing for out of hours deliveries			x
Use of holding areas and vehicle call off areas			x
Use of logistics and consolidation centres			x
MEASURES TO ENCOURAGE SUSTAINABLE FRIEGHT			
Freight by water			x
Freight by rail			x
MATERIAL PROCUREMENT MEAURES			
Design for Manufacture and Assembly and off-site manufacture			x
Re-use of material on site		x	
Smart procurement		x	
OTHER MEASURES			
Collaboration with other sites in the area			x
Implement a staff travel plan	x		

CONSTRUCTION LOGISTICS AND COMMUNITY SAFETY (CLOCS)

7.8.3 The CLOCS (Construction Logistics and Community Safety) standard will be signed up to, which will ensure that the construction contractor (as well suppliers and sub-contractors) follow safe practices in the management of their operations, vehicles, drivers and construction sites.

7.8.4 All construction vehicle operators will be required to be accredited in line with the Fleet Operator Recognition Scheme (FORS). FORS accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licenced to operate vehicles which are properly maintained, equipped and insured. It is a mechanism by which adherence to the CLOCS standard can be assured and monitored.

CONSTRUCTION DELIVERIES

7.8.5 A delivery scheduling system is planned to allow for the control and management in the timings of deliveries. Booking availability will be determined by unloading space available, activities on Site and managed carefully to minimise impacts on the local transport network. A comprehensive daily logistics schedule will be maintained, and unauthorised deliveries will be turned away until the approved procedure has been followed.

7.8.6 Construction staff on Site will be prepared for the arrival of all vehicles to prevent vehicles needing to wait on the public highway. Deliveries will be made 'just in time' to minimise the amount of space required on Site for construction materials. Hard copies of daily delivery schedules will be displayed at prominent locations e.g. provided at the gate/ offloading points, at hoists and also issued to drivers, forklift drivers and any other materials handling equipment operators, all of whom need to be in constant radio communication with one another. All radio users will be trained on correct radio procedures and protocols.

VEHICLE CLEANING

7.8.7 To prevent the contamination of the local roads, a proprietary wheel wash system and a jet wash will be in place inside the Site delivery gates to clean the wheels and undercarriage of vehicles during the demolition, substructure and superstructure phases. The traffic marshal will check each vehicle for cleanliness before allowing the vehicle to leave the Site. Working practises will be selected to minimise release of dust.

CONSOLIDATION

7.8.8 Any abnormal loads will be planned in advance and agreed with the Highways Authority.

7.8.9 The use of an off-site construction consolidation centre will be investigated however the booking system will allow deliveries to be managed efficiently. Where possible vehicles will be fully loaded thereby minimising the number of vehicle trips made by tipper trucks and concrete mixing trucks.

7.8.10 Smart procurement will be encouraged to share suppliers and minimise the number of construction vehicle trips. All suppliers will be made of aware of access and routing requirements.

7.8.11 Once appointed, the contractor will investigate the opportunity to collaborate with other local construction sites.

SUSTAINABLE TRANSPORTATION

7.8.12 The use of water and rail modes to transport freight is unlikely to be practical. From initial discussions with river transport companies the Site is too close to the bridge to secure a large barge and the riverwalk is outside of the landowners demise so it would need to be negotiated with the Port of London Authority , the EA and the riverwalk owner. Therefore at this stage we cannot commit to using barges.

7.8.13 The small footprint of site which is adjacent to the river is a main access route for public and cyclists along the Thames and it was also our intention to maintain this access as far as is reasonably practicable, which barges would not allow.

7.8.14 Off-site manufacture and re-use of material will be investigated and proposed where practical. Once appointed, the contractor will develop a plan to maximise smart procurement.

PUBLIC HIGHWAYS AND FOOTWAYS

7.8.15 The public highway and local footpaths will be safeguarded against damage by:

- Scaffolding for construction works (should this be required) should be erected and fully encapsulated in fire resistant Monarflex sheeting.
- Any vehicle removing loose rubbish or debris from the Site will have the load fully sheeted hence safeguarding against any debris falling onto the road.
- In addition, it is not envisaged that the highway will be used for storage or welfare facilities.
- The Site access points should allow all vehicles to enter the Site in a forward direction. In the event that HGVs are required to reverse, a marshal will be in attendance at all times. As set out within the Health and Safety Executive (HSE) guidance, the marshal/banksmen directing vehicle movements will be trained and authorised to do so.

CONSTRUCTION PERSONEL

- Confirmation will be provided in the detailed CLP as to whether welfare facilities can be provided on-Site to minimise the need for travel off-site during the day.
- This might include lockers for on-Site operatives to allow storage of tools to discourage any construction workers that stay locally during the week from needing to travel by van each day, and to encourage the potential for car sharing where practical amongst the workforce. All construction staff Site operatives will be given a Site induction.
- No construction staff car parking will be provided on Site. Cycle parking facilities will be provided. Staff will be expected to use sustainable modes of travel to work considering the good level of public transport accessibility and lack of on-Site or nearby parking.

CONSTRUCTION HOURS OF OPERATION

- Construction works are anticipated to take place during normal construction working hours (i.e. 08:00 – 18:00 Mon-Fri, 08:00-13:00 Saturday. No construction work will take place on Sundays, Bank or Public Holidays).
- The detailed CLP will aim to minimise the impact of construction HGV's, light goods deliveries and the construction workforce through careful coordination of arrivals and departures.

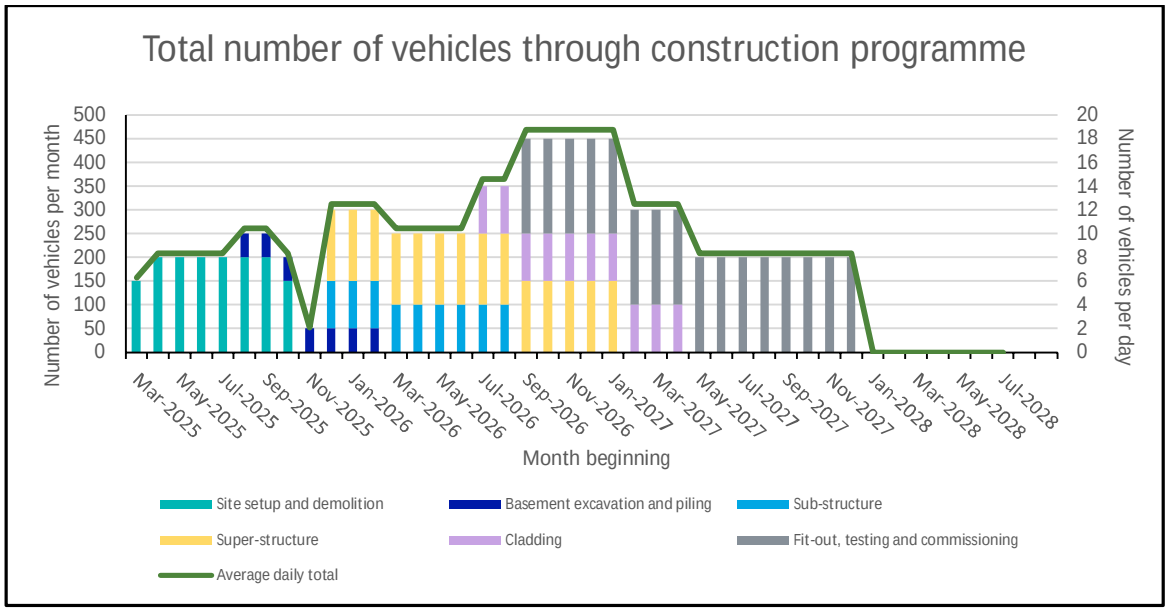
SITE COLLABORATION

7.8.16 Once appointed, the contractor will investigate the opportunity to collaborate with other local construction sites.

7.1 ESTIMATED VEHICLE MOVEMENTS

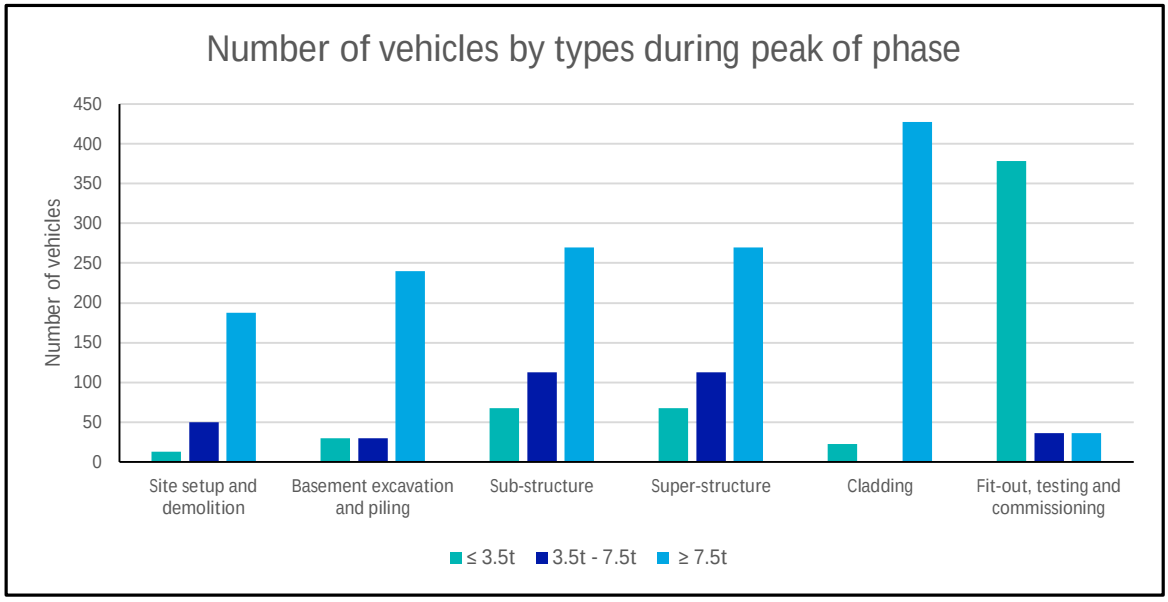
7.1.1 Figure 7-1 illustrates the total number of construction vehicles anticipated during constructed based on estimations of construction material volumes and the programme. The rate of peak hourly two-way vehicle movements related to vehicles entering or leaving the Site onto the highway network. (e.g. 10 two-way vehicle movements equates to 5 vehicles entering and 5 vehicles leaving the Site).

Figure 7-1: Total Number of Vehicles through Construction Programme



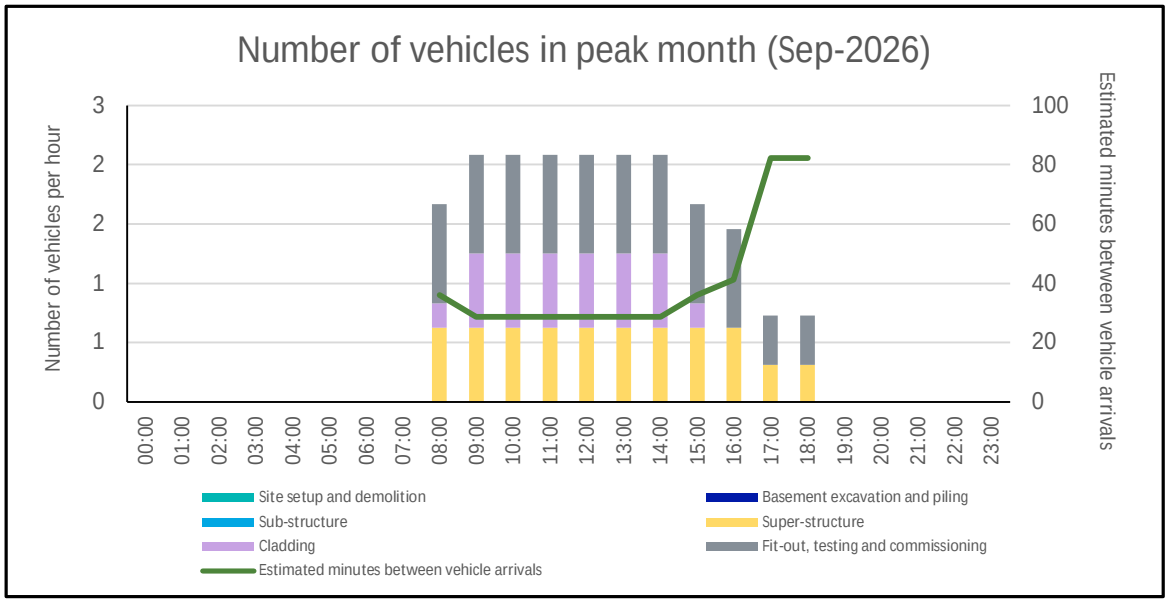
7.1.2 Figure 7-2 shows the anticipated number of vehicles by type expected during the peak phases of construction.

Figure 7-2: Total Number of Vehicles by Types During Peak of Phase



7.1.3 Figure 7-3 shows the total number of vehicles forecast during the peak construction month in September 2026.

Figure 7-3: Number of Vehicles Forecast in the peak construction month (September 2026)



7.1.4 The following will be included in the forthcoming detailed CLP, once planning permission is granted:

VEHICLE NUMBERS

7.1.5 The number of anticipated average daily number of collections / deliveries generated by the Site during its proposed construction period will be included in the detailed CLP, identifying the peak hourly volumes of construction vehicles (based on estimations of construction material volume and programme) and the average number of collection / deliveries per day and per week.

VEHICLE TYPES

7.1.6 Where possible and particularly in the later phases of the construction programme, deliveries will predominantly be made via light goods vehicles and HGV up to 12m rigid lorries, eliminating the need for specialist delivery and traffic implications.

VEHICLE PARKING

7.1.7 No construction staff car parking will be provided on Site and no construction workers are expected to travel by car.

7.2 TRAFFIC DIVERSIONS

7.2.1 Given the proposed redevelopment plans, the expected volume and type of construction traffic required for the works required will not lead to the requirement for diversion of traffic on the public highway.

7.3 IMPLEMENTATION, MONITORING AND UPDATING

IMPLEMENTING

7.3.1 In the first instance, this draft CLP will be issued to LBW and TfL for review as part of the planning application.

7.3.2 A detailed CLP will be prepared by the principal contractor using this document as the template.

7.3.3 The local community will be further consulted as part of the detailed CLP to identify any concerns about construction activity and traffic.

7.3.4 Once there is planning approval for the scheme and certainty over the programme and start dates the contractor will discuss the opportunity for collaboration with other local construction sites as necessary.

7.3.5 The Principal Contractor will be responsible for implementing the CLP. It is expected that a Contractor and Driver Handbook or equivalent would be used to distribute information which makes sure that all contractors are aware of their obligations.

7.3.6 The key measures identified to manage and control the impacts of construction traffic are expected to be:

- Commitment to meet CLOCS / FORS accreditation.
- Use of delivery scheduling system.
- Designated construction traffic routes ensuring all HGVs use appropriate strategic roads.

MONITORING

7.3.7 Data sharing remains a key principle for the success and continuous improvement of construction. A list of items will be agreed, and specific data will be disseminated. This is expected to include:

- Compliance
  - FORS compliance
  - Routing compliance
  - No construction workforce staff car parking on-Site
- Data from the delivery scheduling system and the recorded log of vehicle movements to the Site:
  - Vehicle type and size
  - Duration on Site
- Safety issues including any injuries or near misses
- Breaches and complaints

UPDATING

7.3.8 The draft CLP will be developed into a detailed CLP following the grant of any planning permission. The detailed CLP will be prepared in consultation with LBW. This will ensure that all construction activities on Site accord with relevant policy requirements.

7.3.9 After the detailed CLP is submitted and approved, the CLP will be an evolving document to account for any changes to the construction strategy and incorporate monitoring results and any consequent changes. It will be reviewed internally on a monthly basis and/or at any time there is a significant change in construction process. This will ensure that the document remains relative to the realities of the Site at any point in time.

7.3.10 The CLP will be kept on Site and updated by the principal contractor in consultation with Highways Officers at LBW and TfL.

8 CONCLUSION

8.1.1 Velocity Transport Planning (VTP) has been commissioned by Promontoria Battersea Limited ('the Applicant') to prepare a Healthy Streets Transport Assessment (TA) in relation to the Proposed Development at 1 Battersea Bridge Road, SW11 3BZ ('the Site'), located within the London Borough of Wandsworth (LBW).

8.1.2 The Site extends to 0.13ha and currently comprises a part five-storey, part six-storey 1980s office building (Class E) with a basement level car park providing 33 car parking spaces. Vehicular access to the Site is via Hester Road to the south.

8.1.3 The Site has a moderate level of access by public transport being within an eight-minute walk of five bus routes which provide high frequency services to local train stations and key employment destinations. The Site is well located in respected of local facilities and amenities as demonstrated by the ATZ assessment.

8.1.4 The Proposed Development comprises the provision of 142 residential units, a 274 sqm community unit, a 189 sqm restaurant and 534 sqm of office floorspace. In addition, it is proposed to provide a number of pedestrian and cycle connections between the Site and the surrounding area (including the Thames Path) to improve permeability and will provide public realm and landscaping to create an attractive space for both residents and those traveling through the Site.

8.1.5 The Proposed Development has been designed with regards to the Healthy Streets approach, giving priority to pedestrians and cyclists through the public realm and landscape strategy.

8.1.6 The Proposed Development provides a low number of car parking spaces (18), of which five are Blue Badge spaces (for 3% of residential dwellings) in keeping with local policy. The non-residential land uses will be car-free.

8.1.7 Long-stay and short-stay cycle parking will be provided in line with London Plan standards. In addition, cycle parking provision (including cycle lifts) will be LCDS compliant.

8.1.8 It is proposed that refuse collection will take place off the public highway and along the service road to the east of the Site as per the existing arrangement. The scheme will introduce post rooms to the lower ground level to provide a central location of deliveries as an alternative to the separate entrances along Battersea Bridge Road to reduce dwell time of servicing vehicles.

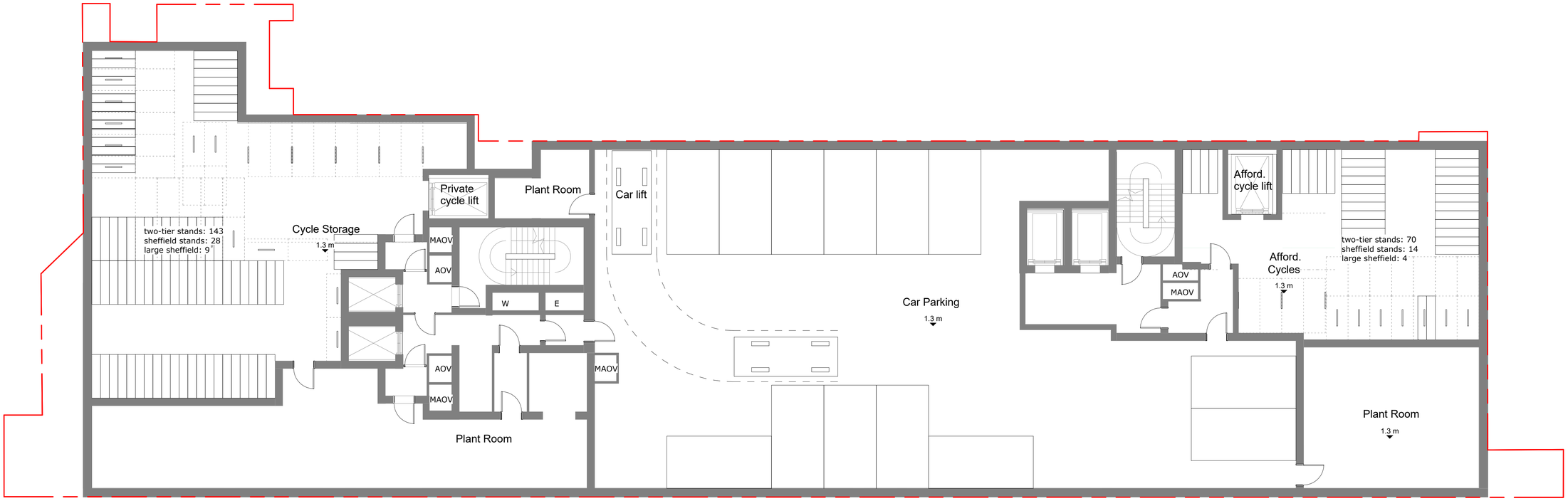
8.1.9 The Proposed Development is expected to generate 16 two-way vehicular trips in the AM and PM peak hours . In addition, it is anticipated that approximately 27 servicing vehicles will access the Site per day. This level of vehicular and servicing trip generation is considered unlikely to have a significant impact on the local highway network and can be accommodated within the 18 parking spaces provided on-Site and on the service road to the east of the Site.

8.1.10 An analysis of the impact on the public transport network has been undertaken. Based on the capacity of nearby underground, overground and bus services, it is deemed the impact of the Proposed Development on the public transport network will be negligible with substantive spare capacity available.

8.1.11 A Framework TP, DSP and Outline PMP have also been prepared and are submitted alongside this TA.

APPENDIX A

PROPOSED DEVELOPMENT PLANS



NOTES:

- For details of soft and hard landscape please refer to Landscape Architects' drawings.
- Structure under coordination

Rockwell

0 3m 5m
1:150

1 : 100 @ A1

ONE BATTERSEA BRIDGE

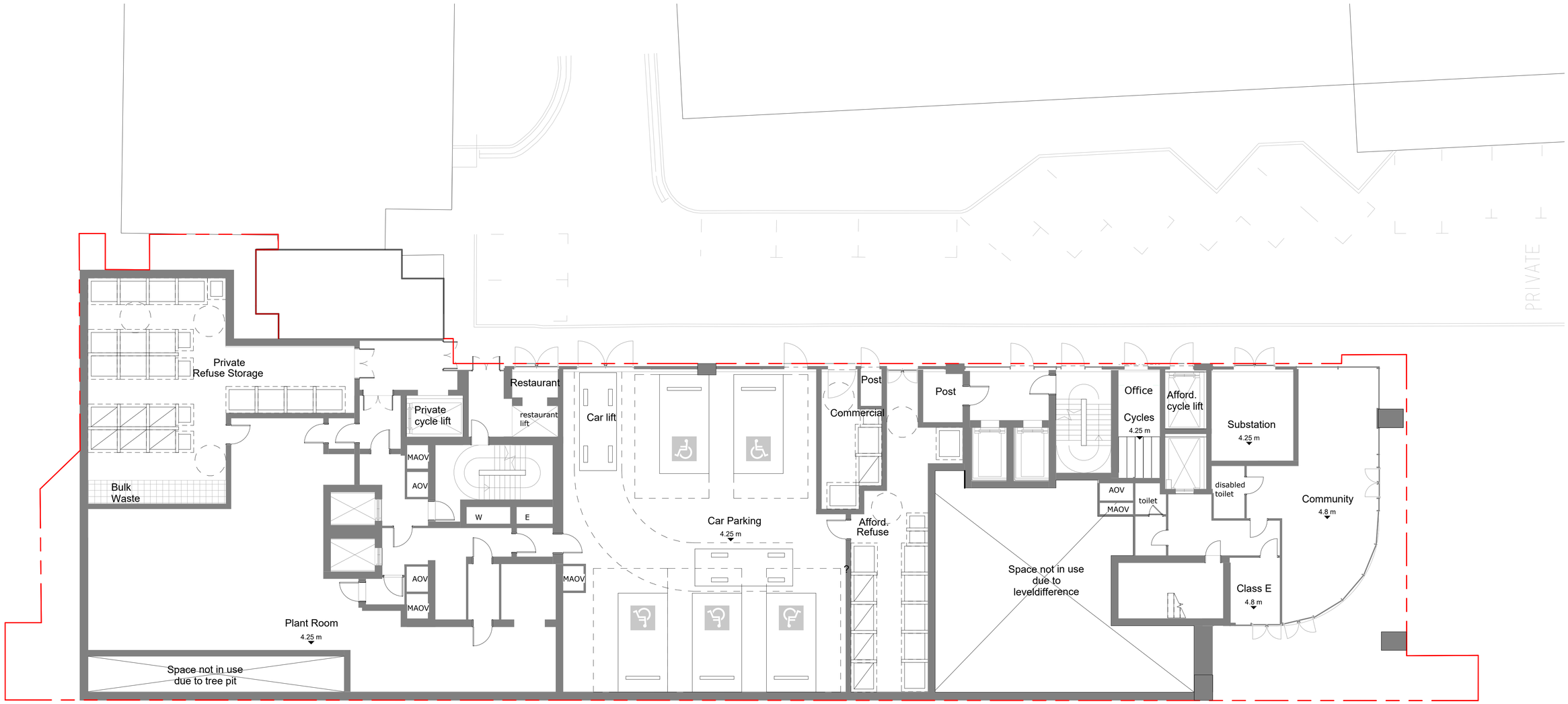
LEVEL B01

1 April 2024

OBB-FAR-PA-ZZ-DR-A-05097

P03-01/04/2024
Planning Issue

FARRELLS



NOTES:

- For details of soft and hard landscape please refer to Landscape Architects' drawings.
- Structure under coordination

PRINT SCALE CHECK: 50MM SEGMENTS

Rockwell

0 3m 5m
1:150

1 : 100 @ A1

ONE BATTERSEA BRIDGE

LOWER GROUND FLOOR PLAN

1 April 2024

OBB-FAR-PA-ZZ-DR-A-05098

P03-01/04/2024
Planning Issue

FARRELLS

Community
8.18 m
toilet
storage
Mezzanine Floor Above
Restaurant
7 m
disabled toilet
disabled toilet
Service Lift
MAOV
AOV
W
E
restaurant kitchen 45 sqm
Lobby
7 m
AOV
MAOV
MAOV
Plant Room
Storage
MAOV
E
Post
Lobby
5.8 m
Office Cycles
4.25 m
Afford. cycle lift
substation
AOV
MAOV
toilet
Post
disabled toilet
Community
4.8 m
Class E
4.8 m
BUS STOP
BUS STOP
BUS STOP

NOTES:
- For details of soft and hard landscape please refer to Landscape Architects' drawings.
- Structure under coordination

PRINT SCALE CHECK: 50MM SEGMENTS

Rockwell

0 3m 5m
1:150

1 : 100 @ A1

ONE BATTERSEA BRIDGE

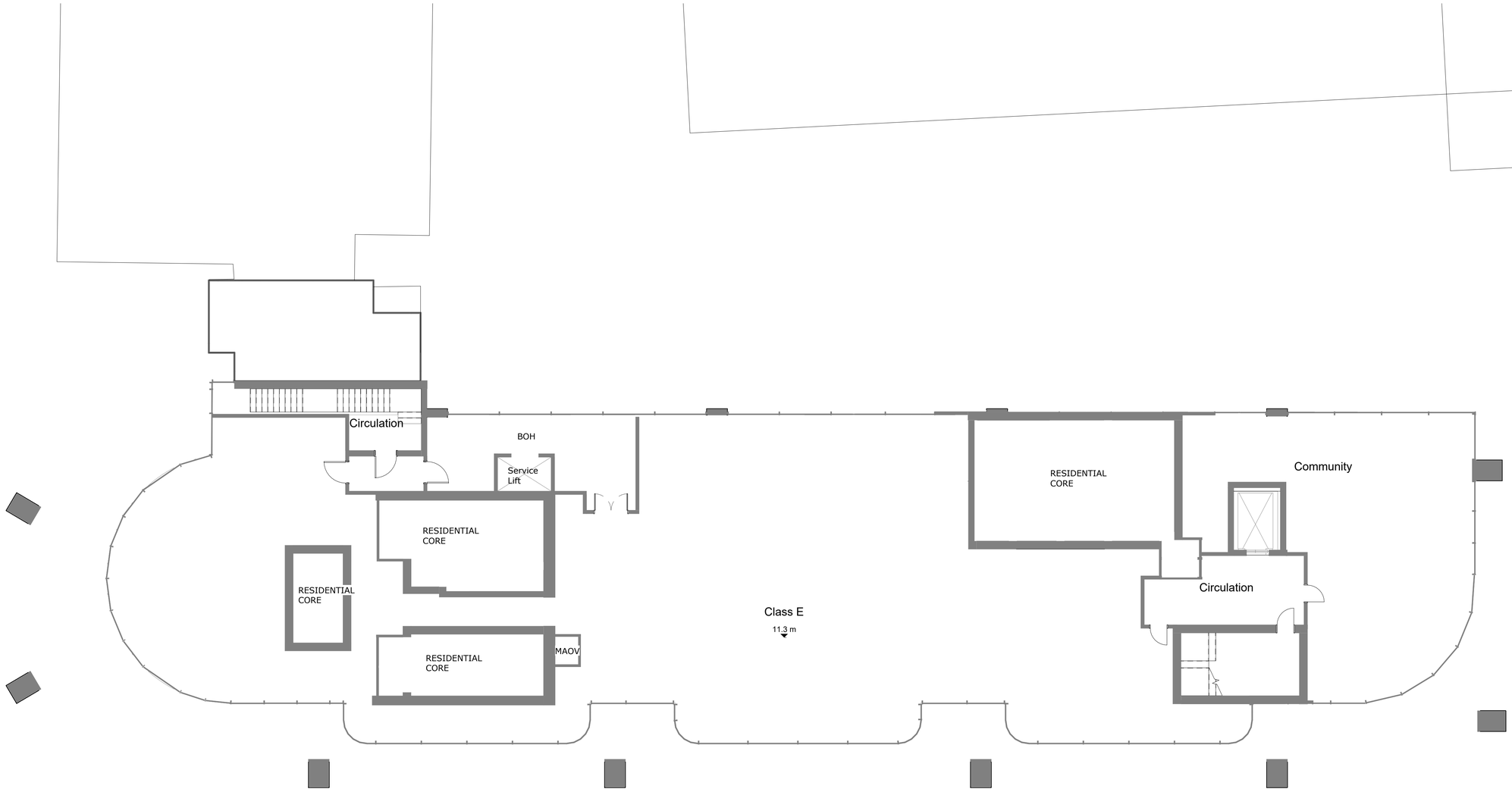
GROUND FLOOR PLAN

1 April 2024

OBB-FAR-PA-ZZ-DR-A-05100

P03-01/04/2024
Planning Issue

FARRELLS



NOTES:

- For details of soft and hard landscape please refer to Landscape Architects' drawings.
- Structure under coordination

Rockwell

0 1m 4m
1:100

1 : 100 @ A1

ONE BATTERSEA BRIDGE

LEVEL 01 PLAN

1 April 2024

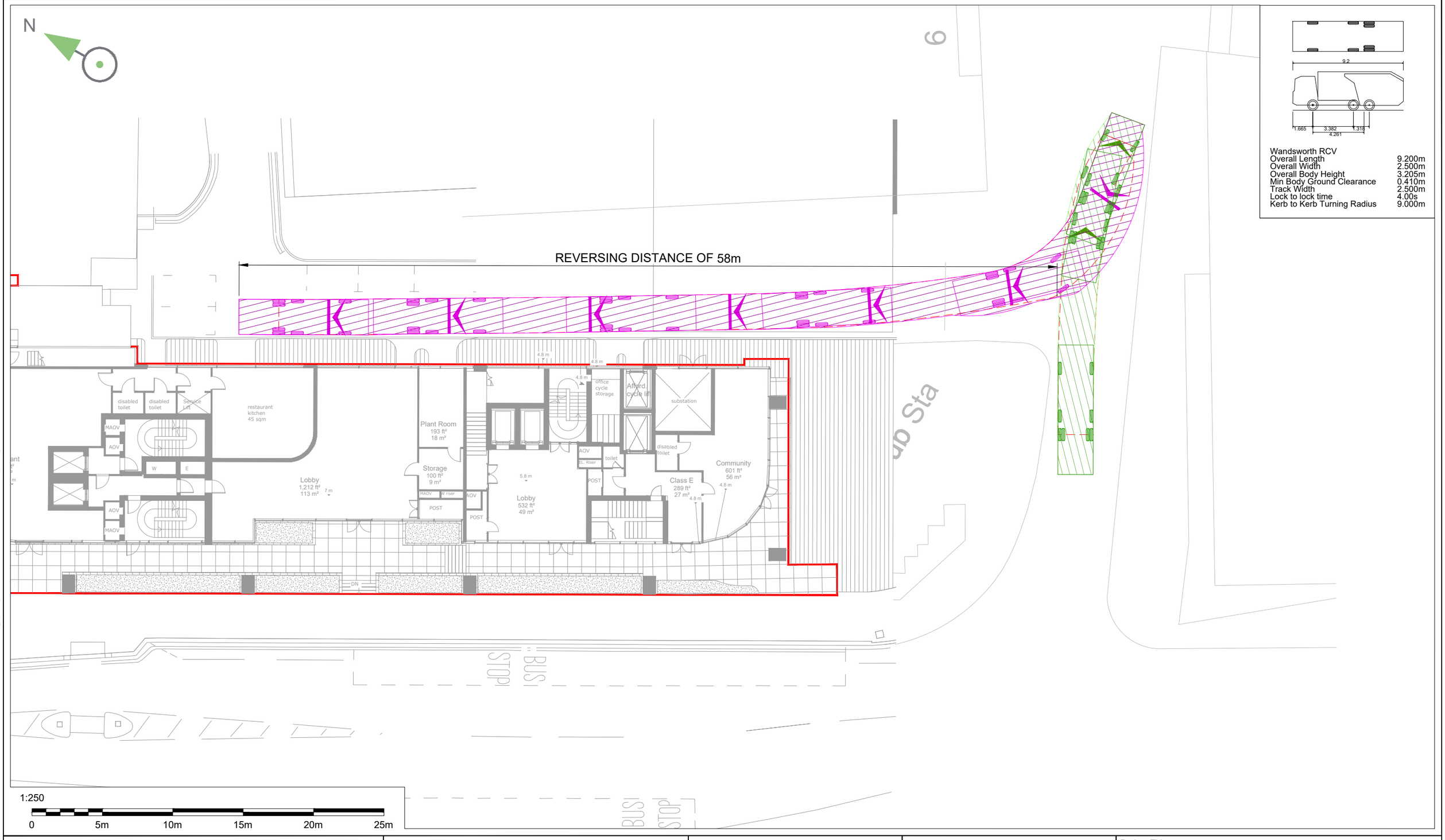
OBB-FAR-PA-ZZ-DR-A-05101

P03-01/04/2024
Planning Issue

FARRELLS

APPENDIX B

VEHICLE SWEPT PATH



Rev	Date	Description	Drn	Chk	App
B	25/03/24	UPDATED MAPPING	GSF	PH	PH
A	05/02/24	FIRST ISSUE	TC	PH	PH

Notes:

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. THIS DRAWING IS TO BE PRINTED IN COLOUR.
4. THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.
5. THIS DRAWING IS BASED ON FARRELLS ARCHITECTURE LIMITED DRAWING NUMBER OBB-FAR-ZZ-00-DR-A-05100.

VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: Rockwell

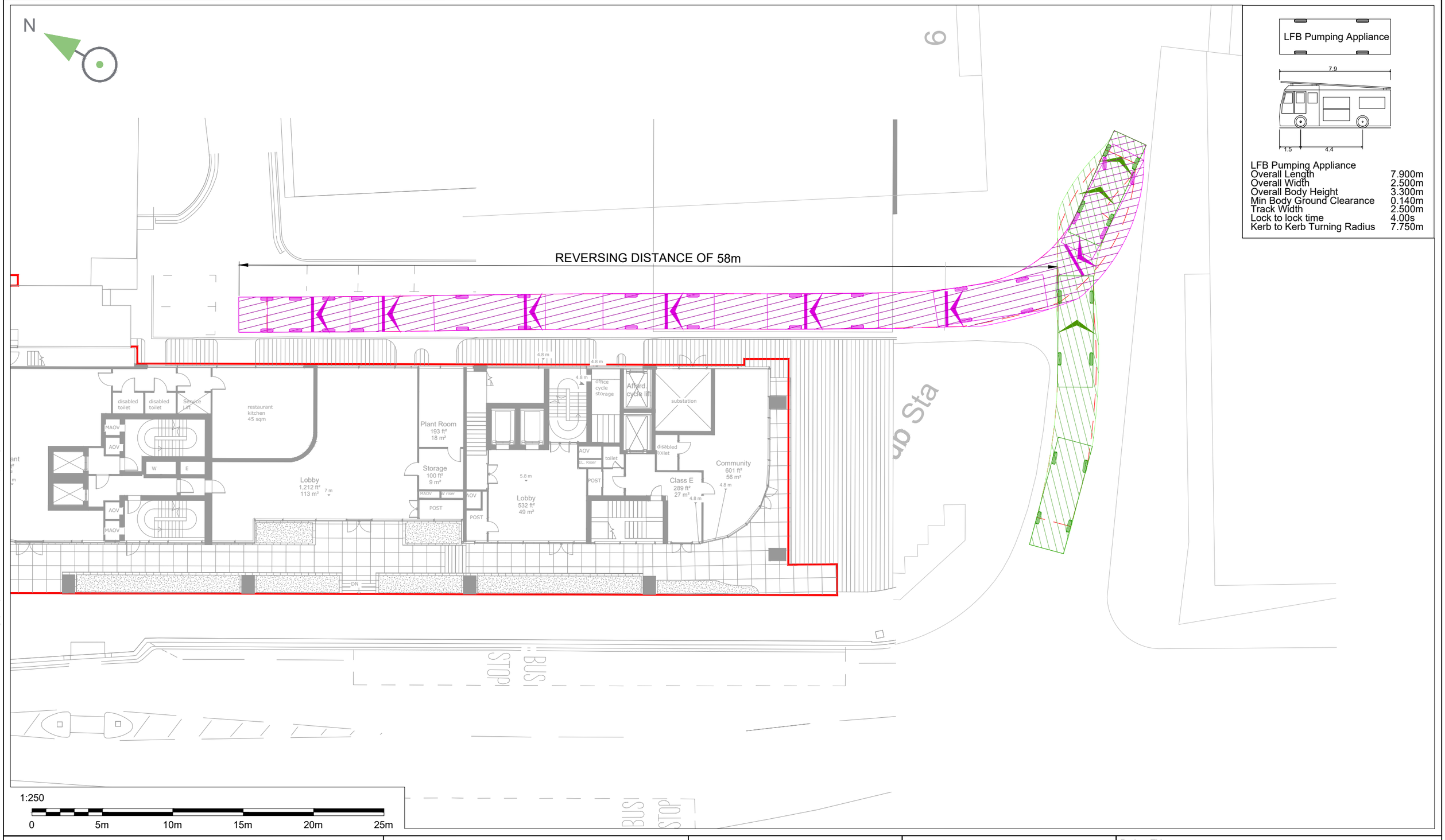
Architect: FARRELLS

Project Title: ONE BATTERSEA BRIDGE

Drawing Title: SWEPT PATH ANALYSIS OF A REFUSE COLLECTION VEHICLE REVERSING INTO SITE

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:250	05/02/24	TC	PH	PH

Project Ref	Drawing Number	Rev
23-185	23-185-T-010	B



LFB Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Rev	Date	Description	Drn	Chk	App
A	25/03/24	FIRST ISSUE	GSF	LM	LB

Notes:

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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: Rockwell

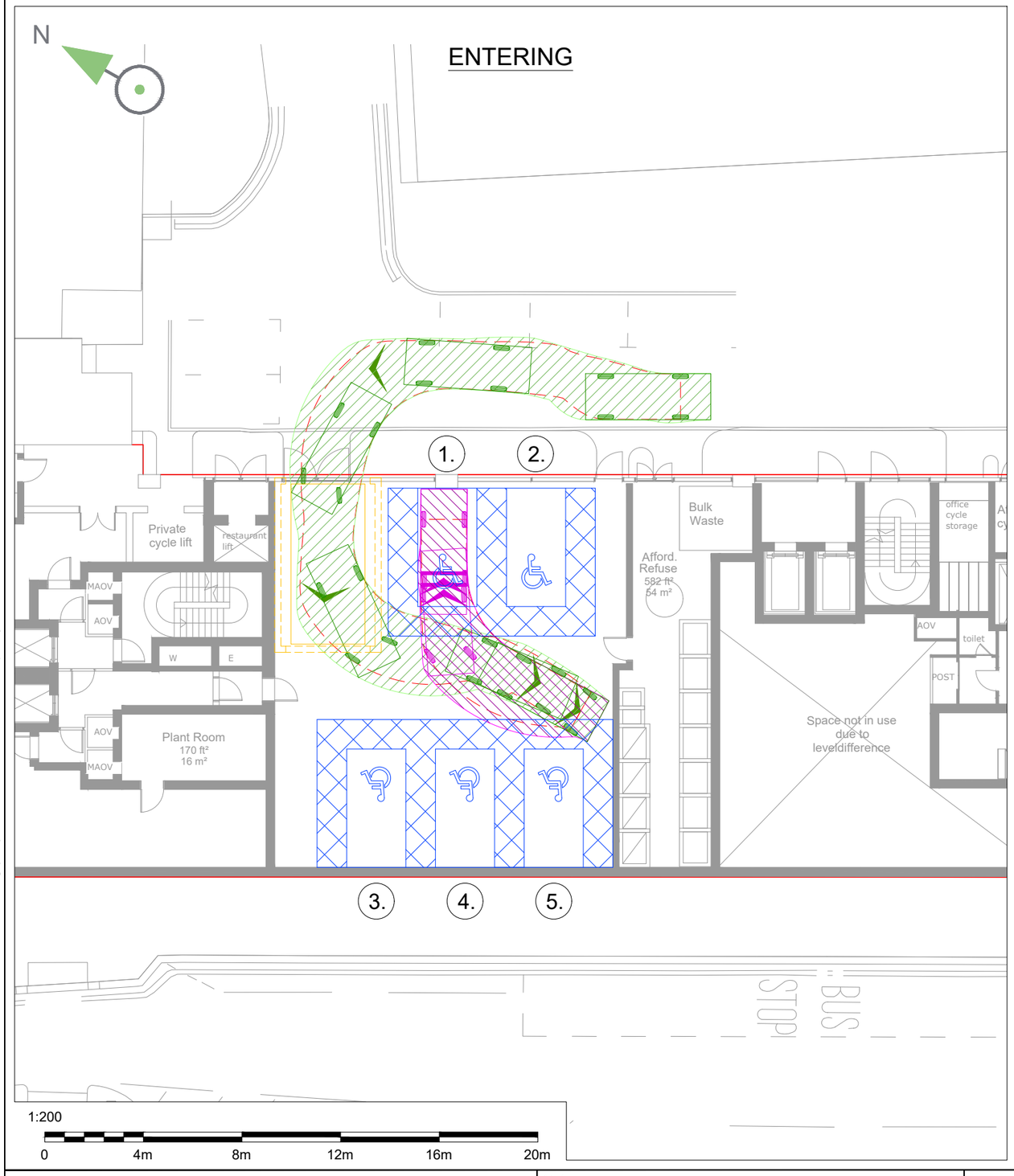
Architect: FARRELLS

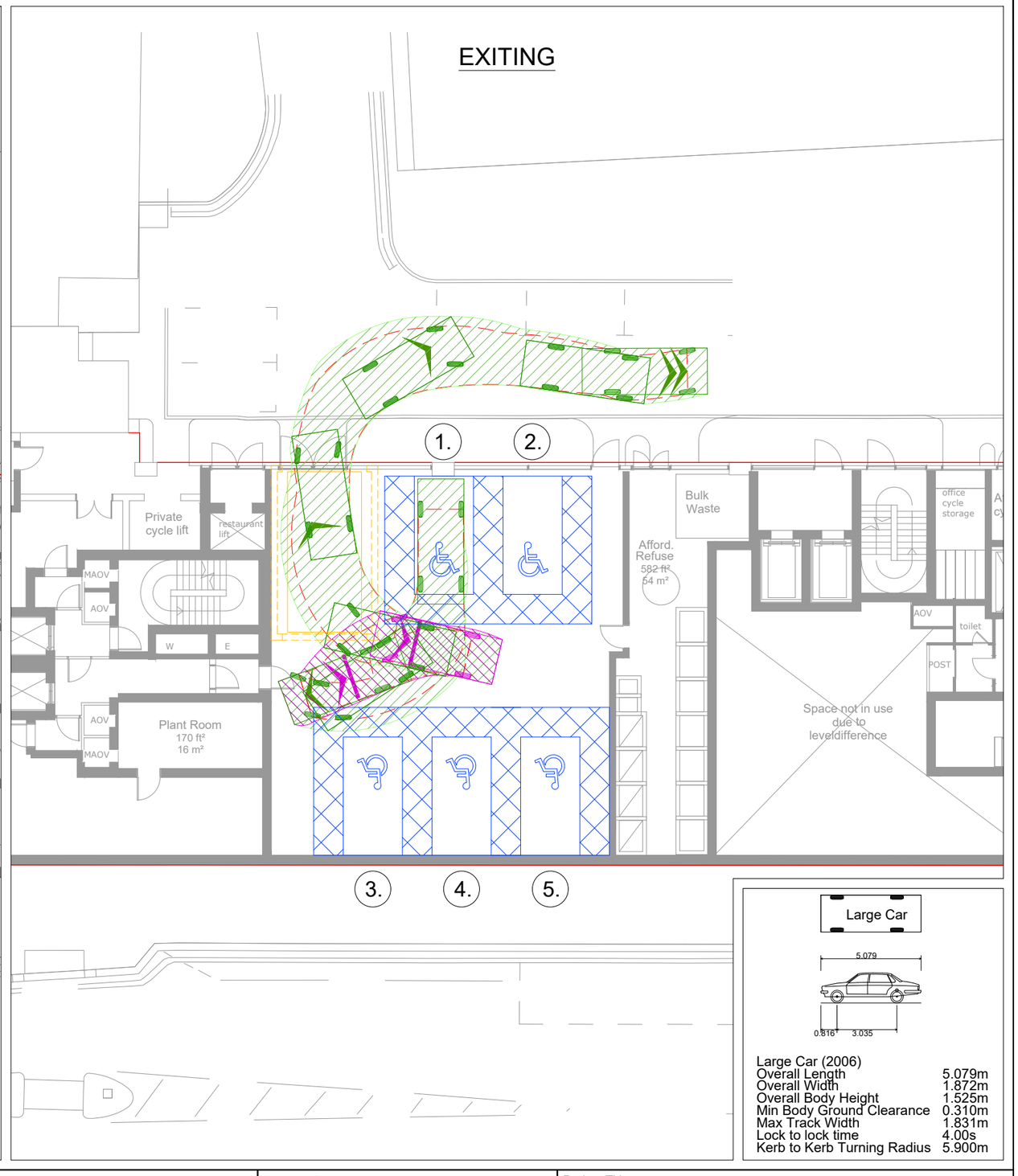
Project Title: ONE BATTERSEA BRIDGE

Drawing Title: SWEPT PATH ANALYSIS OF FIRE TENDER

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:250	25/03/24	GSF	LM	LB

Project Ref	Drawing Number	Rev
23-185	23-185-T-032	A





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

Rev	Date	Description	Drn	Chk	App
A	08/02/24	FIRST ISSUE	TC	BB	LB

Notes:

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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: Rockwell

Architect: FARRELLS

Project Title: ONE BATTERSEA BRIDGE

Drawing Title: SWEPT PATH ANALYSIS OF A LARGE CAR ENTERING AND EXITING FROM BLUE BADGE BAY 1 AT LOWER GROUND FLOOR LEVEL

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:200	08/02/24	TC	BB	LB

Project Ref	Drawing Number	Rev
23-185	23-185-T-012	A

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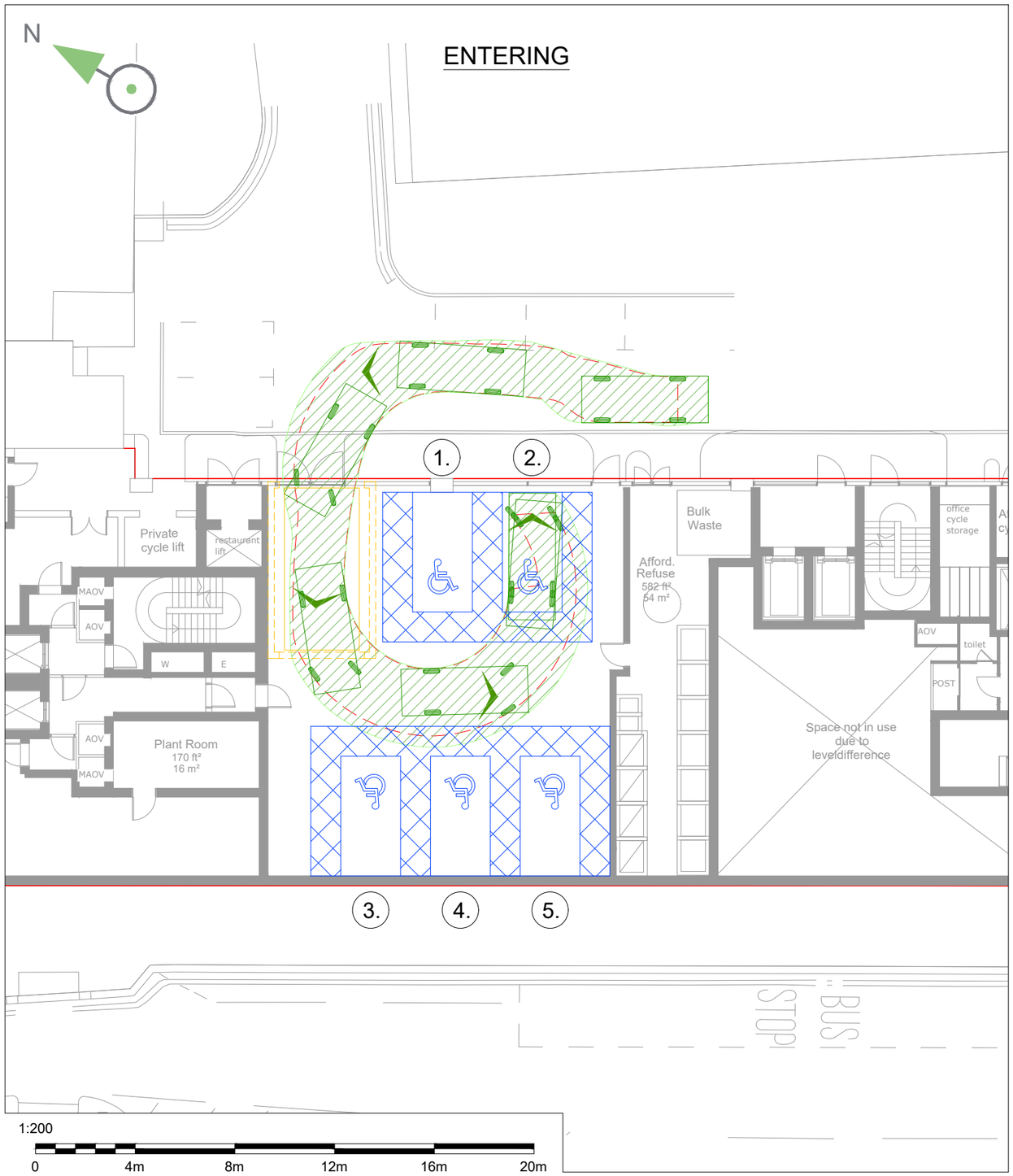

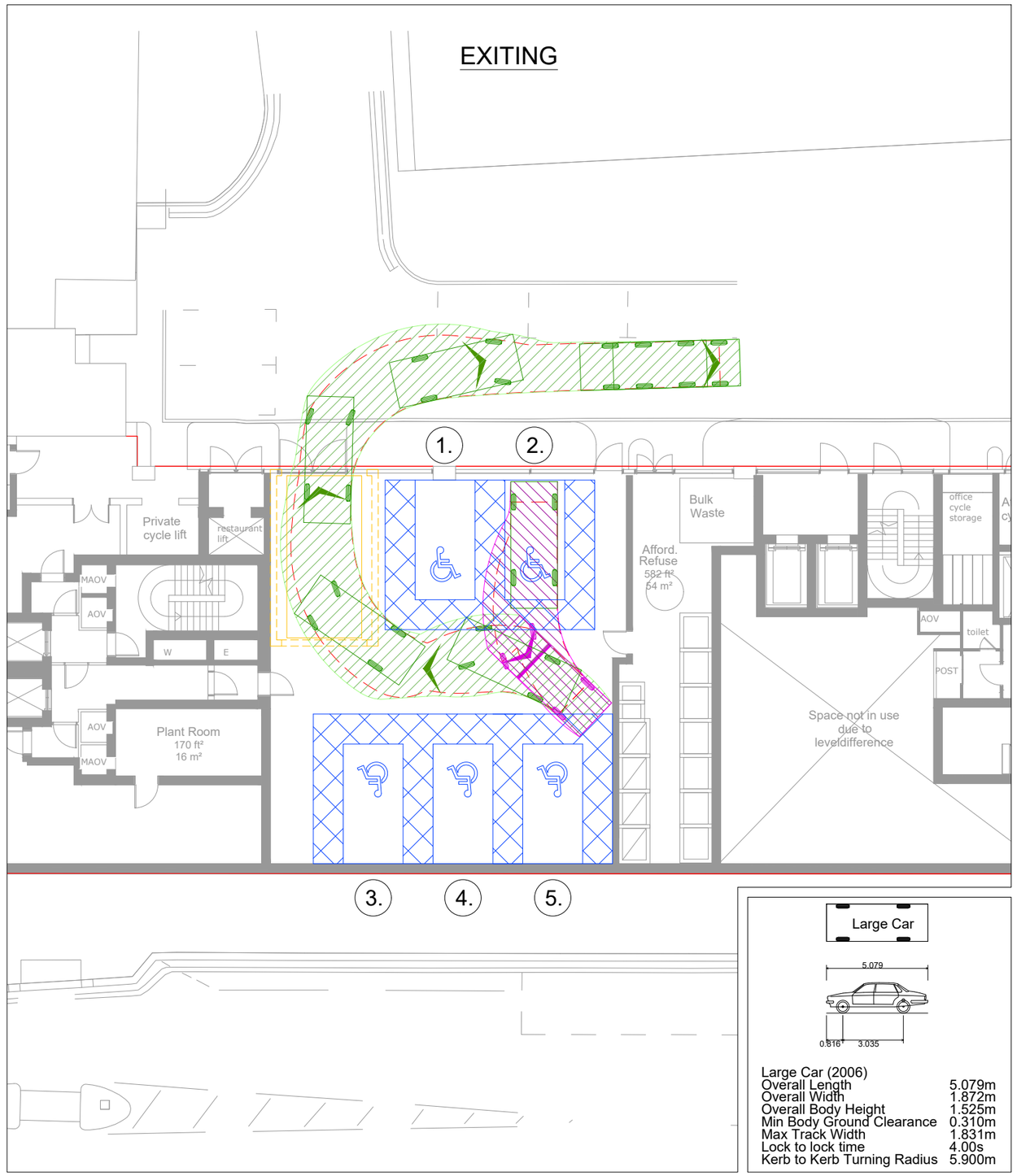

1:200

0 4m 8m 12m 16m 20m

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

Rev	Date	Description	Drn	Chk	App
A	08/02/24	FIRST ISSUE	TC	BB	LB

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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: Rockwell

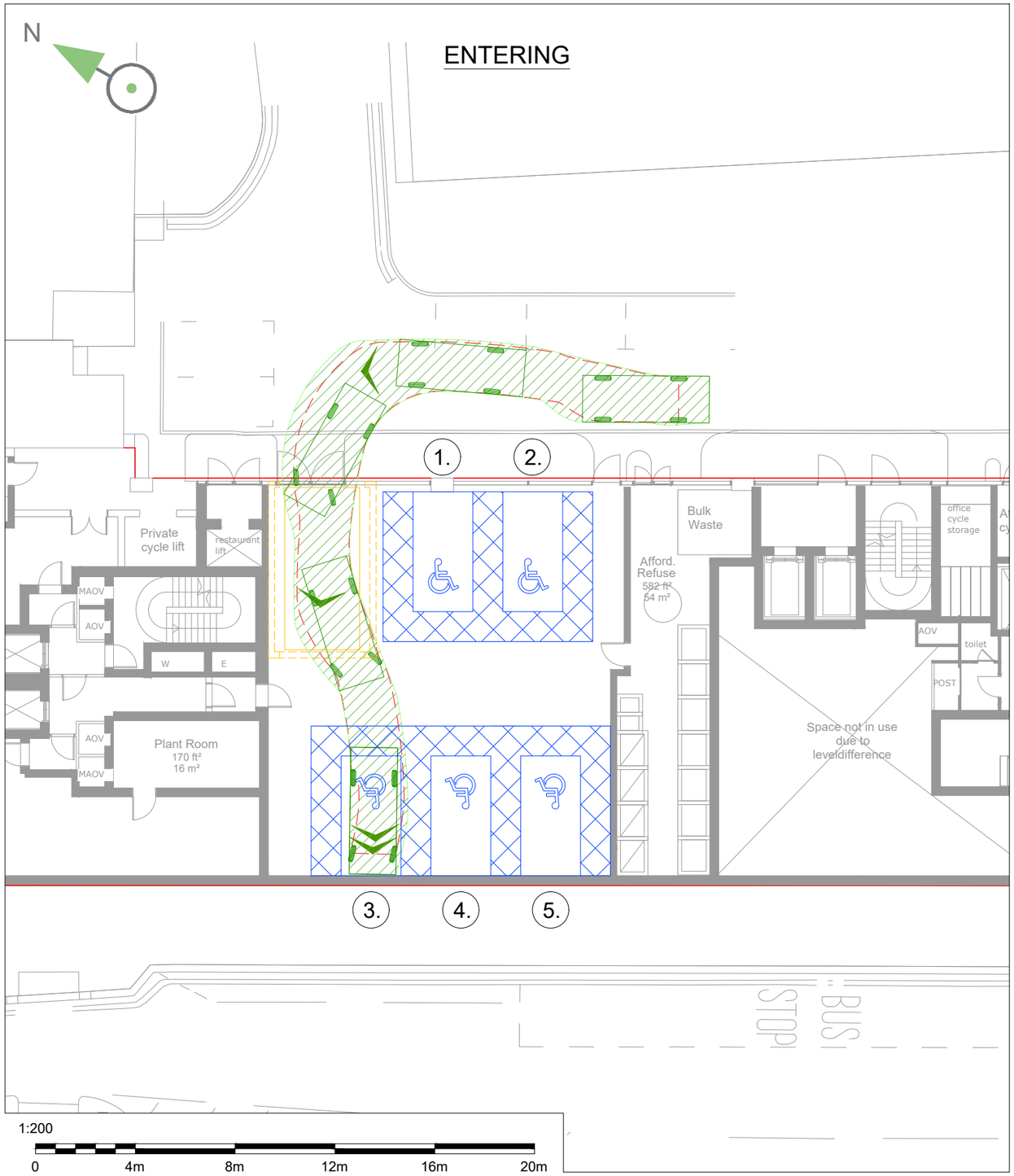
Architect: FARRELLS

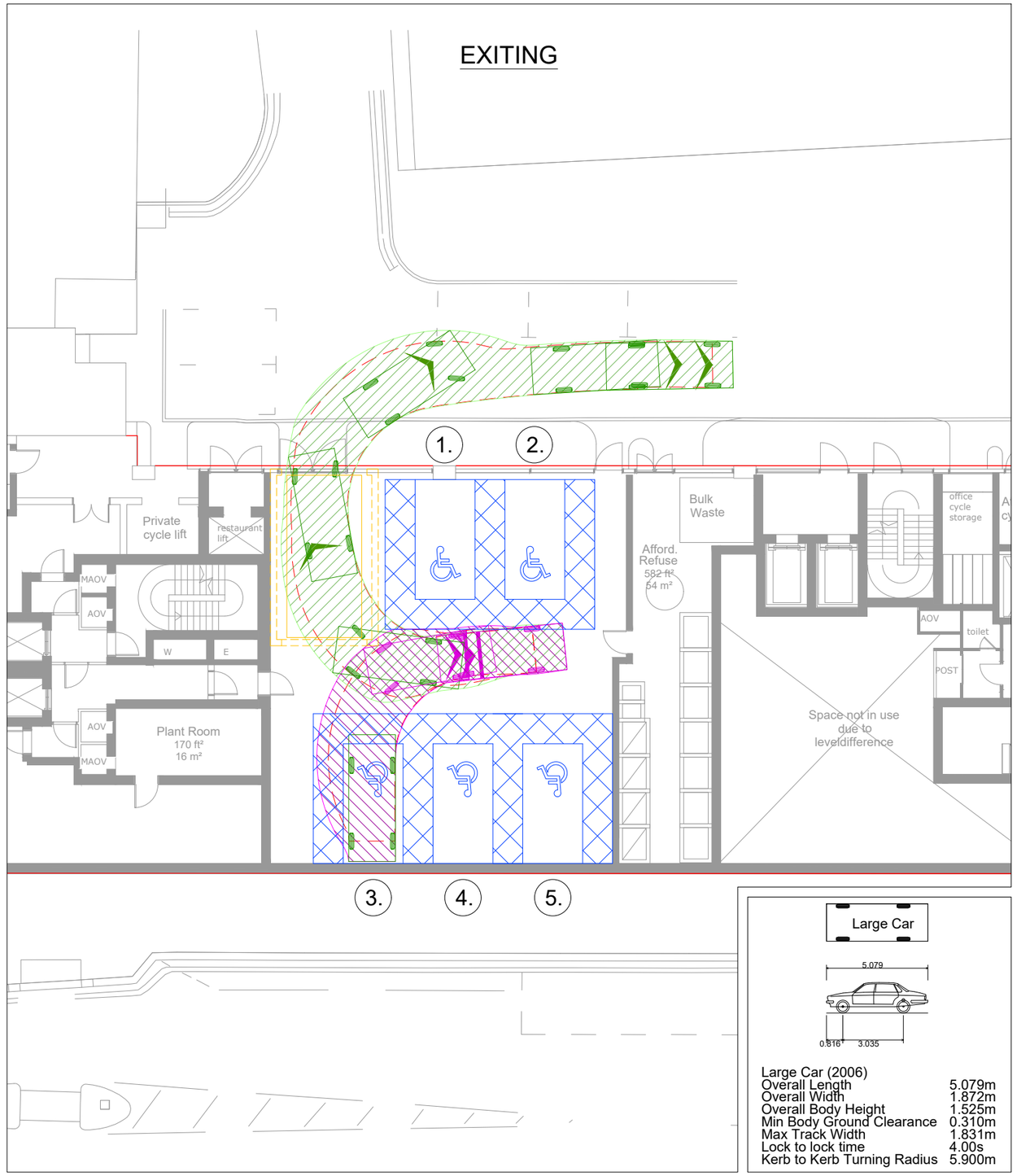
Project Title: ONE BATTERSEA BRIDGE

Drawing Title: SWEPT PATH ANALYSIS OF A LARGE CAR ENTERING AND EXITING FROM BLUE BADGE BAY 2 AT LOWER GROUND FLOOR LEVEL

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:200	08/02/24	TC	BB	LB

Project Ref	Drawing Number	Rev
23-185	23-185-T-013	A





Rev	Date	Description	Drn	Chk	App
A	08/02/24	FIRST ISSUE	TC	BB	LB

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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: Rockwell

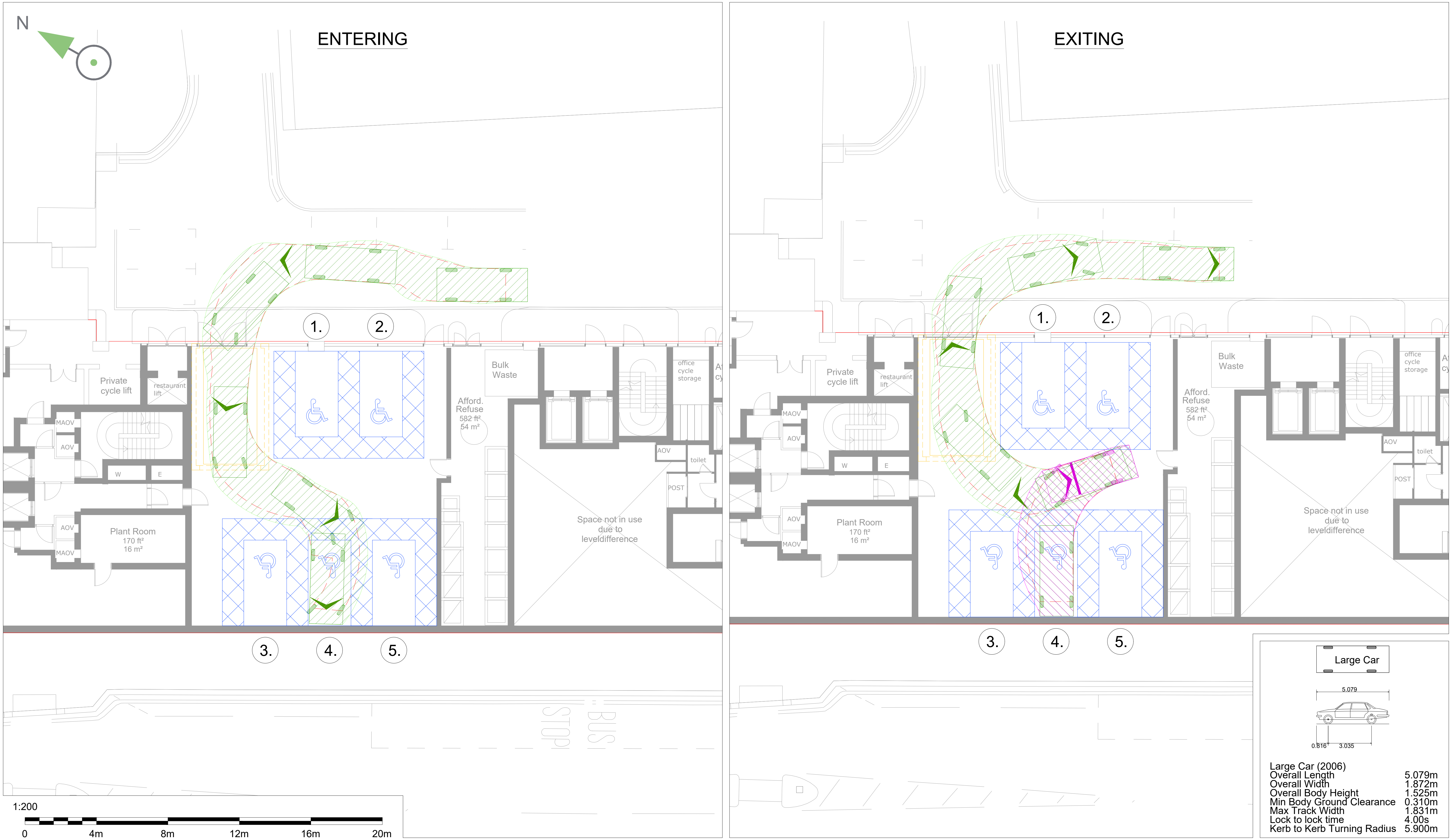
Architect: FARRELLS

Project Title: ONE BATTERSEA BRIDGE

Drawing Title: SWEPT PATH ANALYSIS OF A LARGE CAR ENTERING AND EXITING FROM BLUE BADGE BAY 3 AT LOWER GROUND FLOOR LEVEL

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:200	08/02/24	TC	BB	LB

Project Ref	Drawing Number	Rev
23-185	23-185-T-014	A



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Rev	Date	Description	Drn	Chk	App
A	08/02/24	FIRST ISSUE	TC	BB	LB

VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: Rockwell

Architect: FARRELLS

Project Title: ONE BATTERSEA BRIDGE

Drawing Title: SWEPT PATH ANALYSIS OF A LARGE CAR ENTERING AND EXITING FROM BLUE BADGE BAY 4 AT LOWER GROUND FLOOR LEVEL

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:200	08/02/24	TC	BB	LB

Project Ref	Drawing Number	Rev
23-185	23-185-T-015	A

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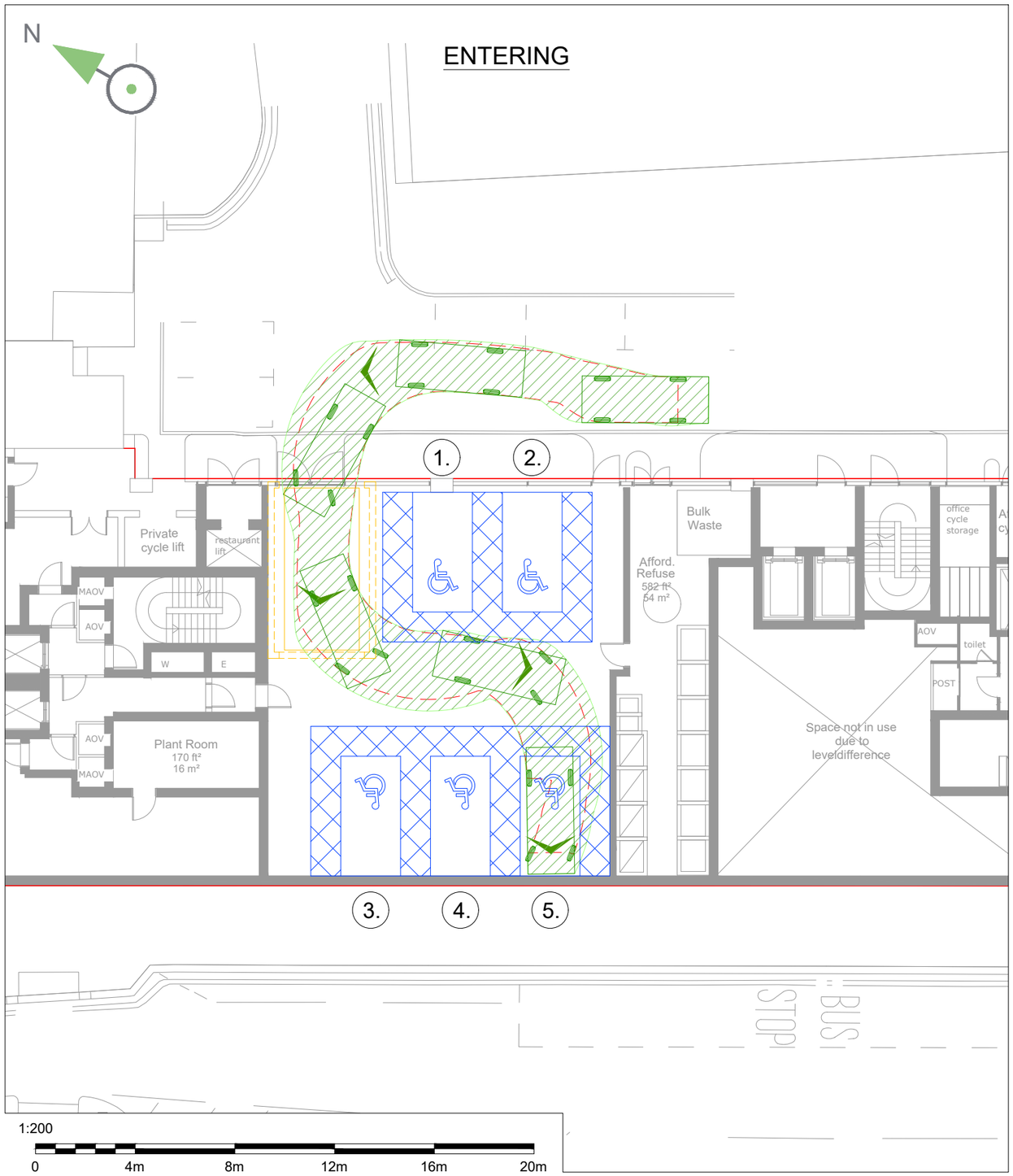

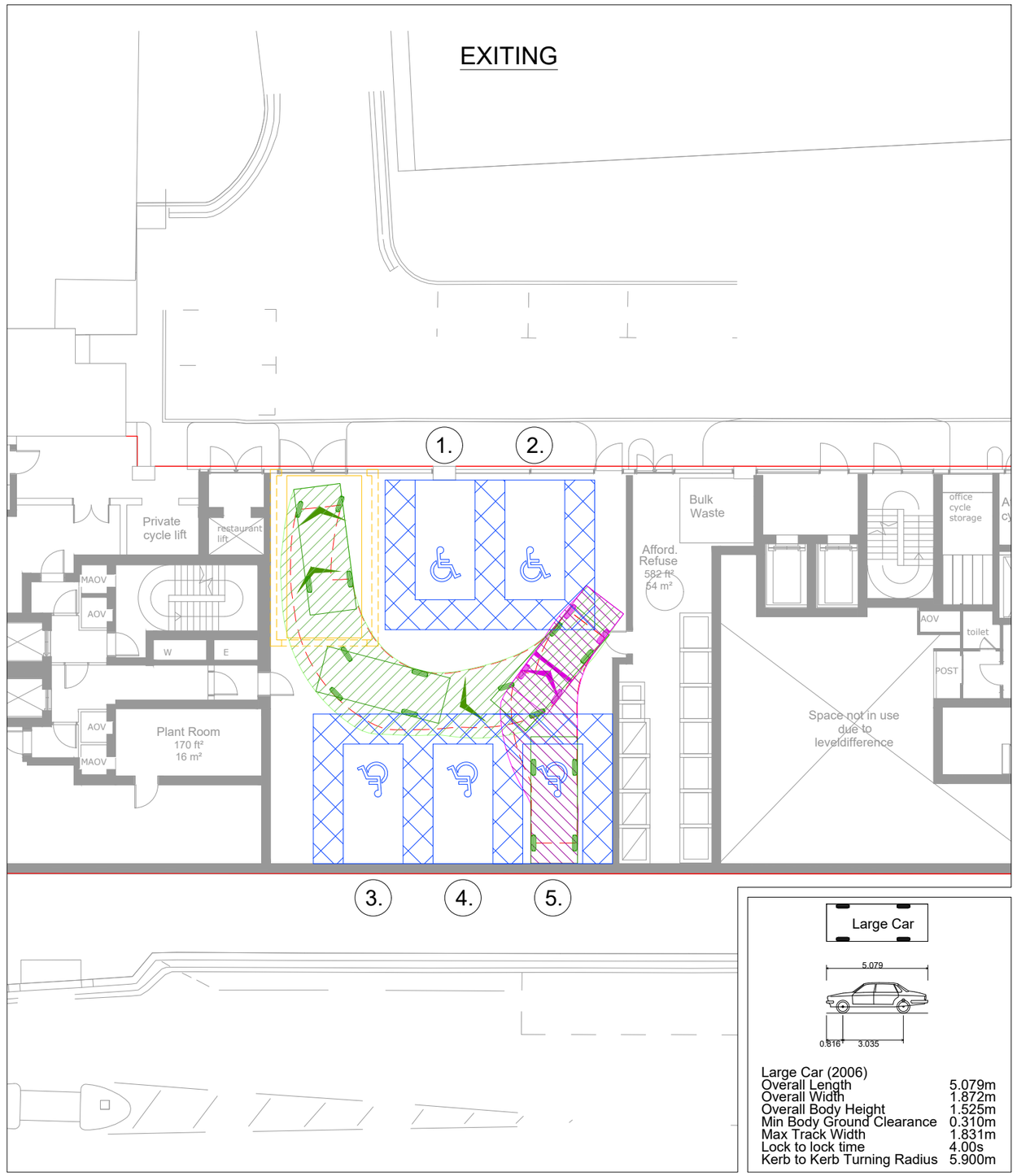

Large Car (2006)

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

Rev	Date	Description	Drn	Chk	App
B	28/03/24	SWEPT PATH AMENDED	TC	LM	LB
A	08/02/24	FIRST ISSUE	TC	BB	LB

Notes:

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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: Rockwell

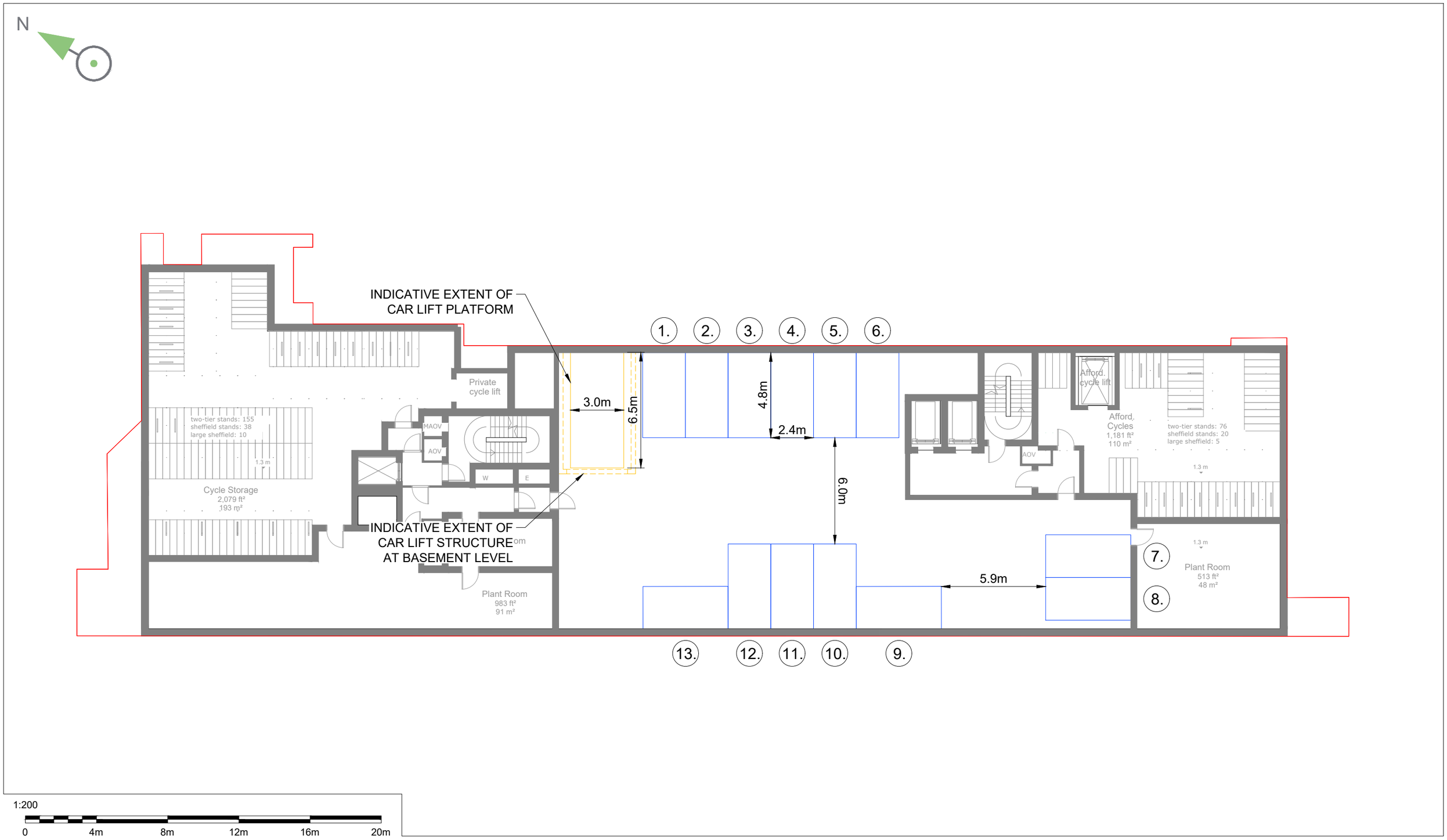
Architect: FARRELLS

Project Title: ONE BATTERSEA BRIDGE

Drawing Title: SWEPT PATH ANALYSIS OF A LARGE CAR ENTERING AND EXITING FROM BLUE BADGE BAY 5 AT LOWER GROUND FLOOR LEVEL

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:200	08/02/24	TC	BB	LB

Project Ref	Drawing Number	Rev
23-185	23-185-T-016	B



Rev	Date	Description	Drn	Chk	App
A	08/02/24	FIRST ISSUE	TC	BB	LB

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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: Rockwell

Architect: FARRELLS

Project Title: ONE BATTERSEA BRIDGE

Drawing Title: GENERAL ARRANGEMENT CAR PARKING LAYOUT AT BASEMENT LEVEL

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:200	08/02/24	TC	BB	LB

Project Ref	Drawing Number	Rev
23-185	23-185-T-017	A

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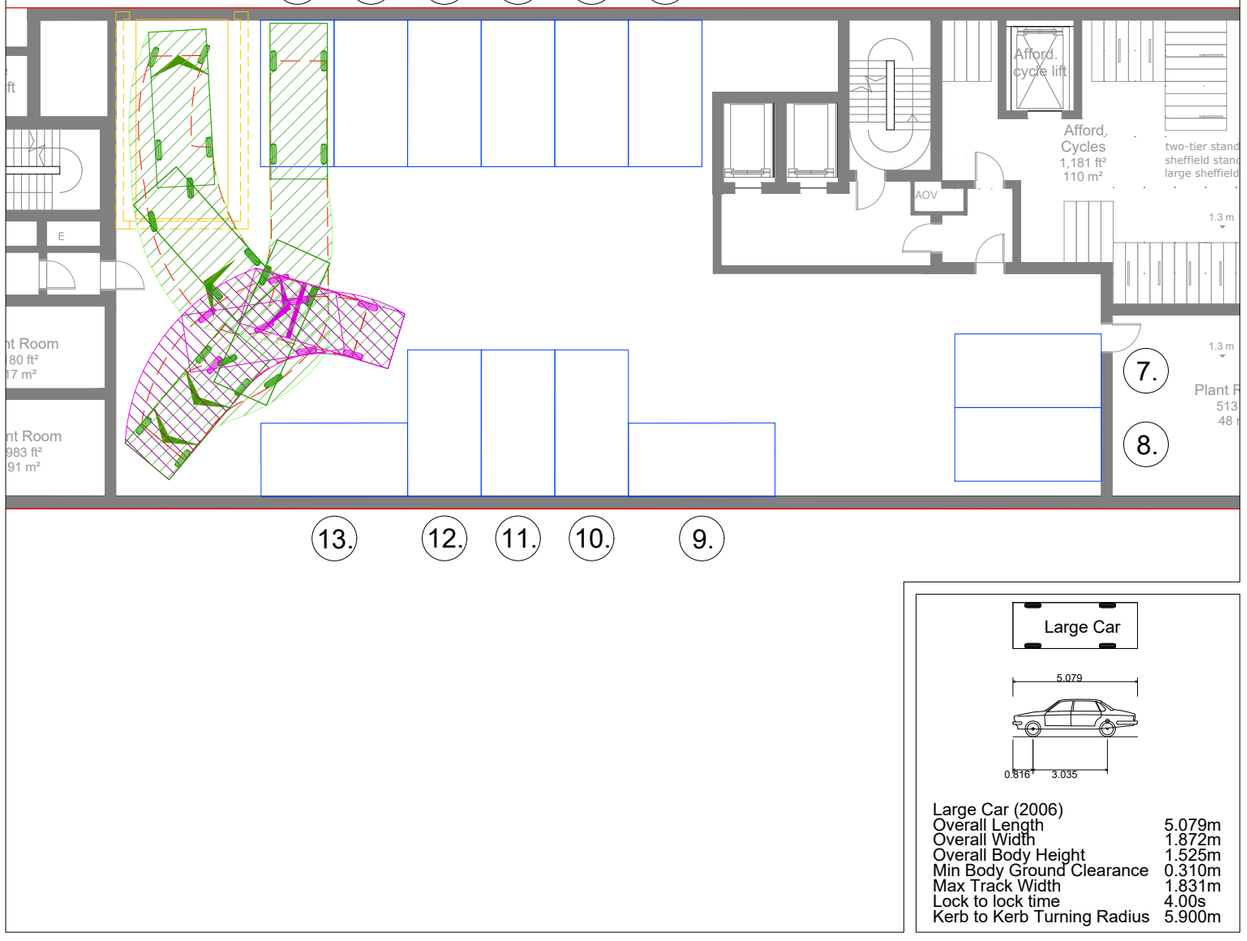

1:200

0 4m 8m 12m 16m 20m

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

Rev	Date	Description	Drn	Chk	App
A	08/02/24	FIRST ISSUE	TC	BB	LB

Notes:

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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: Rockwell

Architect: FARRELLS

Project Title: ONE BATTERSEA BRIDGE

Drawing Title: SWEPT PATH ANALYSIS OF A LARGE CAR ENTERING AND EXITING FROM PARKING BAY 1 AT BASEMENT LEVEL

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:200	08/02/24	TC	BB	LB

Project Ref	Drawing Number	Rev
23-185	23-185-T-018	A

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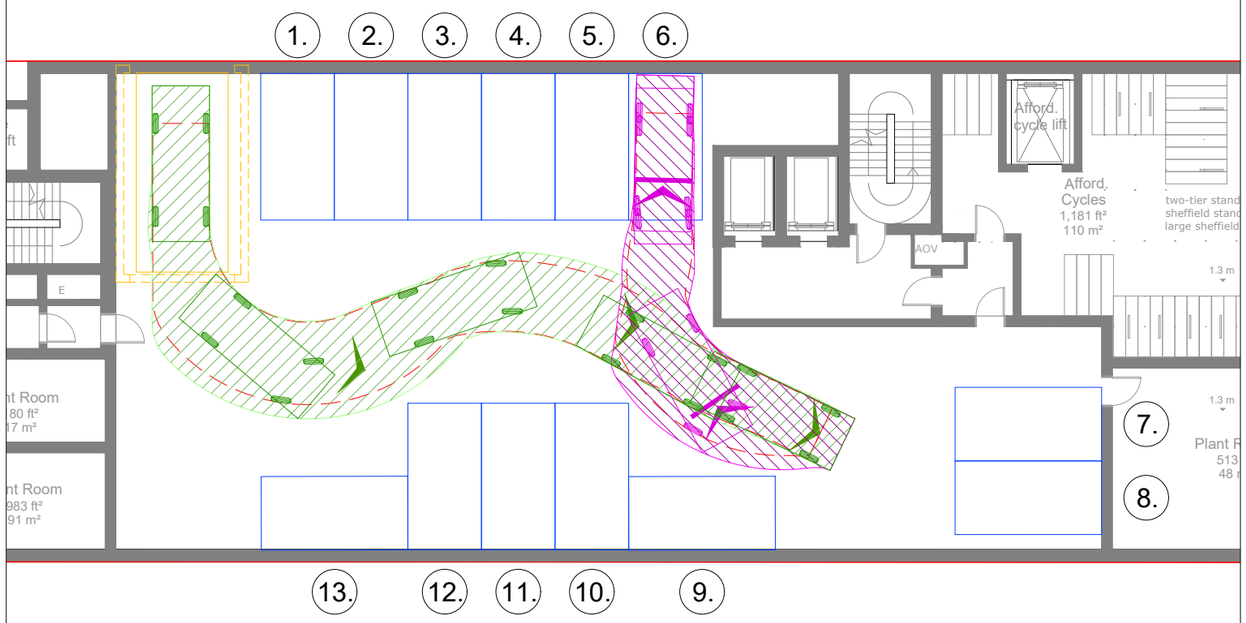

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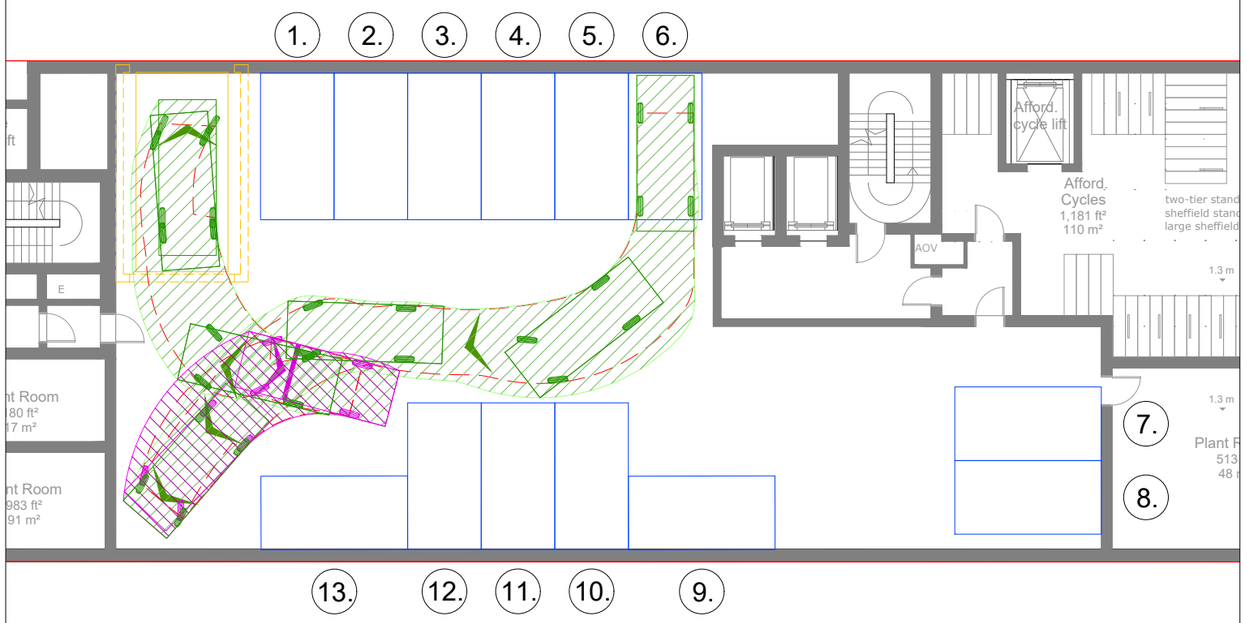

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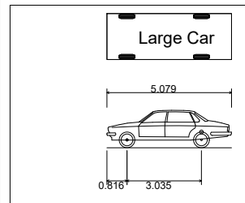

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Rev	Date	Description	Drn	Chk	App
A	08/02/24	FIRST ISSUE	TC	BB	LB

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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: Rockwell

Architect: FARRELLS

Project Title: ONE BATTERSEA BRIDGE

Drawing Title: SWEPT PATH ANALYSIS OF A LARGE CAR ENTERING AND EXITING FROM PARKING BAY 6 AT BASEMENT LEVEL

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:200	08/02/24	TC	BB	LB

Project Ref	Drawing Number	Rev
23-185	23-185-T-019	A

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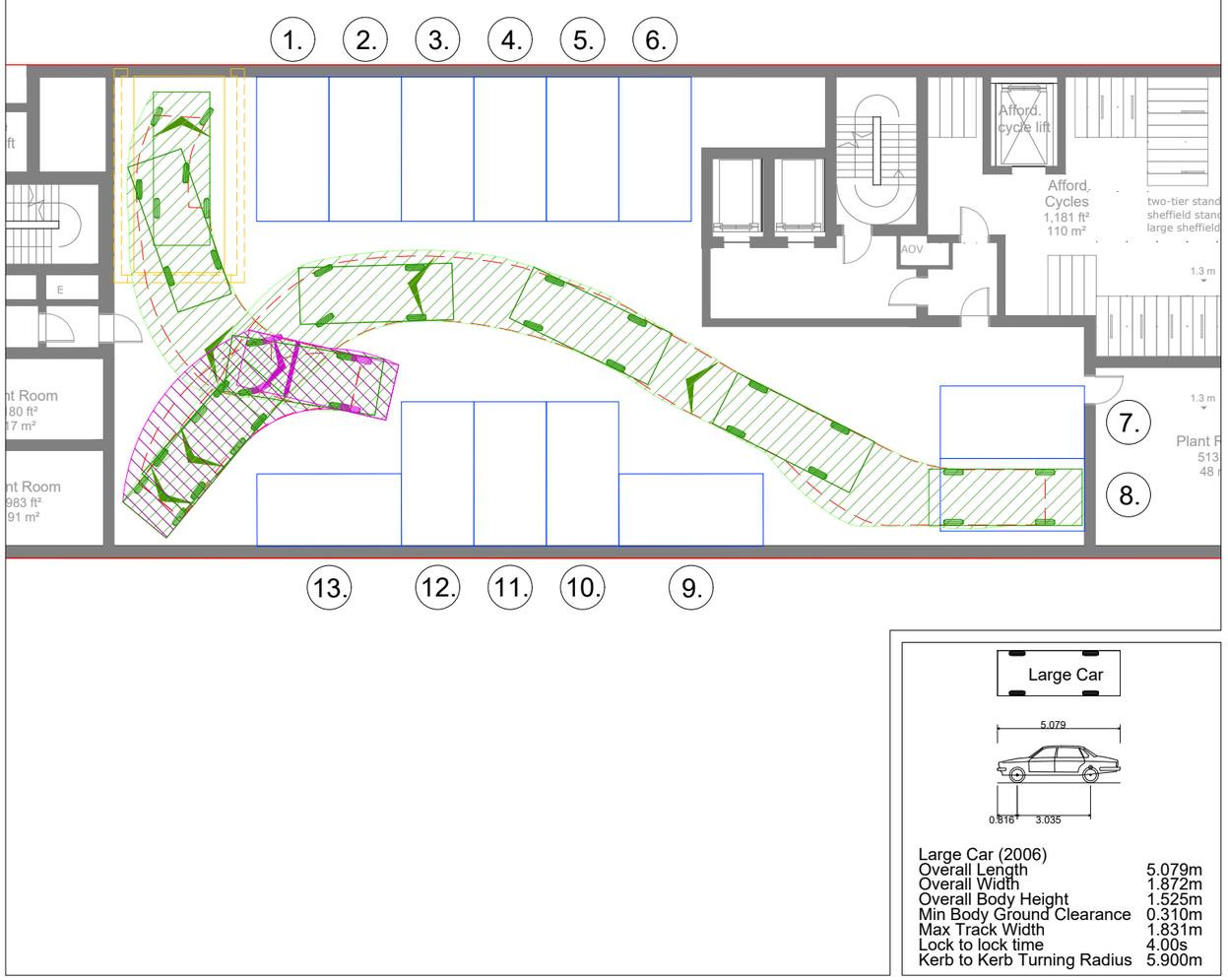

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Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Rev	Date	Description	Drn	Chk	App
A	08/02/24	FIRST ISSUE	TC	BB	LB

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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: Rockwell

Architect: FARRELLS

Project Title: ONE BATTERSEA BRIDGE

Drawing Title: SWEPT PATH ANALYSIS OF A LARGE CAR ENTERING AND EXITING FROM PARKING BAY 8 AT BASEMENT LEVEL

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:200	08/02/24	TC	BB	LB

Project Ref	Drawing Number	Rev
23-185	23-185-T-020	A

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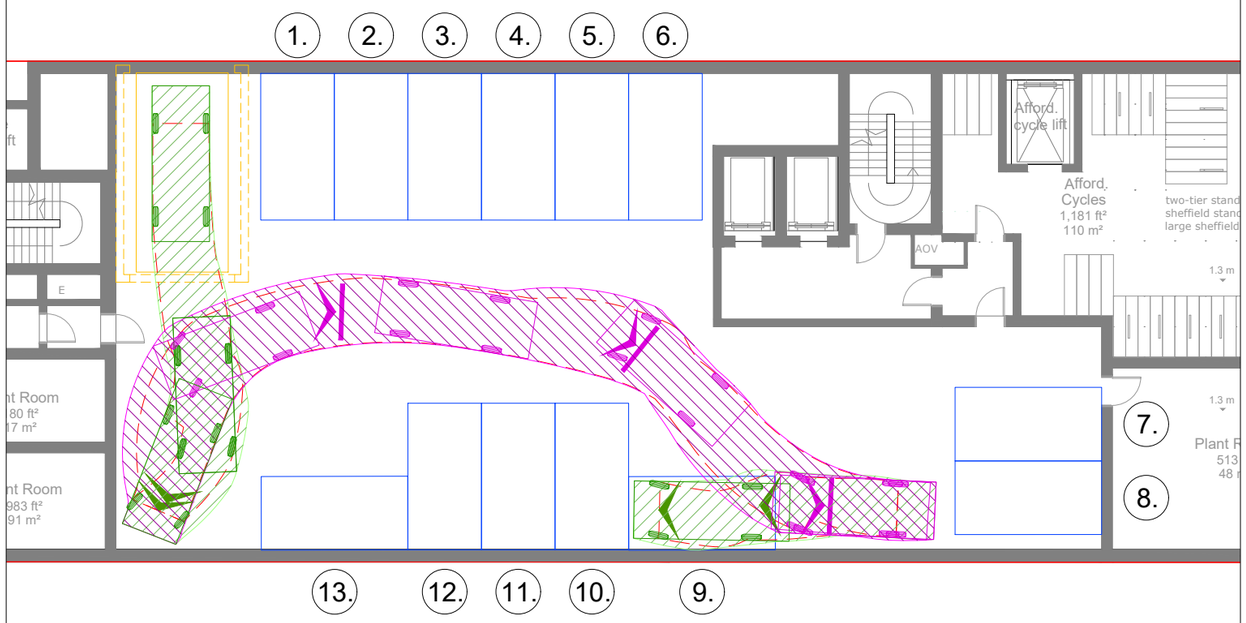

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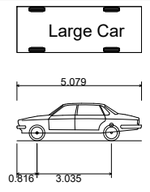

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Rev	Date	Description	Drn	Chk	App
A	08/02/24	FIRST ISSUE	TC	BB	LB

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VELOCITY
Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: Rockwell

Architect: FARRELLS

Project Title: ONE BATTERSEA BRIDGE

Drawing Title: SWEPT PATH ANALYSIS OF A LARGE CAR ENTERING AND EXITING FROM PARKING BAY 9 AT BASEMENT LEVEL

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:200	08/02/24	TC	BB	LB

Project Ref	Drawing Number	Rev
23-185	23-185-T-021	A

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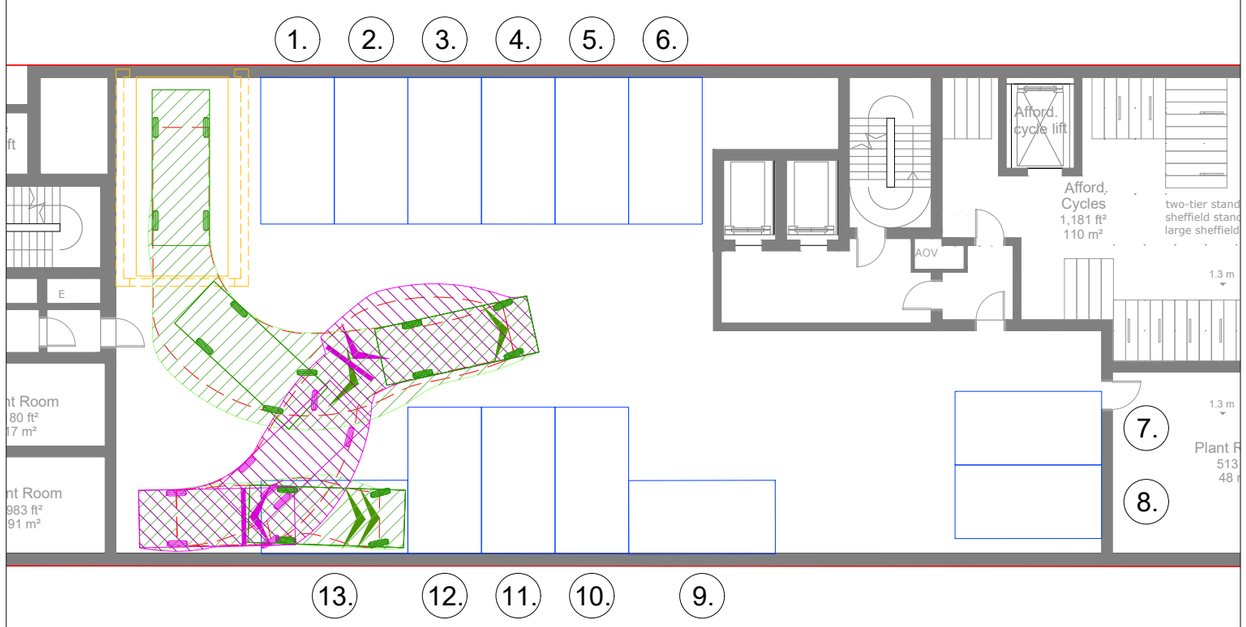

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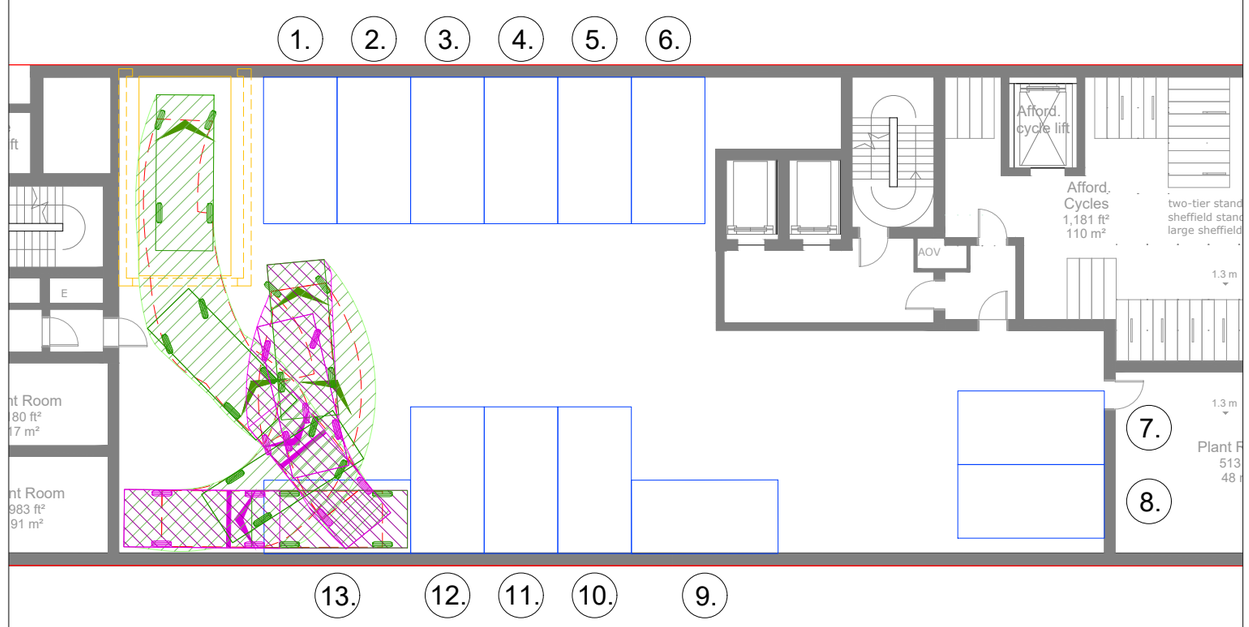

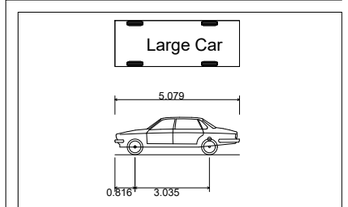

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Rev	Date	Description	Drn	Chk	App
A	08/02/24	FIRST ISSUE	TC	BB	LB

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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: Rockwell

Architect: FARRELLS

Project Title: ONE BATTERSEA BRIDGE

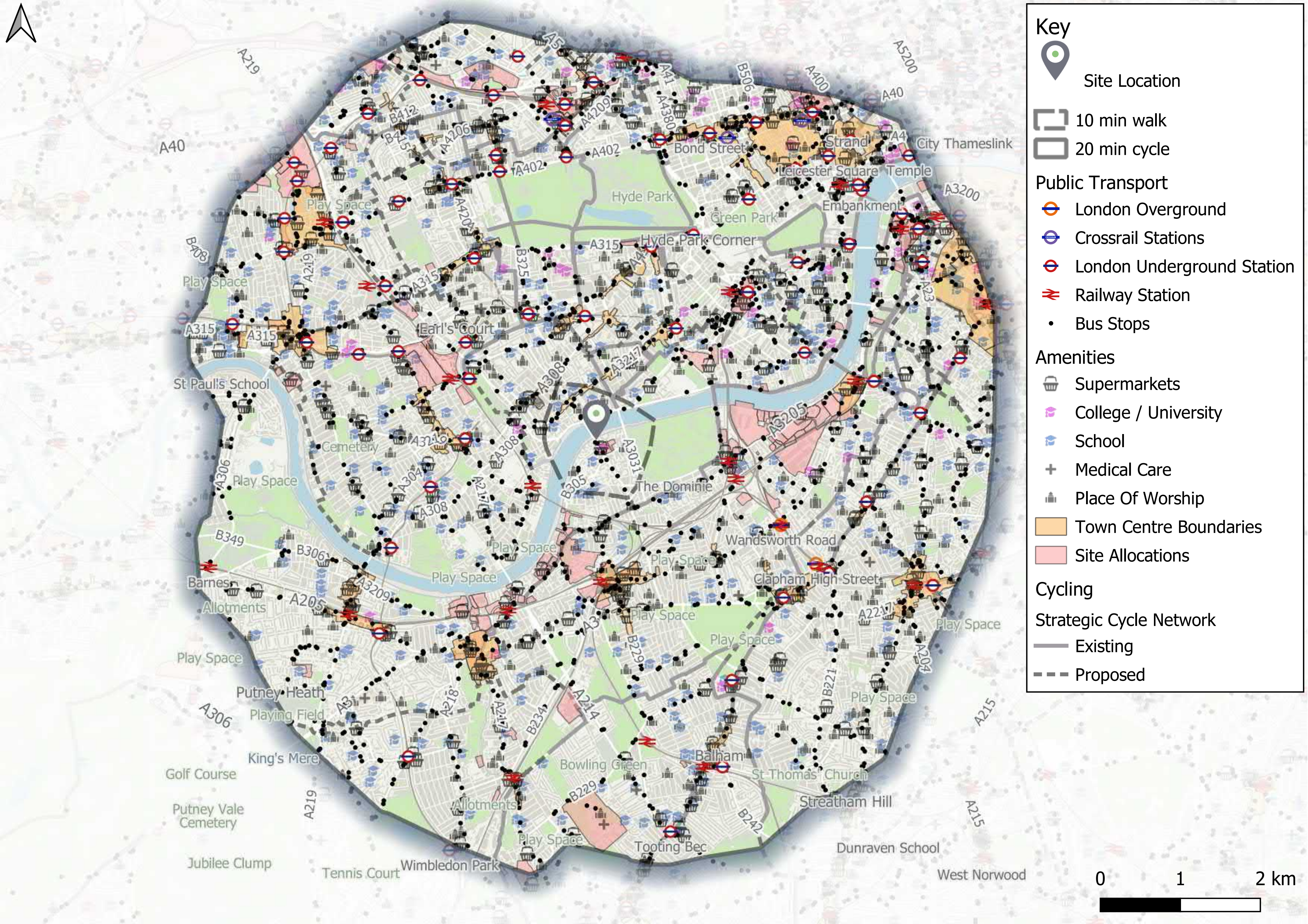
Drawing Title: SWEPT PATH ANALYSIS OF A LARGE CAR ENTERING AND EXITING FROM PARKING BAY 13 AT BASEMENT LEVEL

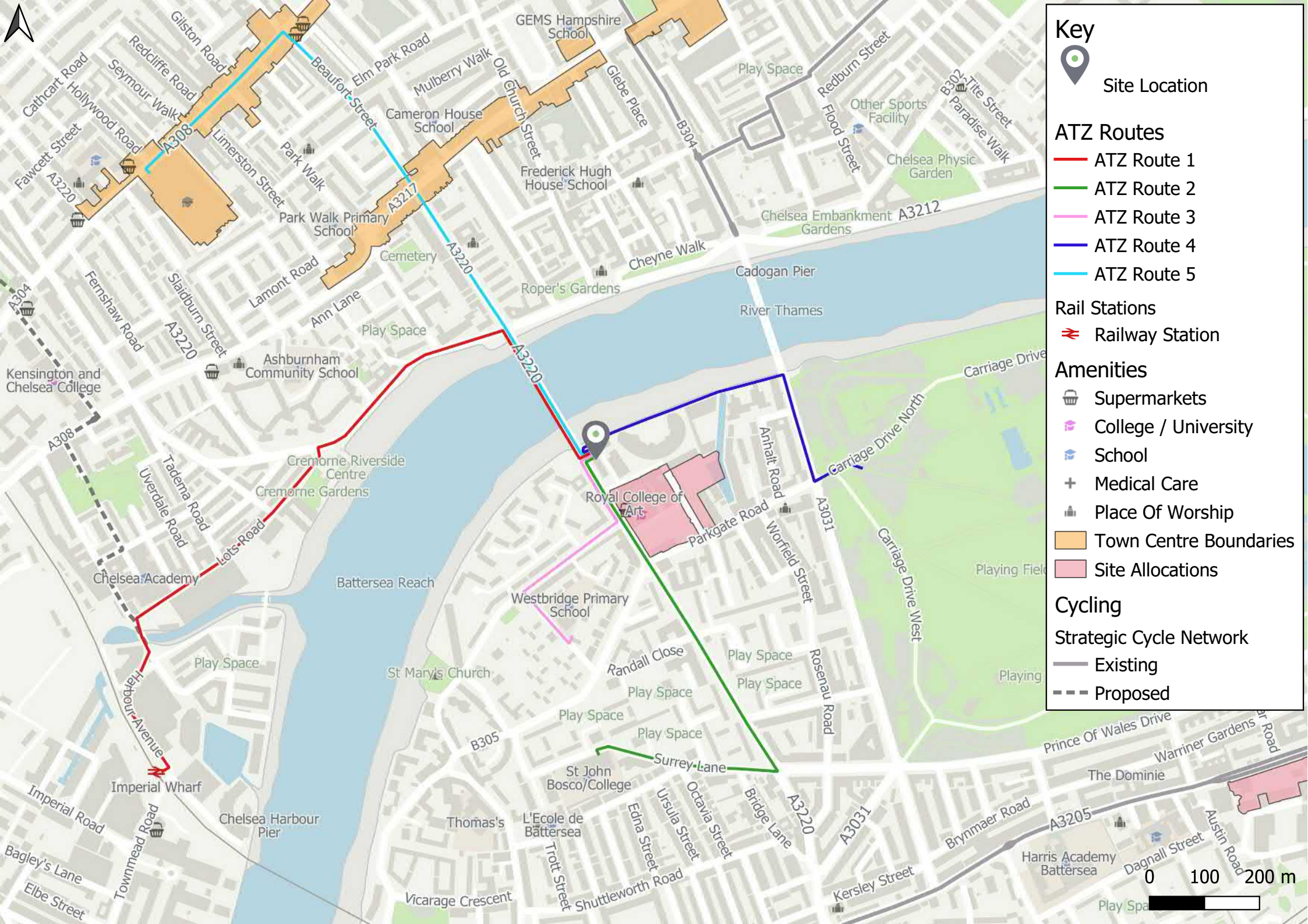
Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:200	08/02/24	TC	BB	LB

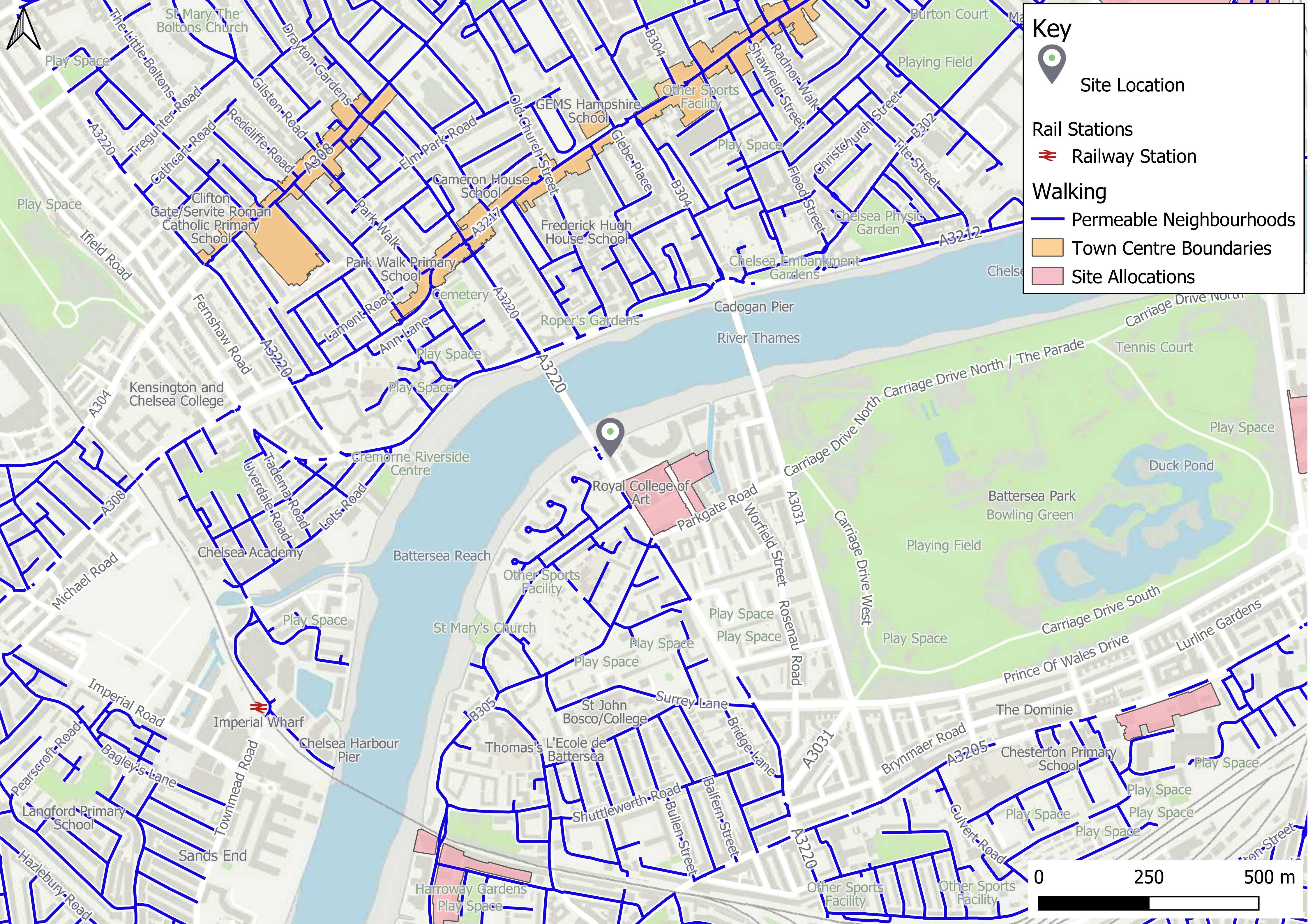
Project Ref	Drawing Number	Rev
23-185	23-185-T-022	A

APPENDIX C

ATZ MAPS


Key
Site Location
10 min walk
20 min cycle
Public Transport
London Overground
Crossrail Stations
London Underground Station
Railway Station
Bus Stops
Amenities
Supermarkets
College / University
School
Medical Care
Place Of Worship
Town Centre Boundaries
Site Allocations
Cycling
Strategic Cycle Network
Existing
Proposed
0
1
2 km
Hyde Park
Green Park
Hyde Park Corner
Bond Street
Strand
Leicester Square
Temple
Embankment
City Thameslink
Earl's Court
St Paul's School
Cemetery
The Dominie
Wandsworth Road
Clapham High Street
Barnes
Allotments
Putney Heath
Playing Field
King's Mere
Golf Course
Putney Vale Cemetery
Jubilee Clump
Tennis Court
Wimbledon Park
Bowling Green
Balham
St Thomas' Church
Streatham Hill
Tooting Bec
Dunraven School
West Norwood
Play Space


Key
Site Location
ATZ Routes
ATZ Route 1
ATZ Route 2
ATZ Route 3
ATZ Route 4
ATZ Route 5
Rail Stations
Railway Station
Amenities
Supermarkets
College / University
School
Medical Care
Place Of Worship
Town Centre Boundaries
Site Allocations
Cycling
Strategic Cycle Network
Existing
Proposed
0
100
200 m
Gilston Road
Redcliffe Road
Cathcart Road
Seymour Walk
Hollywood Road
Fawcett Street
A308
A3220
Limerston Street
Beaufort Street
Elm Park Road
Mulberry Walk
Old Church Street
Glebe Place
GEMS Hampshire School
Cameron House School
Park Walk
Park Walk Primary School
A3217
Frederick Hugh House School
B304
Redburn Street
Flood Street
Play Space
Other Sports Facility
Chelsea Physic Garden
B302
Tite Street
Paradise Walk
Chelsea Embankment Gardens
A3212
Cheyne Walk
Cadogan Pier
River Thames
Roper's Gardens
Cemetery
Lamont Road
Ann Lane
Fernshaw Road
Slaidburn Street
A304
Kensington and Chelsea College
Ashburnham Community School
Cremorne Riverside Centre
Cremorne Gardens
Tadema Road
Uverdale Road
Lots Road
Chelsea Academy
Battersea Reach
Carriage Drive
Carriage Drive North
Anhalt Road
Royal College of Art
Parkgate Road
Worfield Street
A3031
Carriage Drive West
Playing Field
Westbridge Primary School
Randall Close
Rosenau Road
St Mary's Church
Harbour Avenue
Imperial Wharf
Imperial Road
Townmead Road
Chelsea Harbour Pier
Bagley's Lane
Elbe Street
B305
Surrey Lane
St John Bosco/College
Thomas's
L'Ecole de Battersea
Edna Street
Ursula Street
Octavia Street
Bridge Lane
Trott Street
Shuttleworth Road
Vicarage Crescent
Kersley Street
Prince Of Wales Drive
Warriner Gardens
The Dominie
Brynmaer Road
A3205
Dagnall Street
Austin Road
Harris Academy Battersea


Key
Site Location
Rail Stations
Railway Station
Walking
Permeable Neighbourhoods
Town Centre Boundaries
Site Allocations
0
250
500 m
St Mary The Boltons Church
The Little Boltons
Play Space
Drayton Gardens
Gilston Road
Tregunter Road
Cathcart Road
Redcliffe Road
A3220
A308
Elm Park Road
Old Church Street
GEMS Hampshire School
Cameron House School
Clifton Gate/Servite Roman Catholic Primary School
Park Walk
Park Walk Primary School
A3217
Frederick Hugh House School
Glebe Place
B304
Other Sports Facility
Shawfield Street
Radnor Walk
Burton Court
Playing Field
Christchurch Street
Tite Street
B302
Flood Street
Chelsea Physic Garden
A3212
Chelsea Embankment Gardens
Cadogan Pier
River Thames
Ifield Road
Fernshaw Road
Lamont Road
Ann Lane
Cemetery
Roper's Gardens
Kensington and Chelsea College
A304
Cremorne Riverside Centre
Tadema Road
Uverdale Road
Lots Road
Chelsea Academy
Michael Road
Battersea Reach
Royal College of Art
Parkgate Road
Worfield Street
A3031
Carriage Drive North
Carriage Drive North / The Parade
Carriage Drive North
Tennis Court
Duck Pond
Battersea Park
Bowling Green
Playing Field
Carriage Drive West
Carriage Drive South
Lurline Gardens
Prince Of Wales Drive
Rosenau Road
St Mary's Church
St John Bosco/College
Surrey Lane
Bridge Lane
B305
Thomas's L'Ecole de Battersea
Shuttleworth Road
Bullen Street
Balfern Street
Imperial Road
Imperial Wharf
Chelsea Harbour Pier
Bagley's Lane
Pearscroft Road
Langford Primary School
Townmead Road
Sands End
Hazlebury Road
Harroway Gardens
The Dominie
Brynmaer Road
A3205
Chesterton Primary School
Culvert Road
Other Sports Facility

APPENDIX D

TRICS SITES

Velocity Transport Planning 19 The Rowans Essex Licence No: 361901

Calculation Reference: AUDIT-361901-240321-0340

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	2 days
	CI	CITY OF LONDON	2 days
	CN	CAMDEN	1 days
	HD	HILLINGDON	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	HO	HOUNSLOW	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	LB	LAMBETH	2 days
	TH	TOWER HAMLETS	1 days
	WH	WANDSWORTH	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	860 to 114000 (units: sqm)
Range Selected by User:	408 to 114000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 28/06/22

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	3 days
Tuesday	2 days
Wednesday	4 days
Thursday	1 days
Friday	2 days
Saturday	1 days

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

Selected survey types:

Manual count	13 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	6
Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local 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	3
Development Zone	2
Built-Up Zone	5
High Street	2
No Sub Category	1

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	15 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:
All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	6 days
100,001 or More	4 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	12 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	4 days
0.6 to 1.0	8 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	6 days
No	7 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:

1b Very poor	1 days
4 Good	2 days
5 Very Good	3 days
6a Excellent	2 days
6b (High) Excellent	5 days

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

LIST OF SITES relevant to selection parameters

1 BT-02-A-03 OFFICES BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 920 sqm
Survey date: WEDNESDAY *03/06/15* *Survey Type: MANUAL*

2 BT-02-A-04 OFFICES BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 10625 sqm
Survey date: SATURDAY *16/05/15* *Survey Type: MANUAL*

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

4 CI-02-A-03 OFFICES CITY OF LONDON
MONUMENT STREET
CITY OF LONDON
MONUMENT
Town Centre
Commercial Zone
Total Gross floor area: 1951 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

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

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

6 HD-02-A-09 DATA CENTRE HILLINGDON
MILLINGTON ROAD
HAYES

Edge of Town Centre
Commercial Zone
Total Gross floor area: 18900 sqm
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

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

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

LIST OF SITES relevant to selection parameters (Cont.)

8 HO-02-A-01 SKY HEADQUARTERS HOUNSLOW
SYON LANE
ISLEWORTH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 120000 sqm
Survey date: WEDNESDAY 05/07/17 Survey Type: MANUAL

9 KN-02-A-01 FRUIT DRINKS COMPANY KENSINGTON AND CHELSEA
LADBROKE GROVE
KENSAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 2255 sqm
Survey date: MONDAY 17/06/19 Survey Type: MANUAL

10 LB-02-A-01 START UP OFFICES & STUDIOS LAMBETH
DURHAM STREET
VAUXHALL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 10200 sqm
Survey date: MONDAY 19/11/18 Survey Type: MANUAL

11 LB-02-A-02 MUSIC COMPANY LAMBETH
STREATHAM HIGH ROAD
STREATHAM

Town Centre
High Street
Total Gross floor area: 3054 sqm
Survey date: TUESDAY 05/11/19 Survey Type: MANUAL

12 TH-02-A-01 OFFICE SPACE FOR RENT TOWER HAMLETS
CAMBRIDGE HEATH ROAD
BETHNAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 7049 sqm
Survey date: WEDNESDAY 06/03/19 Survey Type: MANUAL

13 WH-02-A-02 OFFICES WANDSWORTH
BATTERSEA PARK ROAD
BATTERSEA

Town Centre
Built-Up Zone
Total Gross floor area: 1215 sqm
Survey date: THURSDAY 10/05/12 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BN-02-A-01	post covid
CN-02-A-04	post covid
EN-02-A-01	post covid
HD-02-A-10	covid
WH-02-A-02	post covid
WH-02-A-02	post covid
WH-02-A-02	post covid
WH-02-A-02	post covid
WH-02-A-02	post covid
WH-02-A-02	post covid

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.56

	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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	114000	0.361	1	114000	0.055	1	114000	0.416
07:00 - 08:00	13	15533	0.365	13	15533	0.050	13	15533	0.415
08:00 - 09:00	13	15533	0.522	13	15533	0.072	13	15533	0.594
09:00 - 10:00	13	15533	0.364	13	15533	0.081	13	15533	0.445
10:00 - 11:00	13	15533	0.133	13	15533	0.075	13	15533	0.208
11:00 - 12:00	13	15533	0.085	13	15533	0.062	13	15533	0.147
12:00 - 13:00	13	15533	0.094	13	15533	0.092	13	15533	0.186
13:00 - 14:00	13	15533	0.064	13	15533	0.083	13	15533	0.147
14:00 - 15:00	13	15533	0.063	13	15533	0.087	13	15533	0.150
15:00 - 16:00	13	15533	0.049	13	15533	0.144	13	15533	0.193
16:00 - 17:00	13	15533	0.057	13	15533	0.338	13	15533	0.395
17:00 - 18:00	13	15533	0.058	13	15533	0.527	13	15533	0.585
18:00 - 19:00	13	15533	0.048	13	15533	0.285	13	15533	0.333
19:00 - 20:00	1	114000	0.049	1	114000	0.239	1	114000	0.288
20:00 - 21:00	1	114000	0.038	1	114000	0.094	1	114000	0.132
21:00 - 22:00	1	114000	0.050	1	114000	0.075	1	114000	0.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.400			2.359			4.759

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.*

Parameter summary

Trip rate parameter range selected:	860 - 114000 (units: sqm)
Survey date date range:	01/01/12 - 28/06/22
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	-4
Surveys manually removed from selection:	10

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.20

	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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	114000	0.475	1	114000	0.066	1	114000	0.541
07:00 - 08:00	13	15533	0.736	13	15533	0.094	13	15533	0.830
08:00 - 09:00	13	15533	1.933	13	15533	0.115	13	15533	2.048
09:00 - 10:00	13	15533	1.528	13	15533	0.150	13	15533	1.678
10:00 - 11:00	13	15533	0.530	13	15533	0.237	13	15533	0.767
11:00 - 12:00	13	15533	0.308	13	15533	0.271	13	15533	0.579
12:00 - 13:00	13	15533	0.482	13	15533	0.606	13	15533	1.088
13:00 - 14:00	13	15533	0.564	13	15533	0.556	13	15533	1.120
14:00 - 15:00	13	15533	0.357	13	15533	0.331	13	15533	0.688
15:00 - 16:00	13	15533	0.185	13	15533	0.463	13	15533	0.648
16:00 - 17:00	13	15533	0.150	13	15533	0.931	13	15533	1.081
17:00 - 18:00	13	15533	0.120	13	15533	1.946	13	15533	2.066
18:00 - 19:00	13	15533	0.078	13	15533	1.089	13	15533	1.167
19:00 - 20:00	1	114000	0.052	1	114000	0.505	1	114000	0.557
20:00 - 21:00	1	114000	0.051	1	114000	0.192	1	114000	0.243
21:00 - 22:00	1	114000	0.061	1	114000	0.111	1	114000	0.172
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.610			7.663			15.273

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.*

Velocity Transport Planning 19 The Rowans Essex Licence No: 361901

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-493 DWELLS	
Actual Trip Rate Calculation Parameter Range	79-190 DWELLS	
Date Range	Minimum: 01/06/18	Maximum: 14/06/23
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday Wednesday Thursday	1 1 1
Main Location Types selected	Edge of Town Centre	3
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included Servicing vehicles Excluded	6 - Selected 1 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000 50,001 to 100,000 100,001 or More	1 1 1
Population <5 Mile ranges selected	500,001 or More	3
Car Ownership <5 Mile ranges selected	0.5 or Less 0.6 to 1.0	1 2
PTAL Rating	3 Moderate 5 Very Good	1 2

Calculation Reference: AUDIT-361901-240305-0309

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	IS	ISLINGTON	1 days
	WF	WALTHAM FOREST	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 79 to 190 (units:)
Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/06/18 to 14/06/23

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:

Tuesday	1 days
Wednesday	1 days
Thursday	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:

Edge of Town Centre	3

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

Selected Location Sub Categories:

Development Zone	1
Residential 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

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

Travel Plan:

Yes	1 days
No	2 days

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

PTAL Rating:

3 Moderate	1 days
5 Very Good	2 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BE-03-C-01	Site area:	0.84 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	79
Location:	BEXLEYHEATH	Housing density:	120
Postcode:	DA6 8AE	Total Bedrooms:	146
Main Location Type:	Edge of Town Centre	Survey Date:	19/09/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	3 Moderate	Parking Spaces:	84
Site(2):	IS-03-C-08	Site area:	0.21 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	190
Location:	ISLINGTON	Housing density:	1462
Postcode:	EC1V 1AD	Total Bedrooms:	307
Main Location Type:	Edge of Town Centre	Survey Date:	20/10/22
Sub-Location Type:	Development Zone	Survey Day:	Thursday
PTAL:	5 Very Good	Parking Spaces:	88
Site(3):	WF-03-C-01	Site area:	0.40 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	97
Location:	WALTHAMSTOW	Housing density:	571
Postcode:	E17 6GR	Total Bedrooms:	184
Main Location Type:	Edge of Town Centre	Survey Date:	05/11/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	5 Very Good	Parking Spaces:	28

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WF-03-C-02	covid
WF-03-C-04	covid
WF-03-C-05	covid

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.12

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.014	3	122	0.036	3	122	0.050
08:00 - 09:00	3	122	0.038	3	122	0.052	3	122	0.090
09:00 - 10:00	3	122	0.033	3	122	0.027	3	122	0.060
10:00 - 11:00	3	122	0.074	3	122	0.060	3	122	0.134
11:00 - 12:00	3	122	0.052	3	122	0.063	3	122	0.115
12:00 - 13:00	3	122	0.044	3	122	0.046	3	122	0.090
13:00 - 14:00	3	122	0.049	3	122	0.060	3	122	0.109
14:00 - 15:00	3	122	0.027	3	122	0.038	3	122	0.065
15:00 - 16:00	3	122	0.041	3	122	0.033	3	122	0.074
16:00 - 17:00	3	122	0.060	3	122	0.063	3	122	0.123
17:00 - 18:00	3	122	0.082	3	122	0.071	3	122	0.153
18:00 - 19:00	3	122	0.041	3	122	0.041	3	122	0.082
19:00 - 20:00	3	122	0.074	3	122	0.055	3	122	0.129
20:00 - 21:00	3	122	0.052	3	122	0.049	3	122	0.101
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.681			0.694			1.375

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.*

Parameter summary

Trip rate parameter range selected:	79 - 190 (units:)
Survey date date range:	01/06/18 - 14/06/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.12

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.038	3	122	0.197	3	122	0.235
08:00 - 09:00	3	122	0.087	3	122	0.462	3	122	0.549
09:00 - 10:00	3	122	0.093	3	122	0.213	3	122	0.306
10:00 - 11:00	3	122	0.172	3	122	0.235	3	122	0.407
11:00 - 12:00	3	122	0.153	3	122	0.183	3	122	0.336
12:00 - 13:00	3	122	0.139	3	122	0.137	3	122	0.276
13:00 - 14:00	3	122	0.172	3	122	0.189	3	122	0.361
14:00 - 15:00	3	122	0.158	3	122	0.101	3	122	0.259
15:00 - 16:00	3	122	0.333	3	122	0.189	3	122	0.522
16:00 - 17:00	3	122	0.254	3	122	0.202	3	122	0.456
17:00 - 18:00	3	122	0.344	3	122	0.219	3	122	0.563
18:00 - 19:00	3	122	0.331	3	122	0.254	3	122	0.585
19:00 - 20:00	3	122	0.336	3	122	0.167	3	122	0.503
20:00 - 21:00	3	122	0.189	3	122	0.109	3	122	0.298
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.799			2.857			5.656

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

HEALTHY STREETS AUDIT

Key scoring rules ›

Healthy Streets

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	ⓘ	2	2	Radar survey 2024 - 8am - 9am 967 total vehicles. 5pm - 6pm 1302 vehicles.
2	Interaction between large vehicles and people cycling	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. or The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	ⓘ	2	2	Radar Survey 2024 - AM peak 18.9% HGVs, PM peak 12.5% HGVs.
3	Speed of motorised traffic	85th percentile speed is less than 20mph. or Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. or Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph. or Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph. or Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is greater than 30mph. or Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.	ⓘ	2	2	Observations from a site visit recorded people driving in accordance with the 20mph speed limit.
4	Traffic noise based on peak hour motorised traffic volumes	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	–	ⓘ	1	1	Radar Survey 2024 - AM peak 967 vehicles - PM peak 1302 vehicles.
5	Noise from large vehicles	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	–	ⓘ	1	1	Radar Survey 2024 - AM peak 18.9% HGVs, PM peak 12.5% HGVs.
6	NO2 concentration (from London Atmospheric Emission Inventory)	If assessing existing: The NO2 concentration is less than 32µg/m3. If assessing proposal: The existing NO2 concentration is less than 32µg/m3 or the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is 32 to 40µg/m3. If assessing proposal: The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume or the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is greater than 40µg/m3 (legal limit value). If assessing proposal: The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	–	ⓘ	1	2	The site fails the annual mean objective for NO2 air pollution. The propsals comprise a reduction of 15 parking spaces and provide cycle parking and public realm to encourage sustainable travel.
7	Reducing private car use	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	–	ⓘ	2	2	Hester Road is a pedestrian and cyclist zone at present. The proposals comprise a reduction of 15 parking spaces and provide cycle parking to encourage sustainable travel.
8	Ease of crossing side roads for people walking	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	ⓘ	3	3	A pedestrian and cyclist zone is present on Hester Road.
9	Mid-link crossings, to meet pedestrian desire lines	All main pedestrian desire lines are provided for with crossings.	Only some of the main pedestrian desire lines are provided for with crossings.	No main pedestrian desire lines are provided for with pedestrian crossings.	–	ⓘ	3	3	Crossing located to link opposing bus stops and access to the site.
10	Type and suitability of pedestrian crossings away from junctions	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. or A Zebra or parallel crossing is provided. or Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. or Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	–	ⓘ	2	2	
11	Technology to optimise efficiency of movement (pedestrians, cyclists, buses and general motor traffic)	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	–	ⓘ	3	3	
12	Additional features to support people using controlled crossings	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ	2	2	

13	Width of clear continuous walking space	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). or There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	There is less than 1.5m clear width for walking.	ⓘ	2	3	Existing 4.8m, proposed 7m+
14	Sharing of footway with people cycling	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use. or Part or all of a footway less than 3m wide is designated as shared use.	–	ⓘ	3	3	
15	Collision risk between people cycling and turning motor vehicles	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised. and At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions. **and** At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses. **and** At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.	ⓘ	2	2	yellow box junctions are provided. Advanced cycle stop lines are provided at signalled junctions.
16	Effective width for cycling	Where cycles are separated from other traffic, the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	Where cycles are separated from other traffic, the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	Where cycles are separated from other traffic, the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.	ⓘ	3	3	width of general traffic lane is 6-7m.
17	Impact of kerbside activity on cycling	There is no kerbside activity. **or** People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.	ⓘ	3	3	Tfl Red Route no stopping at any time restrctions.
18	Quality of carriageway surface	The carriageway surface is even and smooth, with sufficient skid resistance. **or** There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	There are major defects in the carriageway surface (please see scoring guidance).	ⓘ	2	2	
19	Quality of footway surface	There is an even and level surface for walking on footways. **or** There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	There are major defects in the footway surface (please see scoring guidance).	ⓘ	2	3	new active frontage and public realm improvements are proposed.
20	Surveillance of public spaces	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	–	ⓘ	2	3	Curren site is office use. Improved natural survalience by residential use, public realm and active frontage.
21	Lighting	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. **and** Lighting of off-carriageway facilities for walking or cycling exceeds the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	–	ⓘ	2	2	Not known
22	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ	1	3	Currently cycle parking is unknwon; new cycle parking in accordance with LP and for some uses there is an overprovision.
23	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **or** All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. **or** All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no existing or proposed trees. **or** The number of trees has been reduced.	–	ⓘ	1	3	Trees and green space will be provided in the public realm and along the site frontage.

24	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. If assessing proposal: Existing standalone greenery is to be retained.	If assessing existing: There is no planting, or existing planting is in a poor condition. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ	1	3	Planting to be incorprated in the public realm and along the site frontage.
25	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	–	ⓘ	1	3	resting points will be provided as part of the public realm of the site.
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	–	ⓘ	1	2	Trees and sheltered areas will be provided within the public realm.
					Are there any bus services running on this street? (Y/N) If not, do not complete metrics 27-28		Y	Y	An answer is required here in order to generate results
27	Factors influencing bus passenger journey time	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ	3	3	
28	Bus stop accessibility	Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	–	ⓘ	2	2	
				Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31			n	n	An answer is required here in order to generate results
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	ⓘ			
30	Street-to-station step-free access	All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	–	ⓘ			
31	Support for interchange between cycling and underground/rail	Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	ⓘ			
					If 'zero' scores (known road danger issues) remain, please explain why opposite:		0	0	Insert design response for 'zero' scores here

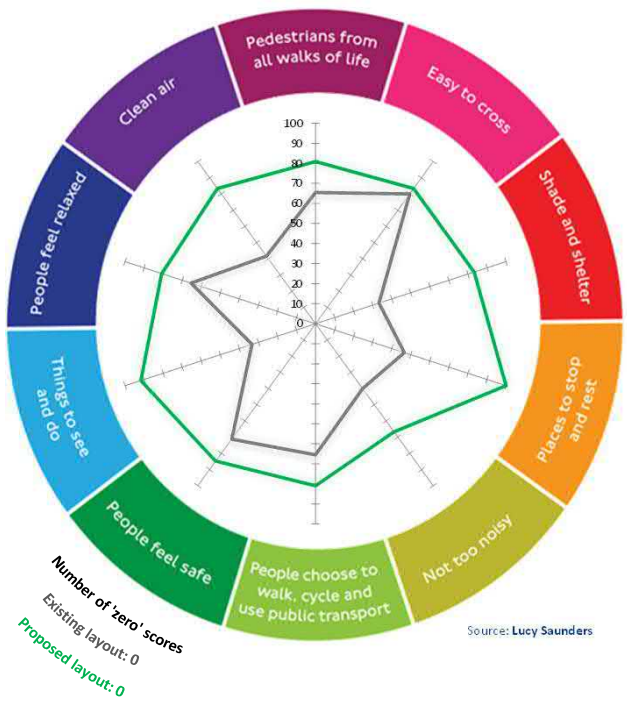
Healthy Streets Check Summary Results

Indicators explained ›

An overview of how each metric aligns with different Indicators

Interpreting results ›

A summary of how to use and improve on your results



Healthy Streets Indicator scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	65	81
Easy to cross	80	83
Shade and shelter	33	83
Places to stop and rest	47	100
Not too noisy	40	67
People choose to walk, cycle and use public transport	65	81
People feel safe	71	85
Things to see and do	33	92
People feel relaxed	65	81
Clean air	42	83
Overall Healthy Streets Check score	64	82
Number of 'zero' scores	0	0

APPENDIX F

CLP FIGURES

INSET 1

N

Restaurant
2,824 ft²
262 m²

disabled toilet
disabled toilet
Service Lift
MAOV
AOV
W
E
AOV
MAOV

restaurant kitchen
45 sqm

Lobby
1,212 ft²
113 m²

Plant Room
193 ft²
18 m²

Storage
100 ft²
9 m²
MAOV
W riser
POST

AOV
POST

Lobby
532 ft²
49 m²

office cycle storage
Afford. cycle lift
AOV
EL. Riser
toilet
POST

substation
disabled toilet
Class E
289 ft²
27 m²

Community
601 ft²
56 m²

El Sub Sta

EXISTING BUS STOP SUSPENDED

16.5m ARTICULATED VEHICLE

3.0m

16.5m ARTICULATED VEHICLE

12m RIGID BUS

12m RIGID BUS

EXISTING PEDESTRIAN CROSSING RETAINED

BUS STOP

BUS STOP

HOARDING LINE
SLOT BLOCKS WITH
HERAS FENCING
(SEE INSET 1)

SITE BOUNDARY

PEDESTRIAN GANTRY/ TUNNEL

POTENTIAL FURTHER CRASH DECK/ MATERIAL SET-DOWN IN SITE

1:250

0 5m 10m 15m 20m 25m

Rev	Date	Description	Drn	Chk	App
A	25/03/24	FIRST ISSUE	GSF	LM	LB

Notes:

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. THIS DRAWING IS TO BE PRINTED IN COLOUR.
4. THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.
5. THIS DRAWING IS BASED ON FARRELLS ARCHITECTURE LIMITED DRAWING NUMBER OBB-FAR-ZZ-00-DR-A-05100.

VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: Rockwell

Architect: FARRELLS

Project Title: ONE BATTERSEA BRIDGE

Drawing Title: CONSTRUCTION MANAGEMENT PLAN

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:250	25/03/24	GSF	LM	LB

Project Ref	Drawing Number	Rev
23-185	23-185-T-031	A