

## Introduction

The table below has been prepared to respond to comments on the March 2022 Transport Assessment and supporting Technical Notes from TfL (3<sup>rd</sup> February 2023) in respect of the Former Stag Brewery Redevelopment applications (refs: 22/0990/OUT and 22/0902/FUL).

Topic	TfL Comment	Applicant Response (14 February 2023)
<b>Transport for London (3<sup>rd</sup> February 2023)</b>		
Highways	<p><b>Healthy Streets (A316 crossing):</b> TfL view that a new formal crossing on A316 Clifford Avenue 'would be of direct benefit to this development' and state that the development and implementation of this crossing should be secured in the s106 agreement.</p>	<p>Noted. The applicant has previously provided a drawing of a potential crossing (Drawing Number: 38262-5520-29B) and this has been discussed with TfL. Further discussions have also been had with LBRuT (12<sup>th</sup> January 2023) who felt there was less justification for a crossing at this location. A discussion is therefore required between TfL and LBRuT regarding the appropriateness of this crossing.</p>
	<p><b>Healthy Streets (A316 shared use path):</b> In the Stage 1 report TfL recommended that the applicant reviews the shared footway cycle way between Chalkers Corner and Chiswick Bridge to ensure it meets current standards and if not develop proposals to bring it up to current design standard. This has not been undertaken and is still required</p>	<p>An upgrade to the combined cycle/ footpath along Clifford Avenue on both sides of the road is not considered necessary transport mitigation for the proposed development. Usage of this link by those accessing the site by foot and cycle is likely to be low as it is off the desire line. For example, the site is more likely to be accessed via the ramp at Chiswick Bridge or Lower Richmond Road via Chalkers Corner. As a result, we consider there will be very few development trips using this section of Clifford Avenue. Additionally, the works required to deliver a continuous 3.5m wide combined cycle/footway is constrained by street trees, traffic signs and bus stop infrastructure further reducing the value for money these changes would deliver.</p>

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	<p><b>Car parking:</b> There are no changes proposed to the car parking provision. TfL maintain that whilst parking for all uses is in accordance with London Plan policy T6, it is not clear why the residential car parking provision has increased compared to the called-in scheme, given the number of units has reduced by 181</p>	<p>The number of car parking spaces have increased due to the number of townhouses now provided. This provision changed from 7 to 23 units and with a parking ratio of 1:1 this increased parking spaces from 500 to 516. Although the revised hybrid scheme has reduced the number of residential units, the parking ratio is low compared to the London Plan standards and is compliant with London Plan standards.</p>
	<p><b>Highway impacts:</b> TfL confirmed that ‘as the modelling assessment was based on higher base traffic flows this can be considered a worst case assessment. The previous modelling therefore remains valid for the purposes on planning determination.’</p>	<p>Noted</p>
	<p><b>Highway impacts:</b> The applicant will be required to undertake further highway modelling post planning to inform the Option 2: Chalkers Corner scheme detailed design and s278 agreement, and this should be secured in the s106 agreement.</p>	<p>Noted</p>
	<p><b>Bus capacity:</b> The bus contribution request remains at £3,200,000 to enhance bus services</p>	<p>Noted</p>
	<p><b>Bus infrastructure (Design):</b> TfL confirmed ‘there is still concern with some of the stop/shelter positions and layouts. TfL would recommend that further discussions are held with the applicant to resolve these concerns including the proposed positioning of trees by the bus stops. Furthermore, it is noted that the last two stop on Lower Richmond Road by Clifford Avenue (FW36 &amp; FW46) have not been included in the further information.’</p>	<p>A meeting is being arranged for w/c 20 February 2023 to discuss with the TfL Bus Infrastructure team, with any changes reported in an update to the technical note TN046. This update will include the two stops on Lower Richmond Road closest to Chalkers Corner.</p>
	<p><b>Bus infrastructure (Detailed Design):</b> It is reiterated that the detailed design of these changes will still need to be agreed with TfL and this should be secured by condition or the s106 agreement.</p>	<p>Noted</p>
	<p><b>Bus infrastructure (Cost):</b> The full cost to implement any changes to TfL’s bus infrastructure will need to be met by the applicant. Please note that the previous cost estimates for bus infrastructure were based on a quotation from 2017. This is now over 5 years old and will need to be updated to reflect current costs. These updated costs will need to be included in the s106 agreement.</p>	<p>Once the design issues have been resolved we will ask TfL to provide a cost estimate for the bus stop works. This will be included in an update to TN046.</p>

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	<p><b>Bus Infrastructure (Driver Welfare):</b> As highlighted in the Stage 1 report there is an existing bus stand on Mortlake High Street which accommodates standing for 3 buses. TfL would still welcome discussions with the applicant as to whether there is an opportunity to deliver a bus driver facility to support these stands.</p>	<p>Our discussions with the Bus Infrastructure team at TfL will establish the type of driver welfare facilities TfL are seeking to deliver.</p>
	<p><b>Travel Plan:</b> TfL reiterate a requirement for a Sustainable Travel Implementation Fund and this should be secured up to a capped value of £350,000. This will allow for the implementation of measures, to ensure mode share targets are met during the phased buildout of the development. This should be secure in the s106 agreement.</p>	<p>Rather than a Sustainable Transport Fund the Travel Plan will have a Bond that will include this sum. The monies in this bond can then be drawn down if the Travel Plan targets are not met.</p>
	<p><b>Public Transport Accessibility Level (PTAL).</b> TfL have reviewed the calculations included in the TN047 - Stag Brewery PTAL Technical Note however this incorrectly over calculates the PTAL level on some parts of the site</p>	<p>The methodology used followed TfL's guidance so any discrepancy is likely to be due to more recent changes to bus and train service frequencies. We will follow this up with TfL but any change to the PTAL reported in TN047 is likely to be small (and remain low) and so will have no material difference to the transport and highway proposals recommended for the development.</p>