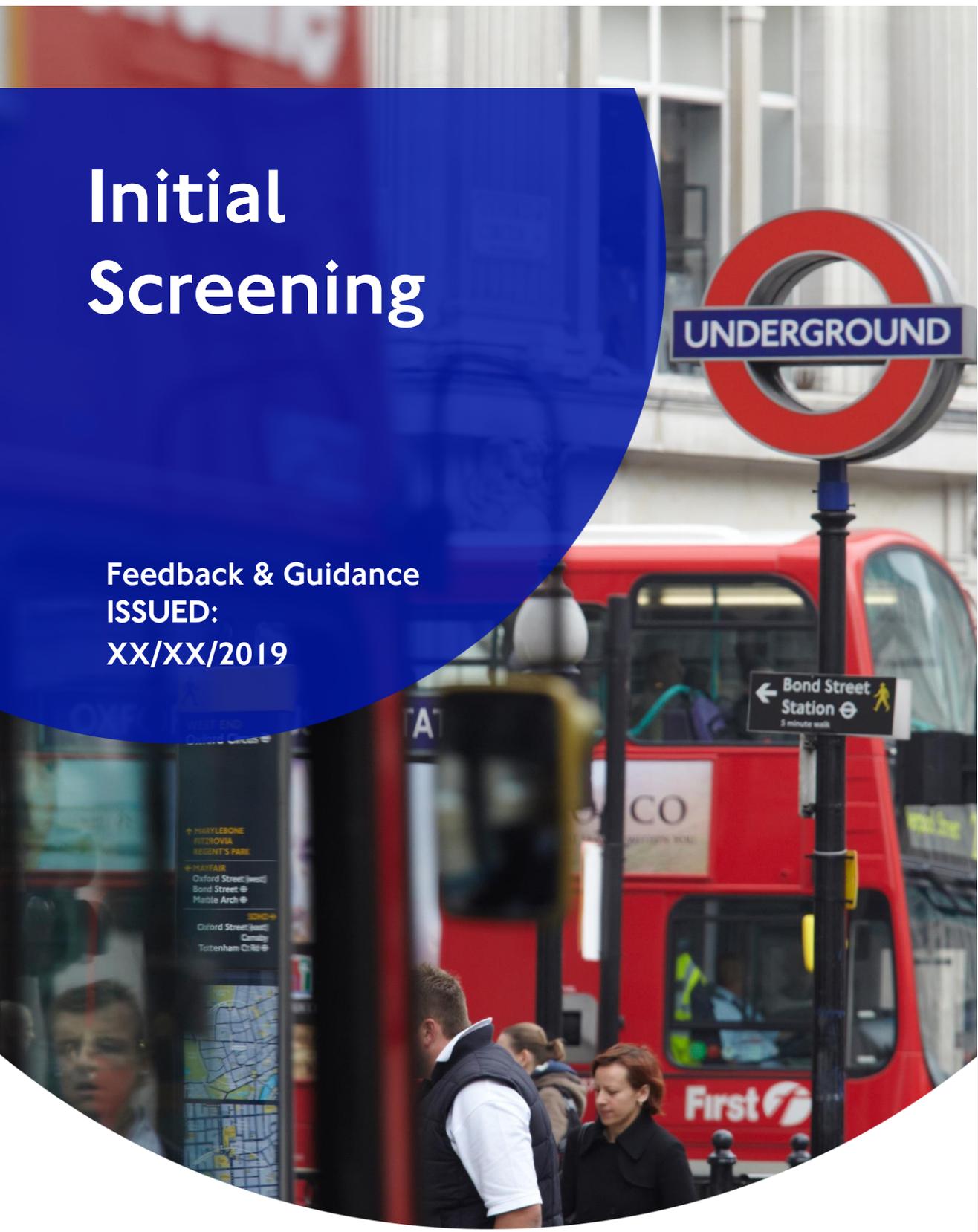


Initial Screening

Feedback & Guidance
ISSUED:
XX/XX/2019



EVERY JOURNEY MATTERS

Initial Screening meeting – Feedback Form

Please note this document is issued without prejudice and represents an officer level view which could change.
It may not reflect the future position(s) of the Mayor, GLA and TfL in relation to your planning proposal.

General Information (when booked)

Meeting Booker Name & Company			Developer		
Borough & Address (with postcode)			Rough expected completion:	[as specific as possible e.g. September or Q3 2021]	
Agenda			TfL Attendees		
Car Parking?	<input type="checkbox"/>	How much? (# or ratio)	Development land use(s) & size		> or nr. 1000 units / 10k sq m <input type="checkbox"/>

Comment [g1]: Technical Officer, Case Officer and Strategic or Local Modelling colleagues ONLY

Network Impact (pre-meeting)

Is the site located on/near...?	TLRN?	<input type="checkbox"/>	SRN?	<input type="checkbox"/>	Current SCN	<input type="checkbox"/>	Future SCN:	<input type="checkbox"/>	LU infrastructure:	<input type="checkbox"/>	Rail infrastructure:	<input type="checkbox"/>	<- 'TfL' or 'NR'	<input type="checkbox"/>
Ongoing/confirmed/aspirational TfL scheme(s) *** e.g. A10 20mph trial	TfL land?	<input type="checkbox"/>	Crowded** station/line?	<input type="checkbox"/>	TfL Commercial development?	<input type="checkbox"/>	Bus priority investment*?	<input type="checkbox"/>	Bus infrastructure (e.g. station/d epot/etc)	<input type="checkbox"/>	TfL operated? ->	<input type="checkbox"/>		
Nearest current/future London-wide strategic cycle network :														

*** as shown on internal [TfL Surface Playbook](#) 'ST Strategy & Network Development – 'Projects & Programmes' and/or 'MTS' Reference maps, 2010-2030 timescale

** >3 standing/m² Figure 32, p. 195, MTS. Further analysis welcome: <http://crowding.data.tfl.gov.uk/>

* see 'Bus Priority Programme' shown on [TfL Surface Playbook 'City Planning' map](#)

Comment [g2]: e.g. 'Quietway 1 (Waterloo to Greenwich) is 450m south-east of the site via Raymouth Toad and Rotherhithe New Road. This cycle route connects the site to Cycle Superhighways 6 and 7 at Webber Street and Great Suffolk Street respectively. Cycle Superhighway 4 (CSH4), undergoing consultation, is proposed to run via Jamaica Road (380m west) and Lower Road (adjacent), connecting the site to London Bridge and Greenwich.'

General Notes (e.g. pre-meeting info provided by meeting booker)

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Borough comments (if invited or spoken to separately)

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Meeting (start)

non-TfL Preapp?	<input type="checkbox"/>	Who? When?	Design Review? (e.g. by Mayor's Design Advocates, local DR Panel, CABE)	<input type="checkbox"/>	Who? When?
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Comment [g3]: e.g. GLA, 5/9/2018, Islington 12/10/2018

Comment [g5]: e.g. GLA, 5/9/2018, Islington 12/10/2018

Comment [g4]: [if Y, applicant team should share meeting details & any verbal or written feedback, especially if transport-related]

Meeting (during)								
Full TA required? (not Transport Statement)	<input type="checkbox"/>	Please check yellow boxes & fill free text boxes as appropriate.						
Key Destinations	Bus Stop(s)	Station(s)	Town Centre(s)	Park(s)	School(s)/ College(s)	Hospital(s) Doctor(s)	Major Employment	Other large developments
Did you identify/discuss local...?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Name(s) & likely impacted modes/services/lines:								[get address &/or planning app no!]
Access to the site/immediate surroundings by:	Walking	Cycling	Step-free		Private Car	Taxi / Private Hire	Deliveries & Servicing	Other
Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comment [g6]: e.g. 'RV1 Bus from Blackfriars Rd to Tower Gateway' 'Thameslink from London Bridge to Croydon/Sussex' 'walk to General Gordon Square in Woolwich via Love Lane' 'District Line to Heathrow' .

Comment [g7]: 3-5 bullet points approx in each Box

Comment [g8]: Could the proposal support car-free lifestyles and the MTS if something major about it is changed before submission? Try to help minimise or prevent negative transport impacts now so that little or no mitigation is necessary later.

General Feedback (after)	
DESIGN & DEVELOPMENT PRINCIPLES e.g. access, parking, land use	
HEALTHY STREETS i.e. key local Active Travel routes, journeys and destinations, urban design, walking, cycling For inspiration... Healthy Streets Check for Planning Assessment	
VISION ZERO i.e. potential clusters of serious/fatal collisions HGVs, high speeds, especially on key routes to public transport, town centre(s), park(s), etc + local TfL Safer Junctions projects, future Road Safety Audits	
NETWORK IMPACT i.e. key junctions/corridors/stations/stops + any specific data & info TfL can share now to support production of the TA e.g. nearby ongoing/forthcoming TfL schemes, surveys, etc.	

Comment [g9]: e.g.

- Potential conflict between HGVs or other servicing vehicles and peds / cyclists using internal shared space, Redcross Way & Union Street.
- dependent on final location of servicing access. Southwark currently seek no use of Redcross Way

Comment [g10]: e.g.

- LU station 150m south could have crowding issues depending on Trip Gen
- Ped surveys requested to clarify crossing impacts on/along Southwark St
- TfL to advise on available ATCs & potential for conversion of on-street bays to servicing use, as Southwark St is TLRN

Specific Feedback (after)

TfL Case Officer specifies-> 4-8 Key Journeys / Routes to the Key Destinations in the Active Travel Zone (ATZ = 20mins cycle around Site)									
Mapped on ATZ Map in TA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
With photographic acceptability survey? (point of view every 150m)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NOTE: all ATZ Mapping in TAs must include		KSIs	TfL Safer Junctions	S278 required?	If 'Yes', * Stage 1 RSA	S278 ** with TfL? (i.e. on TLRN)	Cost of works > £200k (if known)	If both 'Yes', * Healthy Streets Check for Designers	
Vision Zero	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Do you recommend major changes to the development proposals discussed (e.g. car-free)?					<input type="checkbox"/>		Did they understand your feedback and agree to consider it?		<input type="checkbox"/>
Do you recommend a full TfL Preapp?					<input type="checkbox"/>		Did they agree?		<input type="checkbox"/>
Strategic modelling recommended?					<input type="checkbox"/>		Rough expected app submission date:		
Local modelling recommended?					<input type="checkbox"/>				
	... get people to walk & cycle & use public transport?	... increase wait times at pedestrian crossings?	... crowd footways?	... cause Bus delays?	... change existing signals?	... create new signals?	... disrupt Bus Operations? (inc. during construction)	... pay S106 to TfL for capacity reasons?	... be pleasant and welcoming for pedestrians from all walks of life?
IF KNOWN AT THIS STAGE, Is the development likely to...	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:									
Types of analysis potentially required:	Further work on rail impacts e.g. station crowding	Local Modelling Screening Report by Modelling Liaison Officer	Pedestrian Modelling	Pedestrian Comfort Levels (PCL)	Microsim (e.g. VISSIM)	Local Junction Modelling (e.g. LINSIG)	Bus Compensation methodology for construction impacts	Strategic Future Transport Context Report	Strategic Modelling (full)
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comment [g11]: e.g. 'walk to Bus Stop B, Blackfriars Rd' 'cycle to CS1 300m west, via Downham Road & De Beavouir Square' 'crossing Blackfriars Rd on desire line from main entrance' 'walk to Westfield centre via Olympic Park'

* must be undertaken in accordance with SQA-0170. Please contact Tflsafetyaudit@tfl.gov.uk &/or HealthyStreetsEngineering@tfl.gov.uk
 *** initially check [Surface Playbook 'Modelling Library' map](#) then speak with our Surface Modelling Liaison Officer

If Strategic or Local Modelling is recommended or scheme is > or nr. 1000 units / 10k sq m, further meeting(s) will be required with relevant team(s).
All TAs should be based on the new TfL Healthy Streets template BELOW/NEXT PAGE & consult TfL Spatial Planning's website with a TfL Outline Construction Logistics Plan (CLP) as a chapter in the TA (not separately) – template available [HERE](#)

Healthy Streets TA

*recommended Contents & Chapters
last updated 13.2.2018*

1. Introduction

i.e. What is being built? Why? When? And how specifically will it support Healthy Streets, Vision Zero, and the Mayor's Transport Strategy?

Help us to understand how strategic transport policies will be delivered, not just what they are. Explain the integration between transport and the proposed development's key characteristics, principles and design.

How has transport planning contributed to important decisions and trade-offs in the design and planning process? Focus on your collaboration with other built environment disciplines in the project team.

2 Transport planning for people

i.e. Who is the development for? When will they travel there and why?

Healthy Streets and Vision Zero are about putting people first. We need to know your new development will be a pleasant and convenient place for people of all abilities to walk, cycle and use public transport - including people already in the area.

To show us, make clear first who will use the new development and why. This includes any visitors. Our [Travel in London](#) reports and [Transport Classification of Londoners](#) demographic segments can help.

The rest of the TA should continue to put people first. Help us understand how and why people will be able to travel actively, sustainably and safely - at the 3 key spatial scales of a Healthy Streets TA, and whilst the scheme is being built.

3. Site and surroundings

i.e. How can people of all abilities move around the site and its immediate surroundings? This means the site itself, and just beyond its red line boundary.

For each of the bullet points below, please explain the transport conditions and challenges people will face on site - both before and after the proposed development is built:

- Access
TfL priority is Walking, Cycling and Public Transport over private vehicles.
- On-site/nearby public realm
How does it meet our Healthy Streets indicators and London Plan policy requirements? This includes proposed Highway Works.
- Servicing
How have sustainability, efficiency and Londoners' safety fed into the development principles and design?

- Parking
Cycle (always) and if proposed Car (discouraged except for disabled people, see draft London Plan Policy T6.1 and Table 10.6).

A Stage 1 Road Safety Audit is required for any highway works proposed. You should also explain how the highway works will be safely implemented and maintained. The Healthy Streets Check for Designers should be completed for any street works expected to cost over £200,000, even on local highway, and audited for accuracy by TfL. If they are included, TfL and the local Council should always review these checks before your planning application is determined. If we do not approve the results, they will not be treated as valid.

4. Active Travel Zone (ATZ)

i.e. How will people of all abilities make key journeys in the ATZ that are essential to support car-free lifestyles?

The ATZ is a 20 minute cycle around the site, available from our [WebCAT planning tool](#).

This is a step by step part of the assessment with maps, photos and some text. Detailed guidance is available on our website from March 2019.

5. London-wide network

i.e. How will people of all abilities travel smoothly and easily from the development onto London's public transport and highway networks?

This chapter will include:

- Trip Generation
Especially Public Transport including link trips e.g. from Bus or Cycle to LU or Rail. This should be based on the most relevant and latest data available. For some sites and land uses, new survey data may need to be collected.
- Design solutions (preferred)
and/or
Mitigation for network capacity impacts (e.g. S106, MCIL, etc.)
- Modelling (when required)
Based on valid models and recent data using industry standard software prepared by suitable qualified professionals and if necessary audited by independent experts and/or TfL.

6. Construction

A completed TfL CLP should be provided for major applications or other applications with construction impacts that need to be mitigated, example, in a busy pedestrian area or next to a major junction.

[TfL Freight Outline CLP template PDF](#)

This is required even if the eventual construction company is unknown.

Our template has been designed to recommend a good construction methodology and mitigate the key construction impacts. It includes a spreadsheet tool for calculating how many construction trips there will be. Particular attention should be given to the safety of pedestrians and cyclists.

You must deal with all construction phases and consider meanwhile uses if possible.

7. Conclusion

	Key transport impacts / issues	Solutions / mechanisms
Site and surroundings		
Active Travel Zone (ATZ)		
London-wide network		
Construction		

Please consider including the table above to summarise key transport impacts and how your development will respond.

In response, outcomes like planning obligations, design changes and mitigation may need to be agreed by you, the borough and TfL before we can support your application receiving planning permission.

Please find Most Important, Essential and Helpful resources for producing your Healthy Streets TA on the next 3 pages (last updated February 2019).

Chapters:	1. Introduction	2. Transport planning for	3. Site and Surroundings	4. Active Travel Zone	5. London-wide network	6. Construction	7. Conclusion
London Plan policies: (MOST IMPORTANT)	T1 Strategic approach to transport; GG2 Making the best use of land; GG6 Increasing efficiency	GG3 Creating a Healthy City; GG5 Growing a good economy	D7 Public realm; T7 Freight and servicing; T6 Car Parking; T5 Cycling (parking); G1 green infrastructure;	T2 Healthy Streets; G4 Local green and open space; D1 London's form and characteristics; G6	T3 Transport capacity, connectivity and safeguarding; T5 Cycling;	T7 Freight and servicing; S115 Water transport	T4 Assessing and mitigating transport impacts; T9 Funding transport infrastructure through

Comment [g12]: i.e. compulsory and take precedence whenever other resources conflict or are unclear, based on our professional judgement and interpretation of the London Plan



<p>Assessment/TA production resources (ESSENTIAL):</p> <p>& local Borough mode shift targets</p>	<p>Mayor's Transport Strategy new London Plan TfL Business Plan TfL Improvement Projects; new London Plan (inc Table 10.1);</p>	<p>Our Travel in London reports and Transport Classification of Londoners; Walking Action Plan; Vision Zero Action Plan; Cycling Action Plan</p>	<p>Healthy Streets Toolkit inc. Healthy Streets Check for Designers TfL Streets toolkit includes our Streetscape Guidance London Cycling Design Standards & strategic cycle route design criteria (coming soon) SuDS in London – a guide Accessible Bus Stop Design guidance Kerbside Loading</p>	<p>Liveable Neighbourhoods Third LIPS guidance, part 2 'Implementing the MTS at a local level' Town Centre Strategies; SPDs; Site Briefs, etc Local Implementation Plans (LIPs) for all relevant CONFIRMED OR PROPOSED TRANSPORT IMPROVEMENTS</p>	<p>Strategic Cycling Analysis; TRICS; Mayoral CIL; our Open Data + Spatial Planning website!</p>	<p>TfL CLP Guidance & template; Freight Operator Recognition Scheme (FORS); CLOCS (Construction Logistics & Community Safety);</p>	<p>Mayor's Community Infrastructure Levy (MCIL)</p>
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Comment [g13]: i.e. you should use these to produce your Healthy Streets TA and we will use them to assess your application



<p>Other resources (HELPFUL):</p>	<p>GLA Supplementary Planning Guidance (SPGs) e.g. Night-time Economy, Town Centres, etc London Environment Strategy London National Park City Mayor's Design Advocates & Good Growth by Design Urban Design London courses & publications</p>	<p>London 2050 Infrastructure Plan DfT Inclusive Transport Strategy Local Plan & Local Infrastructure Delivery Plan for LOCAL GROWTH & PLANNED INFRASTRUCTURE</p>	<p>'Small Change, Big Impact' case studies Better Streets Delivered Better Streets Delivered 2 TfL Deliveries Toolkits & Freight publications UDL Slow Streets source book London Greener City Fund London Tree Officers Association standard wording for conditions</p>	<p>Manual for Streets DfT Local Cycling & Walking Infrastructure Plan Technical Guidance</p>	<p>Mayor's Crossrail funding SPG Crossrail 2 Crossrail National Infrastructure Commission HS2 Deloitte on value of Open Data to TfL</p>	<p>Construction Logistics training resources Considerate Constructor's Scheme. Michael Barratt MBE's best practice hub</p>	
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Comment [g14]: i.e. can support production and assessment of a best practice Healthy Streets TA



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EVERY JOURNEY MATTERS