

Appendix A - Local Plan Transport Assessment Bibliography

Title	Author	Year
2050 Vision	Thames Estuary 2050 Growth Commission	2018
A time of unprecedented change in the transport system	Government Office for Science	2019
Bexley Core Strategy	London Borough of Bexley	2012
Bexley Growth Strategy	London Borough of Bexley	2017
Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development	Department for Transport	2013
Future transport; How is London responding to technological innovation?	London Assembly	2018
Gallions Reach and Belvedere river crossings – Consultation report and response to key issues raised	Transport for London	2016
Local Implementation Plan: Final Draft LIP	London Borough of Bexley	2019
London Borough of Bexley: Local Plan Transport Assessment – Quantitative Analysis, Part of Reg 19 draft Local Plan evidence Base (2021)	Steer	2020
Mayor’s Transport Strategy (MTS)	Mayor of London	2018
Mayor’s Transport Strategy: Supporting Evidence – Challenges and Opportunities for London’s Transport Network to 2041	Mayor of London & Transport for London	2017
Parking supply and demand in London	David Leibling	2014
Planning for Air Quality	Environmental Protection UK and the Institute of Air Quality Management	2017
Rail Network Enhancements Pipeline - A New Approach for Rail Enhancements	Department for Transport	2018
Residential Parking in new Developments	Transport for London	2012
Road Investment Strategy	Department for Transport	2020
South East Route: Kent Area Route Study – Advice for Funders	Network Rail	2018
Strategic Case for Metroisation in south and south east London	Transport for London	2019
Strategic Transport Modelling – Part of the London Plan evidence base	Mayor of London & Transport for London	2017

Title	Author	Year
Thamesmead and Abbey Wood OAPF Adopted Version	Mayor of London	2020
The London Plan - Intend to Publish Version	Greater London Authority	2019
TOD and Affordable Housing	Institute for Transportation & Development Policy	2018
Transport evidence bases in plan making and decision taking	Ministry of Housing, Communities & Local Government	2015
Transport Now and in the Future	London Assembly	2020
Transport Strategy Scrutiny Sub-Group: Final Report and Recommendations	London Borough of Bexley	2016
Unitary Development Plan	London Borough of Bexley	2004
Young People's Travel - What's Changed and Why? Review and Analysis	UWE Bristol & University of Oxford	2018

LPTA Appendix B: Site Capacities and Trip Generation

March 2020 List Vehicle Trips

Site ID	Location	Potential Unit Numbers	Residential Land Use Trips AM Peak Arr	Residential Land Use Trips AM Peak Dep	Residential Land Use Trips AM Peak Total	Residential Land Use Trips PM Peak Arr	Residential Land Use Trips PM Peak Dep	Residential Land Use Trips PM Peak Total	Commercial Land Use Trips AM Peak Arr	Commercial Land Use Trips AM Peak Dep	Commercial Land Use Trips AM Peak Total	Commercial Land Use Trips PM Peak Arr	Commercial Land Use Trips PM Peak Dep	Commercial Land Use Trips PM Peak Total	Total Trips AM Peak Arr	Total Trips AM Peak Dep	Total Trips AM Peak Total	Total Trips PM Peak Arr	Total Trips PM Peak Dep	Total Trips PM Peak Total
BH002	CCG Offices, Erith Rd, Bheath	211	26	51	77	42	24	66	0	0	0	0	0	0	26	51	77	42	24	66
BH003	Bus Garage, Bexleyheath	173	19	37	55	30	18	47	0	0	0	0	0	0	19	37	55	30	18	47
BH004	Army Reserve Centre, B'heath	114	14	28	41	22	13	36	0	0	0	0	0	0	14	28	41	22	13	36
BH010	EDF Site, Bexleheath	385	41	81	123	66	39	105	0	0	0	0	0	0	41	81	123	66	39	105
BH012	Builders Yard, Rowan Rd	46	5	10	15	8	5	13	0	0	0	0	0	0	5	10	15	8	5	13
BH013	BT Exchange, Bexleyheath	75	7	14	20	11	7	18	0	0	0	0	0	0	7	14	20	11	7	18
BH014	ASDA Crook Log	43	4	8	12	6	4	10	0	0	0	0	0	0	4	8	12	6	4	10
BH015	Avenue Rd Car Park, B'heath	73	9	18	27	14	8	23	0	0	0	0	0	0	9	18	27	14	8	23
BH016	Buildbase, Bexleyheath	83	10	20	30	16	10	26	0	0	0	0	0	0	10	20	30	16	10	26
BX001	Bexley High St Car Park	30	4	7	11	6	3	9	0	0	0	0	0	0	4	7	11	6	3	9
BX002	BT Exchange, Bexley	122	15	29	44	24	14	38	0	0	0	0	0	0	15	29	44	24	14	38
CR004	G'hound Stad, Crayford	274	38	74	112	61	36	96	0	0	0	0	0	0	38	74	112	61	36	96

Site ID	Location	Potential Unit Numbers	Residential Land Use Trips AM Peak Arr	Residential Land Use Trips AM Peak Dep	Residential Land Use Trips AM Peak Total	Residential Land Use Trips PM Peak Arr	Residential Land Use Trips PM Peak Dep	Residential Land Use Trips PM Peak Total	Commercial Land Use Trips AM Peak Arr	Commercial Land Use Trips AM Peak Dep	Commercial Land Use Trips AM Peak Total	Commercial Land Use Trips PM Peak Arr	Commercial Land Use Trips PM Peak Dep	Commercial Land Use Trips PM Peak Total	Total Trips AM Peak Arr	Total Trips AM Peak Dep	Total Trips AM Peak Total	Total Trips PM Peak Arr	Total Trips PM Peak Dep	Total Trips PM Peak Total
CR005	Electrobase, Crayford	287	40	78	118	64	37	101	0	0	0	0	0	0	40	78	118	64	37	101
CR007	Cray R/ Maiden Ln C'ford	26	4	9	13	7	4	11	0	0	0	0	0	0	4	9	13	7	4	11
ER005	West St/Francis Rd, Erith	42	6	11	17	9	5	15	0	0	0	0	0	0	6	11	17	9	5	15
ER006	Erith Western Gateway	594	73	144	216	117	69	186	0	0	0	0	0	0	73	144	216	117	69	186
ER012	Erith Riverside East	254	39	77	116	62	37	99	0	0	0	0	0	0	39	77	116	62	37	99
ER015	Hainault House, Erith	82	11	22	34	18	11	29	0	0	0	0	0	0	11	22	34	18	11	29
ER020	DYNES, Erith Road	29	4	8	12	6	4	10	0	0	0	0	0	0	4	8	12	6	4	10
SID002	Travis Perkins, Sidcup	48	5	10	15	8	5	13	0	0	0	0	0	0	5	10	15	8	5	13
SID005	Old Farm Park, Sidcup	80	9	17	25	14	8	22	0	0	0	0	0	0	9	17	25	14	8	22
SID006	Marlowe House, Sidcup	236	25	50	75	41	24	65	0	0	0	0	0	0	25	50	75	41	24	65
TA003	Wolvercote Rd, Thamesmead	1,211	185	366	551	298	176	474	0	0	0	0	0	0	185	366	551	298	176	474
New001	74 Crayford Road, Crayford	33	5	9	14	7	4	12	0	0	0	0	0	0	5	9	14	7	4	12
New002	Erith Quarry Phase 1	523	80	158	238	129	76	204	0	0	0	0	0	0	80	158	238	129	76	204
New003	Linpac Site, Slade Green	217	37	72	109	59	35	93	0	0	0	0	0	0	37	72	109	59	35	93
New004	Ballast Wharf, Erith	54	7	15	22	12	7	19	0	0	0	0	0	0	7	15	22	12	7	19

Site ID	Location	Potential Unit Numbers	Residential Land Use Trips AM Peak Arr	Residential Land Use Trips AM Peak Dep	Residential Land Use Trips AM Peak Total	Residential Land Use Trips PM Peak Arr	Residential Land Use Trips PM Peak Dep	Residential Land Use Trips PM Peak Total	Commercial Land Use Trips AM Peak Arr	Commercial Land Use Trips AM Peak Dep	Commercial Land Use Trips AM Peak Total	Commercial Land Use Trips PM Peak Arr	Commercial Land Use Trips PM Peak Dep	Commercial Land Use Trips PM Peak Total	Total Trips AM Peak Arr	Total Trips AM Peak Dep	Total Trips AM Peak Total	Total Trips PM Peak Arr	Total Trips PM Peak Dep	Total Trips PM Peak Total
New005	Southmere Village, T'mead	533	57	113	170	92	54	146	0	0	0	0	0	0	57	113	170	92	54	146
New006	Erith Quarry Phase 2	517	87	172	259	140	82	222	0	0	0	0	0	0	87	172	259	140	82	222
New007	Binsey Walk, Thamesmead	329	45	89	135	73	43	116	0	0	0	0	0	0	45	89	135	73	43	116
New008	Coraline Walk, Thamesmead	549	50	99	150	81	48	129	0	0	0	0	0	0	50	99	150	81	48	129
New009	London Rd, Crayford	64	9	17	26	14	8	23	0	0	0	0	0	0	9	17	26	14	8	23
New010	North End Road, Slade Green	41	6	11	17	9	5	14	0	0	0	0	0	0	6	11	17	9	5	14
New011	Morrisons (part), Erith	68	8	16	25	13	8	21	0	0	0	0	0	0	8	16	25	13	8	21
New012	Longlands Road, Sidcup	51	5	11	16	9	5	14	0	0	0	0	0	0	5	11	16	9	5	14
BV001	ASDA/B&Q Belvedere	526	64	127	191	104	61	165	56	40	95	56	95	151	120	167	286	160	156	316
BV002	Family Centre, Belvedere	99	12	24	36	19	11	31	11	8	18	11	18	29	23	32	54	30	29	60
BV003	Station and NR land, Belvedere	69	8	17	25	14	8	22	7	5	13	7	13	20	15	22	38	21	21	42
BV004	21 Picardy St, Belvedere	132	16	32	48	26	15	41	14	10	24	14	24	38	30	42	72	40	39	79
TA001	500 Abbey Rd, Abbey Wood	43	5	9	14	7	4	12	5	3	8	5	8	12	10	12	22	12	12	24
TA002	Felixstowe Rd Car Park	85	9	18	27	15	9	23	9	7	16	9	16	25	18	25	43	24	25	48

Site ID	Location	Potential Unit Numbers	Residential Land Use Trips AM Peak Arr	Residential Land Use Trips AM Peak Dep	Residential Land Use Trips AM Peak Total	Residential Land Use Trips PM Peak Arr	Residential Land Use Trips PM Peak Dep	Residential Land Use Trips PM Peak Total	Commercial Land Use Trips AM Peak Arr	Commercial Land Use Trips AM Peak Dep	Commercial Land Use Trips AM Peak Total	Commercial Land Use Trips PM Peak Arr	Commercial Land Use Trips PM Peak Dep	Commercial Land Use Trips PM Peak Total	Total Trips AM Peak Arr	Total Trips AM Peak Dep	Total Trips AM Peak Total	Total Trips PM Peak Arr	Total Trips PM Peak Dep	Total Trips PM Peak Total
ER007	Riverside shopping centre	195	24	47	71	38	23	61	21	15	35	21	35	56	45	62	106	59	58	117
ER008	Pier Rd West/ Erithhouse	225	28	54	82	44	26	70	24	17	41	24	41	65	52	71	123	68	67	135
ER011	Morrisons, Erith	450	55	109	164	89	52	141	48	34	82	48	82	129	103	143	246	137	134	270
BH005	Cinema/Bingo, Bexleyheath	123	11	22	34	18	11	29	11	8	18	11	18	29	22	30	52	29	29	58
BH006	Former Civic Offices, B'heath	389	36	70	106	57	34	91	26	19	45	26	45	71	62	89	151	83	79	162
BH009	Oaklands Road Car Park Bheath	60	7	14	22	12	7	19	5	4	9	5	9	14	12	18	31	17	16	33
CR003	Sainsburys Crayford	581	71	140	211	114	67	182	61	44	105	61	105	167	132	184	316	175	172	349
SID001	Coop Food Store, Sidcup	44	5	9	14	8	4	12	5	4	9	5	9	15	10	13	23	13	13	27
SID004	Lamorbey Baths, Sidcup	22	2	5	7	4	2	6	3	2	5	3	5	8	5	7	12	7	7	14
BV007	SGN holders, Yarnton Way	291	36	70	106	57	34	91	0	0	0	0	0	0	36	70	106	57	34	91
BV010	Monarch Works, Belvedere	52	7	14	21	12	7	18	0	0	0	0	0	0	7	14	21	12	7	18
BV012	Crabtree Manorway (S)	252	39	76	115	62	37	99	0	0	0	0	0	0	39	76	115	62	37	99

March 2020 List PT, Walking and Cycling

Site ID	PTAL	Rail Two-Way Trips AM Peak	Rail Two-Way Trips PM Peak	Bus Two-Way Trips AM Peak	Bus Two-Way Trips PM Peak	Walking Two-Way Trips AM Peak	Walking Two-Way Trips PM Peak	Cycling Two-Way Trips AM Peak	Cycling Two-Way Trips PM Peak
BV001	3	107	132	183	249	87	106	7	9
BV002	3	21	25	35	47	16	20	2	2
BV003	3	14	17	24	33	12	14	1	2
BV004	3	27	33	46	62	22	27	2	2
TA001	4	10	12	17	22	8	10	0	0
TA002	4	19	23	34	45	15	19	2	2
ER007	3	40	49	68	92	33	39	3	3
ER008	3	46	57	78	106	37	45	3	4
ER011	3	92	113	157	212	75	90	6	7
BH005	5	27	34	45	60	23	27	2	2
BH006	5	82	99	117	157	67	81	6	6
BH009	3	12	14	18	24	10	12	1	1
CR003	3	118	146	203	274	97	117	8	10
SID001	4	10	13	19	26	8	10	0	0
SID004	4	5	6	10	14	5	5	0	0
BH002	3	27	31	13	14	23	26	2	2
BH003	4	24	27	11	13	21	24	2	2
BH004	3	15	16	7	8	13	14	1	1
BH010	4	53	60	25	28	46	52	4	4
BH012	4	6	7	3	3	6	6	0	0
BH013	5	11	13	5	6	10	11	1	1
BH014	5	6	7	3	3	6	6	0	0
BH015	3	9	11	4	5	8	9	1	1
BH016	3	11	12	5	6	9	10	1	1
BX001	3	4	4	2	2	3	4	0	0
BX002	3	16	18	7	8	14	15	1	1
CR004	2	32	36	15	17	28	32	2	2

Site ID	PTAL	Rail Two-Way Trips AM Peak	Rail Two-Way Trips PM Peak	Bus Two-Way Trips AM Peak	Bus Two-Way Trips PM Peak	Walking Two-Way Trips AM Peak	Walking Two-Way Trips PM Peak	Cycling Two-Way Trips AM Peak	Cycling Two-Way Trips PM Peak
CR005	2	34	38	16	18	29	33	2	3
CR007	1a	2	3	1	1	2	2	0	0
ER005	2	5	6	2	3	4	5	0	0
ER006	3	76	86	36	40	66	75	5	6
ER012	1b	27	31	13	14	24	27	2	2
ER015	2	10	11	4	5	8	9	1	1
ER020	12	3	4	2	2	3	3	0	0
SID002	4	7	8	3	4	6	7	0	1
SID005	4	11	13	5	6	10	11	1	1
SID006	4	33	37	15	17	28	32	2	2
TA003	1b	129	146	60	68	112	127	9	10
NEW001	2	4	4	2	2	3	4	0	0
NEW002	1b	56	63	26	29	48	55	4	4
NEW003	1a	21	24	10	11	18	20	1	2
NEW004	2	6	7	3	3	5	6	0	0
NEW005	4	74	84	35	39	64	72	5	6
NEW006	1a	50	56	23	26	43	49	3	4
NEW007	2	39	44	18	20	33	38	3	3
NEW008	5	82	93	38	43	71	80	5	6
NEW009	2	8	8	4	4	7	7	1	1
NEW010	2	5	5	2	3	4	5	0	0
NEW011	3	9	10	4	5	8	9	1	1
NEW012	4	7	8	3	4	6	7	0	1
BV007	3	37	42	17	20	32	36	2	3
BV010	2	6	7	3	3	5	6	0	0
BV012	1b	27	30	13	14	23	26	2	2
Total		1,612	1,883	1,512	1,940	1,364	1,582	107	124

August 2020 List Vehicle Trips

Site ID	Location	Potential Unit Numbers	Residential Land Use Trips AM	Residential Land Use Trips AM	Residential Land Use Trips AM	Residential Land Use Trips PM	Residential Land Use Trips PM	Residential Land Use Trips PM	Commercial Land Use Trips AM	Commercial Land Use Trips AM	Commercial Land Use Trips AM	Commercial Land Use Trips PM	Commercial Land Use Trips PM	Commercial Land Use Trips PM	Total Trips AM Peak Arr	Total Trips AM Peak Dep	Total Trips AM Peak Total	Total Trips PM Peak Arr	Total Trips PM Peak Dep	Total Trips PM Peak Total
NEW004	Ballast Wharf, Erith	54	7	15	22	12	7	19	0	0	0	0	0	0	7	15	22	12	7	19
NEW002	Erith Quarry Phase 1	86	13	26	39	21	12	34	0	0	0	0	0	0	13	26	39	21	12	34
NEW006	Erith Quarry Phase 2	514	87	171	257	139	82	221	0	0	0	0	0	0	87	171	257	139	82	221
NEW005	Southmere Village, T'mead	533	57	113	170	92	54	146	0	0	0	0	0	0	57	113	170	92	54	146
NEW007	Binsey Walk, Thamesmead	259	36	70	106	57	34	91	0	0	0	0	0	0	36	70	106	57	34	91
NEW008	Coraline Walk, Thamesmead	389	36	70	106	57	34	91	0	0	0	0	0	0	36	70	106	57	34	91
NEW003	Old Farm Park, Sidcup	60	8	16	25	13	8	21	0	0	0	0	0	0	8	16	25	13	8	21
NEW001	74 Crayford Road, Crayford	33	5	9	14	7	4	12	0	0	0	0	0	0	5	9	14	7	4	12
BH006	Former Civic Offices, B'heath	518	48	94	141	76	45	122	0	0	0	0	0	0	48	94	141	76	45	122
NEW003	Linpac Site, Slade Green	219	37	73	110	59	35	94	0	0	0	0	0	0	37	73	110	59	35	94
ER005	West St/Francis Rd, Erith	42	6	11	17	9	5	15	0	0	0	0	0	0	6	11	17	9	5	15
NEW004	Belvedere Police Station	26	4	7	11	6	3	9	3	2	5	3	5	8	7	9	16	9	8	17
ER017	Arthur St Estate, Erith	44	7	13	20	11	6	17	0	0	0	0	0	0	7	13	20	11	6	17

Site ID	Location	Potential Unit Numbers	Residential Land Use Trips AM	Residential Land Use Trips AM	Residential Land Use Trips AM	Residential Land Use Trips PM	Residential Land Use Trips PM	Residential Land Use Trips PM	Commercial Land Use Trips AM	Commercial Land Use Trips AM	Commercial Land Use Trips AM	Commercial Land Use Trips PM	Commercial Land Use Trips PM	Commercial Land Use Trips PM	Total Trips AM Peak Arr	Total Trips AM Peak Dep	Total Trips AM Peak Total	Total Trips PM Peak Arr	Total Trips PM Peak Dep	Total Trips PM Peak Total
ER015	Hainault House, Erith	25	3	7	10	6	3	9	0	0	0	0	0	0	3	7	10	6	3	9
CR007	Barnes Cray Farm, Crayford	35	5	11	16	9	5	14	0	0	0	0	0	0	5	11	16	9	5	14
SID004	Lamorbey Baths, Sidcup	27	3	6	9	5	3	7	0	0	0	0	0	0	3	6	9	5	3	7
SID001	Coop Food Store, Sidcup	59	6	12	19	10	6	16	5	4	9	5	9	15	11	16	28	15	15	31
TA001	500 Abbey Rd, Abbey Wood	66	7	14	21	11	7	18	3	2	5	3	5	8	10	16	26	14	12	26
BV004	21 Picardy St, Belvedere	38	5	9	14	7	4	12	2	2	4	2	4	6	7	11	18	9	8	18
BH001	Burr Farm, Bexleyheath	71	9	17	26	14	8	22	0	0	0	0	0	0	9	17	26	14	8	22
BH002	CCG Offices, Erith Rd, Bheath	143	17	34	52	28	17	45	0	0	0	0	0	0	17	34	52	28	17	45
BH004	Army Reserve Centre, B'heath	123	17	33	50	27	16	43	0	0	0	0	0	0	17	33	50	27	16	43
BH005	Cinema/Bingo, Bexleyheath	89	8	16	24	13	8	21	8	6	14	8	14	21	16	22	38	21	22	42
BH012	Builders Yard, Rowan Rd	42	4	9	13	7	4	11	0	0	0	0	0	0	4	9	13	7	4	11
BH014	ASDA Crook Log	38	3	7	10	6	3	9	4	3	7	4	7	12	7	10	17	10	10	21
BH016	Buildbase, Bexleyheath	23	2	5	7	4	2	6	0	0	0	0	0	0	2	5	7	4	2	6
BV001	ASDA/B&Q Belvedere	470	58	114	171	92	55	147	41	30	71	41	71	112	99	144	242	133	126	259

Site ID	Location	Potential Unit Numbers	Residential Land Use Trips AM	Residential Land Use Trips AM	Residential Land Use Trips AM	Residential Land Use Trips PM	Residential Land Use Trips PM	Residential Land Use Trips PM	Commercial Land Use Trips AM	Commercial Land Use Trips AM	Commercial Land Use Trips AM	Commercial Land Use Trips PM	Commercial Land Use Trips PM	Commercial Land Use Trips PM	Total Trips AM Peak Arr	Total Trips AM Peak Dep	Total Trips AM Peak Total	Total Trips PM Peak Arr	Total Trips PM Peak Dep	Total Trips PM Peak Total
BV002	Family Centre, Belvedere	79	10	19	29	16	9	25	8	6	14	8	14	21	18	25	43	24	23	46
BV003	Station and NR land, Belvedere	55	7	13	20	11	6	17	6	4	10	6	10	15	13	17	30	17	16	32
BV004	Railway Place, Belvedere	79	10	19	29	16	9	25	8	6	14	8	14	21	18	25	43	24	23	46
BV007	SGN holders, Yarnton Way	297	36	72	108	58	34	93	0	0	0	0	0	0	36	72	108	58	34	93
BV010	Monarch Works, Belvedere	83	11	23	34	18	11	29	0	0	0	0	0	0	11	23	34	18	11	29
BV012	Crabtree Manorway (S)	664	102	201	302	163	96	260	0	0	0	0	0	0	102	201	302	163	96	260
CR001	Tower Retail Park, Crayford	384	53	104	157	85	50	135	43	31	74	43	74	117	96	135	231	128	124	252
CR003	Sainsburys Crayford	388	53	105	159	86	51	137	46	33	79	46	79	125	99	138	238	132	130	262
CR004	G'hound Stad, Crayford	247	34	67	101	55	32	87	0	0	0	0	0	0	34	67	101	55	32	87
CR005	Electrobase, Crayford	259	36	70	106	57	34	91	0	0	0	0	0	0	36	70	106	57	34	91
CR009	SGN Holders, Old Rd	67	10	20	31	17	10	26	0	0	0	0	0	0	10	20	31	17	10	26
ER006	Erith Western Gateway	326	40	79	119	64	38	102	0	0	0	0	0	0	40	79	119	64	38	102
ER007/E R008	Riverside shopping centre	119	15	29	43	23	14	37	11	8	18	11	18	29	26	37	61	34	32	66
ER007/E R008/E R009	Pier Rd West/ Erithhouse	197	24	48	72	39	23	62	17	13	30	17	30	47	41	61	102	56	53	109

Site ID	Location	Potential Unit Numbers	Residential Land Use Trips AM	Residential Land Use Trips AM	Residential Land Use Trips AM	Residential Land Use Trips PM	Residential Land Use Trips PM	Residential Land Use Trips PM	Commercial Land Use Trips AM	Commercial Land Use Trips AM	Commercial Land Use Trips AM	Commercial Land Use Trips PM	Commercial Land Use Trips PM	Commercial Land Use Trips PM	Total Trips AM Peak Arr	Total Trips AM Peak Dep	Total Trips AM Peak Total	Total Trips PM Peak Arr	Total Trips PM Peak Dep	Total Trips PM Peak Total
ER011	Morrisons, Erith	405	56	110	166	90	53	143	36	26	61	36	61	97	92	136	227	126	114	240
ER012	Erith Riverside East	377	58	114	172	93	55	147	0	0	0	0	0	0	58	114	172	93	55	147
ER020	DYNES, Erith Road	33	4	8	12	6	4	10	0	0	0	0	0	0	4	8	12	6	4	10
SID002	Travis Perkins, Sidcup	42	4	9	13	7	4	11	0	0	0	0	0	0	4	9	13	7	4	11
SID006	Marlowe House, Sidcup	206	22	44	66	36	21	56	0	0	0	0	0	0	22	44	66	36	21	56
TA002	Felixstowe Rd Car Park	77	7	14	21	11	7	18	7	5	12	7	12	19	14	19	33	18	19	37

LPTA - Appendix C Air Quality Assessment

March 2020 Revised Reg-18 Large Sites Air Pollution Data

Draft Local Plan 5-year supply and 10-year housing trajectory - sites with planning approval and potential development sites from the 2017 SHLAA/Reg 18 document (53 sites)

Site reference	Site name/address	PTAL	All Vehicle CO ₂ (kg/yr)	All Vehicle NO _x (kg/yr)	All Vehicle PM ₁₀ (kg/yr)	All Vehicle PM _{2.5} (kg/yr)
BH002	Former Bexley CCG Offices and GP Practice, Erith Road	3	118,221.03	335.39	28.75	17.56
BH003	Bexleyheath Bus Garage, Erith Road	5	84,325.49	239.23	20.51	12.52
BH004	Army Reserve Centre, Watling Street, Bexleyheath	2	63,657.48	180.59	15.48	9.45
BH005	Cinema/ Restaurants/ Bingo/ Car park, Broadway, Bexleyheath	5	90,525.90	256.82	22.02	13.44
BH006	Former Civic Offices, Broadway, Bexleyheath	5	258,970.20	734.68	62.98	38.46
BH009	Oaklands Car Park and Lorry Park, Albion Road, Bexleyheath	4	52,703.43	149.52	12.82	7.83
BH010	EDF Energy Site, Broadway, Bexleyheath	4	188,492.28	534.74	45.84	27.99

Site reference	Site name/address	PTAL	All Vehicle CO ₂ (kg/yr)	All Vehicle NO _x (kg/yr)	All Vehicle PM ₁₀ (kg/yr)	All Vehicle PM _{2.5} (kg/yr)
BH012	Builders Merchants, Rowan Road	4	23,148.17	65.67	5.63	3.44
BH013	Bexleyheath Telephone Exchange, Broadway	4	31,415.38	89.12	7.64	4.67
BH014	ASDA Bexleyheath Crook Log	5	18,187.85	51.60	4.42	2.70
BH015	Avenue Road car park, Bexleyheath	4	41,336.03	117.27	10.05	6.14
BH016	Buildbase, 15-17 Pickford Lane, Bexleyheath	4	46,296.35	131.34	11.26	6.88
BV001	ASDA and B&Q Belvedere, Lower Road	3	497,685.74	1,411.91	121.04	73.91
BV002	Belvedere Family Centre and utilities substation, Station Road, Belvedere	3	93,832.78	266.20	22.82	13.94
BV003	Belvedere Station and Network Rail land, Station Road, Belvedere	3	65,517.60	185.87	15.93	9.73
BV004	Railway Place Shops, Station Road, Belvedere	3	124,834.80	354.15	30.36	18.54
BV007	SGN Belvedere Holder Station, Yarnton Way	3	162,863.94	462.04	39.61	24.19

Site reference	Site name/address	PTAL	All Vehicle CO ₂ (kg/yr)	All Vehicle NO _x (kg/yr)	All Vehicle PM ₁₀ (kg/yr)	All Vehicle PM _{2.5} (kg/yr)
BV010	Monarch Works, Station Road North, Belvedere	2	26,455.06	75.05	6.43	3.93
BV012	Crabtree Manorway South Industrial Area	1	176,918.19	501.91	43.03	26.27
BX001	Bexley High Street car park	3	16,534.41	46.91	4.02	2.46
BX002	Crayford BT Telephone Exchange, Southwold Road, Bexley	2	67,791.08	192.32	16.49	10.07
CR003	Sainsbury's Crayford, Stadium Way	2	549,562.46	1,559.08	133.65	81.62
CR004	Crayford Greyhound Stadium	2	138,062.32	391.68	33.58	20.50
CR005	Former Electrobases/Wheatsheaf Works, Maxim Road, Crayford	2	144,676.09	410.44	35.18	21.49
CR007	Land to the north of the River Cray, east of Maiden Lane, Crayford	1	19,841.29	56.29	4.83	2.95
ER005	Land at 156 to 168 West Street, and 1 to 6 St Francis Road, Erith	2	21,494.73	60.98	5.23	3.19
ER006	Erith Western Gateway	3	332,341.64	942.84	80.82	49.36

Site reference	Site name/address	PTAL	All Vehicle CO ₂ (kg/yr)	All Vehicle NO _x (kg/yr)	All Vehicle PM ₁₀ (kg/yr)	All Vehicle PM _{2.5} (kg/yr)
ER007	Erith Town Centre (between Bexley Road and Pier Road)	3	184,565.35	523.60	44.89	27.41
ER008	Erith Town Centre (between Pier Road and Queen Street)	3	212,673.85	603.34	51.72	31.58
ER011	Morrisons, James Watt Way, Erith	2	426,381.10	1,209.62	103.70	63.32
ER012	Erith Riverside (eastside), Wheatley Terrace Road	1	177,744.91	504.25	43.23	26.40
ER015	Hainault House and Former Homeleigh Care Home	1	41,336.03	117.27	10.05	6.14
ER020	DYNES vehicle repair shop, 391-395 Erith Road (A220)	3	14,880.97	42.22	3.62	2.21
NEW001	74 Crayford Road, Crayford	2	16,534.41	46.91	4.02	2.46
NEW002	Erith Quarry Phase 1, Fraser Road	1	365,410.46	1,036.65	88.87	54.27
NEW003	Former Linpac Site and adjoining Warehouse, Richmer Road, Slade Green (Phase 2)	1	166,997.54	473.76	40.61	24.80
NEW004	Ballast Wharf, West Street, Erith	2	27,281.78	77.40	6.63	4.05

Site reference	Site name/address	PTAL	All Vehicle CO ₂ (kg/yr)	All Vehicle NO _x (kg/yr)	All Vehicle PM ₁₀ (kg/yr)	All Vehicle PM _{2.5} (kg/yr)
NEW005	Peabody Estate Regeneration, Southmere Village, Yarnton Way, Thamesmead	4	261,243.68	741.13	63.53	38.80
NEW006	Erith Quarry Phase 2 onwards, Fraser Road	1	397,652.56	1,128.12	96.71	59.06
NEW007	Peabody Estate Regeneration, Binsey Walk, Thamesmead	2	166,170.82	471.42	40.41	24.68
NEW008	Peabody Estate Regeneration, Coraline Walk, Thamesmead	5	230,655.02	654.36	56.09	34.25
NEW009	Confidential - details redacted	2	32,242.10	91.47	7.84	4.79
NEW010	Confidential - details redacted	2	20,668.01	58.63	5.03	3.07
NEW011	Confidential - details redacted	3	38,029.14	107.89	9.25	5.65
NEW012	Confidential - details redacted	4	24,801.62	70.36	6.03	3.68
SID001	Co-op Food, Station Road, Sidcup	4	40,922.67	116.10	9.95	6.08
SID002	Travis Perkins Builders Merchant, 2 Hurst Road, Sidcup	4	23,148.17	65.67	5.63	3.44

Site reference	Site name/address	PTAL	All Vehicle CO ₂ (kg/yr)	All Vehicle NO _x (kg/yr)	All Vehicle PM ₁₀ (kg/yr)	All Vehicle PM _{2.5} (kg/yr)
SID004	Former Lamorbey Baths, 155-159 Station Road, Sidcup	4	21,081.37	59.81	5.13	3.13
SID005	Old Farm Avenue Car Park, Station Road, Sidcup	4	38,855.86	110.23	9.45	5.77
SID006	Marlowe House, Station Road, Sidcup	4	115,740.87	328.35	28.15	17.19
TA001	Shop, vacant land and car wash, 500 Abbey Road, Abbey Wood	4	38,029.14	107.89	9.25	5.65
TA002	Crossrail South East Section Project Land, Felixstowe Road, Abbey Wood	5	74,404.85	211.08	18.10	11.05
TA003	Peabody Estate (Part) Wolvercote Road, Thamesmead	2	847,388.52	2,404.00	206.08	125.85

Low probability SHLAA and Reg 18 sites in 20+ year supply, tested as "reasonable alternatives" (59 sites)

Site Reference	Site name/address	PTAL	All Vehicle CO2 (kg/yr)	All Vehicle NOX (kg/yr)	All Vehicle PM10 (kg/yr)	All Vehicle PM2.5 (kg/yr)
BH007	Bexleyheath Magistrates Court, Norwich Place, Bexleyheath	5	42,989.47	121.96	10.45	6.38
BH008	Broadway Shopping Centre, Bexleyheath	5	344,329.09	976.84	83.74	51.14
BV005	Picardy Street Estate North, Dylan Road, Belvedere	3	30,588.66	86.78	7.44	4.54
BV006	Picardy Street Estate South, Monarch Road, Belvedere	3	62,004.04	175.90	15.08	9.21
BV008	Hailey Road Industrial Estate (North)	1	420,800.74	1,193.79	102.34	62.49
BV013	Former Woodside School, Halt Robin Road, Belvedere	2	119,254.43	338.32	29.00	17.71
BX003	Black Prince (Holiday Inn), Southwold Road, Bexley	2	55,390.27	157.14	13.47	8.23
CR001	Tower Retail Park, Tower Park Road, Crayford	2	403,852.97	1,145.71	98.22	59.98
CR002	Crayford Industrial Estate, Tower Park Road, Swaisland Drive	2	138,062.32	391.68	33.58	20.50
CR009	SGN Crayford Holder Station, Old Road	1	38,029.14	107.89	9.25	5.65

Site Reference	Site name/address	PTAL	All Vehicle CO2 (kg/yr)	All Vehicle NOX (kg/yr)	All Vehicle PM10 (kg/yr)	All Vehicle PM2.5 (kg/yr)
ER001	Europa Trading Estate, Fraser Road	2	276,124.65	783.35	67.15	41.01
ER003	Birch Walk Industrial Area	1	47,949.79	136.03	11.66	7.12
ER004	Former Atlas and GEC Works, Fraser Road	2	80,191.89	227.50	19.50	11.91
ER016	Erith and District Hospital, Hind Crescent, Erith	1	62,830.76	178.25	15.28	9.33
ER017	Arthur Street Estate, Erith	1	42,162.75	119.61	10.25	6.26
ER018	Northend Trading Estate, Erith	1	39,682.58	112.58	9.65	5.89
ER019	Northumberland Heath library, community centre and car park	2	35,135.62	99.68	8.54	5.22
LOW001	Confidential - details redacted	2	30,588.66	86.78	7.44	4.54
LOW002	Confidential - details redacted	4	28,935.22	82.09	7.04	4.30
LOW003	Confidential - details redacted	4	119,874.47	340.08	29.15	17.80

Site Reference	Site name/address	PTAL	All Vehicle CO2 (kg/yr)	All Vehicle NOX (kg/yr)	All Vehicle PM10 (kg/yr)	All Vehicle PM2.5 (kg/yr)
LOW004	Confidential - details redacted	5	116,567.59	330.70	28.35	17.31
LOW005	Confidential - details redacted	4	45,056.27	127.82	10.96	6.69
LOW006	Confidential - details redacted	3	41,336.03	117.27	10.05	6.14
LOW007	Confidential - details redacted	2	14,054.25	39.87	3.42	2.09
LOW008	Confidential - details redacted	4	12,400.81	35.18	3.02	1.84
LOW009	Confidential - details redacted	2	49,603.23	140.72	12.06	7.37
LOW010	Confidential - details redacted	5	14,880.97	42.22	3.62	2.21
LOW011	Confidential - details redacted	6	96,106.26	272.65	23.37	14.27
LOW012	Confidential - details redacted	3	37,202.42	105.54	9.05	5.52
LOW013	Confidential - details redacted	4	43,402.83	123.13	10.56	6.45

Site Reference	Site name/address	PTAL	All Vehicle CO2 (kg/yr)	All Vehicle NOX (kg/yr)	All Vehicle PM10 (kg/yr)	All Vehicle PM2.5 (kg/yr)
LOW014	Confidential - details redacted	4	19,841.29	56.29	4.83	2.95
LOW015	Confidential - details redacted	3	13,227.53	37.53	3.22	1.96
LOW016	Confidential - details redacted	2	24,801.62	70.36	6.03	3.68
LOW017	Confidential - details redacted	3	119,254.43	338.32	29.00	17.71
LOW018	Confidential - details redacted	4	45,056.27	127.82	10.96	6.69
LOW019	Confidential - details redacted	3	43,816.19	124.30	10.66	6.51
LOW020	Confidential - details redacted	1	24,801.62	70.36	6.03	3.68
LOW021	Confidential - details redacted	1	57,043.71	161.83	13.87	8.47
LOW022	Confidential - details redacted	5	71,924.68	204.05	17.49	10.68
LOW023	Confidential - details redacted	2	26,455.06	75.05	6.43	3.93

Site Reference	Site name/address	PTAL	All Vehicle CO2 (kg/yr)	All Vehicle NOX (kg/yr)	All Vehicle PM10 (kg/yr)	All Vehicle PM2.5 (kg/yr)
LOW024	Confidential - details redacted	2	3,306.88	9.38	0.80	0.49
LOW025	Confidential - details redacted	4	3,306.88	9.38	0.80	0.49
LOW026	Confidential - details redacted	2	38,029.14	107.89	9.25	5.65
LOW027	Confidential - details redacted	3	-1,653.44	-4.69	-0.40	-0.25
LOW029	Confidential - details redacted	2	75,231.57	213.43	18.30	11.17
LOW030	Confidential - details redacted	2	33,895.54	96.16	8.24	5.03
LOW031	Confidential - details redacted	3	25,628.34	72.71	6.23	3.81
LOW031	Confidential - details redacted	4	24,801.62	70.36	6.03	3.68
LOW032	Confidential - details redacted	2	9,093.93	25.80	2.21	1.35
LOW033	Confidential - details redacted	1	70,271.24	199.36	17.09	10.44

Site Reference	Site name/address	PTAL	All Vehicle CO2 (kg/yr)	All Vehicle NOX (kg/yr)	All Vehicle PM10 (kg/yr)	All Vehicle PM2.5 (kg/yr)
LOW034	Confidential - details redacted	5	10,747.37	30.49	2.61	1.60
SG001	Power Works Industrial Estate, Freeland Way	2	47,949.79	136.03	11.66	7.12
SG002	Slade Green Telephone Exchange, Slade Green Road	2	14,054.25	39.87	3.42	2.09
SG003	Church Trading Estate, Slade Green Road	2	28,935.22	82.09	7.04	4.30
SG004	Church Trading Estate (Jewson Builders Yard), Slade Green Road	2	55,390.27	157.14	13.47	8.23
SG005	Slade Green recreation ground and open spaces adjacent to housing estates	3	539,848.49	1,531.52	131.29	80.17
WL001	Upper Wickham Lane Employment Area and adjacent shops (part)	4	87,632.37	248.61	21.31	13.01
WL002	Hyundai Dealership, Park View Road, Welling	2	14,054.25	39.87	3.42	2.09

August 2020 Revised Reg-18 Large Sites Air Pollution Data

Draft Local Plan Site Allocations (2026 - 2036) for 5 year supply and 10-year Housing Trajectory (47 sites)

Site reference	Site name/address	PTAL	All Vehicle CO2 (kg/yr)	All Vehicle NOX (kg/yr)	All Vehicle PM10 (kg/yr)	All Vehicle PM2.5 (kg/yr)
BH001	Former playing fields for Upland Primary School, between Church Rd and Belvedere Rd	3	39,682.58	112.58	9.65	5.89
BH002	Former Bexley CCG Offices and GP Practice, Erith Road	3	79,365.17	225.15	19.30	11.79
BH004	Army Reserve Centre, Watling Street, Bexleyheath	2	76,885.01	218.12	18.70	11.42
BH005	Cinema/ Restaurants/ Bingo/ Car park, Broadway, Bexleyheath	5	28,728.54	81.50	6.99	4.27
BH012	Builders Merchants, Rowan Road	4	19,841.29	56.29	4.83	2.95
BH014	ASDA Bexleyheath Crook Log	5	15,501.01	43.98	3.77	2.30
BH016	Buildbase, 15-17 Pickford Lane, Bexleyheath	4	10,747.37	30.49	2.61	1.60
BV001	ASDA and B&Q Belvedere, Lower Road	3	238,922.23	677.81	58.11	35.48
BV002	Belvedere Family Centre and utilities substation, Station Road, Belvedere	3	73,371.44	208.15	17.84	10.90

Site reference	Site name/address	PTAL	All Vehicle CO2 (kg/yr)	All Vehicle NOX (kg/yr)	All Vehicle PM10 (kg/yr)	All Vehicle PM2.5 (kg/yr)
BV003	Belvedere Station and Network Rail land, Station Road, Belvedere	3	20,254.65	57.46	4.93	3.01
BV004	Railway Place Shops, Station Road, Belvedere	3	73,371.44	208.15	17.84	10.90
BV007	SGN Belvedere Holder Station, Yarnton Way	3	82,672.05	234.54	20.11	12.28
BV010	Monarch Works, Station Road North, Belvedere	2	52,083.39	147.76	12.67	7.73
BV012	Crabtree Manorway South Industrial Area	1	232,308.46	659.05	56.50	34.50
CR001	Tower Retail Park, Tower Park Road, Crayford	2	157,490.26	446.79	38.30	23.39
CR003	Sainsbury's Crayford, Stadium Way	2	168,444.30	477.87	40.97	25.02
CR004	Crayford Greyhound Stadium	2	0.00	0.00	0.00	0.00
CR005	Former Electrobases/Wheatsheaf Works, Maxim Road, Crayford	2	162,863.94	462.04	39.61	24.19
CR009	SGN Crayford Holder Station, Old Road	1	0.00	0.00	0.00	0.00

Site reference	Site name/address	PTAL	All Vehicle CO2 (kg/yr)	All Vehicle NOX (kg/yr)	All Vehicle PM10 (kg/yr)	All Vehicle PM2.5 (kg/yr)
ER006	Erith Western Gateway	3	90,939.26	257.99	22.12	13.51
ER008	Erith Town Centre (Riverside Shopping Centre West)	3	70,684.60	200.53	17.19	10.50
ER007	Erith Town Centre (Pier Road West and Erith House)	3	174,231.35	494.29	42.37	25.88
ER011	Morrisons, James Watt Way, Erith	2	130,621.84	370.57	31.77	19.40
ER012	Erith Riverside (east side), Wheatley Terrace Road	1	132,275.28	375.26	32.17	19.64
ER020	DYNES vehicle repair shop, 391-395 Erith Road (A220)	3	18,187.85	51.60	4.42	2.70
SID002	Travis Perkins Builders Merchant, 2 Hurst Road, Sidcup	4	0.00	0.00	0.00	0.00
SID006	Marlowe House, Station Road, Sidcup	4	0.00	0.00	0.00	0.00
TA002	Crossrail South East Section Project Land, Felixstowe Road, Abbey Wood	5	57,250.39	162.42	13.92	8.50
NEW004	Ballast Wharf, West Street, Erith	2	3,395.54	96.15	8.24	5.03

Site reference	Site name/address	PTAL	All Vehicle CO2 (kg/yr)	All Vehicle NOX (kg/yr)	All Vehicle PM10 (kg/yr)	All Vehicle PM2.5 (kg/yr)
NEW002	Erith Quarry Phase 1, Fraser Road	1	60,350.60	171.21	14.67	8.96
NEW006	Erith Quarry Phase 2 onwards, Fraser Road	1	395,172.40	1,120.08	96.10	58.68
NEW005	Peabody Estate Regeneration, Southmere Village, Yarnton Way, Thamesmead	4	261,243.94	741.13	63.53	38.79
NEW007	Peabody Estate Regeneration, Binsey Walk, Thamesmead	2	162,863.94	463.03	39.60	24.18
NEW008	Peabody Estate Regeneration, Coraline Walk, Thamesmead	5	162,863.94	463.03	39.60	24.18
NEW013	Old Farm Park, Sidcup	2	38,029.14	107.88	9.24	5.64
NEW001	74 Crayford Road, Crayford	2	21,494.73	60.97	5.22	3.19
BH006	Former Civic Offices, Broadway, Bexleyheath	5	217,426.49	616.83	52.87	32.26
NEW003	Former Linpac Site and adjoining Warehouse, Richmer Road, Slade Green (Phase 2)	1	168,650.98	478.53	41.01	25.04
ER005	Land at 156 to 168 West Street, and 1 to 6 St Francis Road, Erith	2	26,455.06	7.05	6.43	3.92

Site reference	Site name/address	PTAL	All Vehicle CO2 (kg/yr)	All Vehicle NOX (kg/yr)	All Vehicle PM10 (kg/yr)	All Vehicle PM2.5 (kg/yr)
NEW014	Former Belvedere Police Station, Belvedere	1	26,661.74	75.63	6.48	3.95
ER017	Arthur Street Estate, Erith	1	30,588.66	86.77	7.43	4.52
ER015	Hainault House and Former Homeleigh Care Home	1	15,707.69	44.56	3.82	2.33
CR007	Land to the north of the River Cray, east of Maiden Lane, Crayford	1	24,801.62	70.36	6.03	3.68
SID004	Former Lamorbey Baths, 155-159 Station Road, Sidcup	4	13,227.53	37.52	3.21	1.96
SID001	Co-op Food, Station Road, Sidcup	4	48,363.15	137.20	11.76	7.18
TA001	Shop, vacant land and car wash, 500 Abbey Road, Abbey Wood	4	42,369.43	120.19	10.34	6.29
BV004	Railway Place Shops, Station Road, Belvedere	3	29,555.26	83.84	7.18	4.38

Low probability specific, developable SHLAA and Reg 18 sites in 20+ year supply, including sites that were agreed changes to industrial baseline with the GLA

The 44 sites below are low probability residential sites that have been tested as reasonable alternatives.

Site reference	Site name/address	PTAL	All Vehicle CO2 (kg/yr)	All Vehicle NOX (kg/yr)	All Vehicle PM10 (kg/yr)	All Vehicle PM2.5 (kg/yr)
BH003	Bexleyheath Bus Garage, Erith Road	5	0.00	0.00	0.00	0.00
BH007	Bexleyheath Magistrates Court, Norwich Place, Bexleyheath	5	16,534.41	46.91	4.02	2.46
BH008	Broadway Shopping Centre, Bexleyheath	5	131,861.92	374.09	32.07	19.58
BH009	Oaklands Car Park and Lorry Park, Albion Road, Bexleyheath	4	40,715.98	115.51	9.90	6.05
BH010	EDF Energy Site, Broadway, Bexleyheath	4	169,477.70	480.80	41.22	25.17
BH013	Bexleyheath Telephone Exchange, Broadway	4	28,935.22	82.09	7.04	4.30
BH015	Avenue Road car park, Bexleyheath	4	58,077.12	164.76	14.12	8.63
BV013	Former Woodside School, Halt Robin Road, Belvedere	2	0.00	0.00	0.00	0.00

Site reference	Site name/address	PTAL	All Vehicle CO2 (kg/yr)	All Vehicle NOX (kg/yr)	All Vehicle PM10 (kg/yr)	All Vehicle PM2.5 (kg/yr)
BX001	Bexley High Street car park	3	18,187.85	51.60	4.42	2.70
BX002	Crayford BT Telephone Exchange, Southwold Road, Bexley	2	14,054.25	39.87	3.42	2.09
BX003	Black Prince (Holiday Inn), Southwold Road, Bexley	2	0.00	0.00	0.00	0.00
ER016	Erith and District Hospital, Hind Crescent, Erith	1	0.00	0.00	0.00	0.00
ER019	Northumberland Heath library, community centre and car park	2	21,908.09	62.15	5.33	3.25
SID005	Old Farm Avenue Car Park, Station Road, Sidcup	4	27,281.78	77.40	6.63	4.05
WL002	Hyundai Dealership, Park View Road, Welling	2	0.00	0.00	0.00	0.00

Low probability SHLAA and Reg 18 back pocket sites in 20+ year supply, including sites that were agreed changes to industrial baseline with the GLA

Site reference	Site name/address	PTAL	All Vehicle CO2 (kg/yr)	All Vehicle NOX (kg/yr)	All Vehicle PM10 (kg/yr)	All Vehicle PM2.5 (kg/yr)
LOW001	Confidential - details redacted	2	0.00	0.00	0.00	0.00
LOW002	Confidential - details redacted	4	59,400.00	94.99	8.14	4.97
LOW003	Confidential - details redacted	4	114,210.00	182.94	15.68	9.58
LOW004	Confidential - details redacted	5	277,468.86	204.63	17.54	10.71
LOW005	Confidential - details redacted	4	50,737.22	57.46	4.93	3.01
LOW006	Confidential - details redacted	3	0.00	0.00	0.00	0.00
LOW007	Confidential - details redacted	2	0.00	0.00	0.00	0.00
LOW008	Confidential - details redacted	4	0.00	0.00	0.00	0.00
LOW009	Confidential - details redacted	2	37,230.23	89.12	7.64	4.67

Site reference	Site name/address	PTAL	All Vehicle CO2 (kg/yr)	All Vehicle NOX (kg/yr)	All Vehicle PM10 (kg/yr)	All Vehicle PM2.5 (kg/yr)
LOW010	Confidential - details redacted	5	0.00	0.00	0.00	0.00
LOW011	Confidential - details redacted	6	156,354.92	115.51	9.90	6.05
LOW012	Confidential - details redacted	3	94,050.00	155.97	13.37	8.16
LOW013	Confidential - details redacted	4	40,028.32	66.84	5.73	3.50
LOW014	Confidential - details redacted	4	0.00	0.00	0.00	0.00
LOW015	Confidential - details redacted	3	0.00	0.00	0.00	0.00
LOW017	Confidential - details redacted	3	106,003.91	169.45	14.53	8.87
LOW018	Confidential - details redacted	4	50,560.58	57.46	4.93	3.01
LOW019	Confidential - details redacted	3	31,283.98	75.05	6.43	3.93
LOW021	Confidential - details redacted	1	0.00	0.00	0.00	0.00

Site reference	Site name/address	PTAL	All Vehicle CO2 (kg/yr)	All Vehicle NOX (kg/yr)	All Vehicle PM10 (kg/yr)	All Vehicle PM2.5 (kg/yr)
LOW022	Confidential - details redacted	5	104,606.00	77.40	6.63	4.05
LOW16	Confidential - details redacted	2	0.00	0.00	0.00	0.00
NEW009	Confidential - details redacted	2	0.00	0.00	0.00	0.00
NEW010	Confidential - details redacted	2	0.00	0.00	0.00	0.00
NEW011	Confidential - details redacted	3	60,885.00	115.51	9.90	6.05
NEW012	Confidential - details redacted	4	45,384.91	51.60	4.42	2.70

Low probability estate regeneration and open space sites - not allocated to any development phase

Site reference	Site name/address	PTAL	All Vehicle CO ₂ (kg/yr)	All Vehicle NO _x (kg/yr)	All Vehicle PM ₁₀ (kg/yr)	All Vehicle PM _{2.5} (kg/yr)
BV005	Picardy Street Estate North, Dylan Road, Belvedere	3	0.00	0.00	0.00	0.00
BV006	Picardy Street Estate South, Monarch Road, Belvedere	3	0.00	0.00	0.00	0.00
SG005	Slade Green recreation ground and open spaces adjacent to housing estates	3	0.00	0.00	0.00	0.00
TA003	Lesnes Estate, Wolvercote Road, Thamesmead	2	0.00	0.00	0.00	0.00

Appendix D of Local Plan Transport Assessment: Site-by-Site Connectivity Analysis by public transport, walking and cycling

Site Reference	Site Name	Site Reference	Site Name
BH001	Former Playing Fields for Upland	BX001	Bexley High Street Car Park
BH002	Former Bexley CCG Offices	BX002	Crayford BT Telephone
BH003	Bexleyheath Bus Garage	CR001	Tower Retail Park
BH004	Army Reserve Centre	CR003	Sainsbury's Crayford
BH005	Cinema/Restaurants/Bingo/Car	CR004	Crayford Greyhound Stadium
BH009	Oaklands Car Park	CR005	Former Electrobases Site
BH010	EDF Energy Site	NEW009	London Road Crayford
BH012	Builders Merchants, Rowan Road	NEW010	North End Road Slade Green
BH013	Bexleyheath Telephone Ex.	ER006	Erith Western Gateway
BH014	ASDA Bexleyheath Crook Log	ER007	Erith Pier Road West
BH015	Avenue Road Car Park	ER008	Riverside Shopping Centre West
BH016	Buildbase, Pickford Lane	ER011	Morrisons Erith
BV001	ASDA and B&Q Belvedere	ER012	Erith Riverside
BV002	Belvedere Family Centre	ER020	DYNES Erith Road
BV003	Belvedere Station	NEW011	James Watt Way Erith
BV004	Railway Place Shops	SID002	Travis Perkins, Hurst Road
BV007	SGN Belvedere Holder Station	SID005	Old Farm Avenue Car Park
BV010	Monarch Works	SID006	Marlowe House
BV012	Crabtree Manorway South	NEW012	Longlands Road Sidcup
BV013	Former Woodside School	TA002	Crossrail South East Section
		TA003	Lesnes Estate, Wolvercote Road

Site Connectivity: Site BH001 Former Playing Fields for Upland Primary School, between Church Rd and Belvedere Rd

Connectivity: Public Transport

Site Area (Ha): 1.34

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Change Required
Bexleyheath	Direct Service
Erith	Change Required
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Change Required
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Change Required

Frequency of Train Services from Bexleyheath Station (600m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 trains per hour (tph)	2 tph	0
London Charing Cross	5 tph	2 tph	0
London Victoria	3 tph	2 tph	2 tph
Dartford	6 tph	2 tph	0
Slade Green	4 tph	2 tph	0
Gravesend	0	2 tph	2 tph

Bus Stop: Bus Stops beyond 400m walkable distance, details omitted

Gaps in Connectivity

The site does not have direct bus services to the east of the borough including Slade Green and Crayford. The site does not have direct rail connections to major employment areas in east London including Canary Wharf and Stratford.

The journey time of bus 229 to Sidcup and south of the borough is long and unattractive, offering poor accessibility to these areas.

Connectivity: Walking and Cycling

Site Area (Ha): 1.34

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site within 10-minute walking distance from Bexleyheath station via Belvedere Road and Church Road.

The site is within 10-minute walking distance from Broadway and the ASDA supermarket via Belvedere Road and Church Road.

The nearest public clinic (Crook Log Medical Centre) is within 15-minute walking distance.

The nearest hospital (Erith and District) is within 10-minute cycling distance

The nearest leisure centre (Crook Log Leisure Centre) is within 20-minute walking distance or 5-minute cycling distance via Broadway.

The site is within 10-minute walking distance from a park (Russell Park).

The nearest library (Bexleyheath Library), located in Bexleyheath town centre is within 15-minute walking distance.

There are 3 primary schools (Upland, Crook Log, St. Thomas More Catholic) within 15-minute walking distance. There is a secondary school (Bexleyheath Academy) within 15-minute walking distance.

Current Provision - Footways

Belvedere Road and Church Road that lead to Broadway and the station have 3m wide footways with some lengths of permitted footway parking.

Current Provision – Crossing Facilities

There is a traffic island 10m south of the site on Belvedere Road. There are no other traffic islands along Belvedere Road and Church Road though the road is narrow and speeds tend to be low.

Current Provision – Cycle Lane and Track

There is no dedicated cycling provision on Belvedere Road and Church Road. There are traffic calming measures on Church Road.

Gaps in Connectivity

The site is connected to some local shops and services within walking and cycling distance but there is little cycling provision for longer journeys.

Site Connectivity: Site BH002 Former Bexley CCG Offices & GP Practice

Connectivity: Public Transport

Site Area (Ha): 0.31

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Change Required

Frequency of Train Services from Barnehurst Station (550m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 trains per hour (tph)	2 tph	0
London Charing Cross	5 tph	2 tph	0
London Victoria	3 tph	2 tph	2 tph
Dartford	6 tph	2 tph	0
Slade Green	4 tph	2 tph	0
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour bph) from Picardy Manorway Bus Stop (E) (F) (100–125m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
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401	Thamesmead	4 bph	4 bph	3 bph	4 bph	2 bph
401	Bexleyheath	4 bph	4 bph	3 bph	4 bph	2 bph

Frequency of Bus Services (buses per hour bph) from Barnehurst Station Bus Stop (A) (B) (300m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
89	Welling, Shooters Hill, Blackheath, Lewisham	6 bph	5 bph	3 bph	5 bph	3 bph
229	Bexley, Albany Park, Sidcup	6 bph	6 bph	4 bph	6 bph	4 bph
89	Northumberland Heath, Slade Green	6 bph	5 bph	3 bph	5 bph	3 bph
229	Northumberland Heath, Erith, Belvedere, Abbey Wood, Thamesmead	6 bph	6 bph	4 bph	6 bph	4 bph

Gaps in Connectivity

The site has good connectivity to most centres in the borough and local hospitals. However, the site lacks direct railway connection to major employment zone in London including Canary Wharf and Stratford.

Connectivity: Walking and Cycling

Site Area (Ha): 0.31

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	>80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	>80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	>15 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site within 5-minute walking distance from Barnehurst Station.

The site is within 15-minute walking distance from Northumberland Heath via Erith Road or 20-minute walking distance from Bexleyheath town centre.

The nearest supermarket (Co-Op Food) in Long Lane is within 5-minute walking distance from the site.

There is a clinic (Burstwood Surgery) on site.

The nearest hospital (Erith and District) is within 25-minute walking distance or 10-minute cycling distance.

The nearest leisure centre (Crook Log Leisure Centre) is within 20-minute walking distance or 10-minute cycling distance via Broadway.

The site is next to an open space (Burstwood) and within 10-minute walking distance of Russell Park.

The nearest library (Northumberland Heath Library), is within 20-minute walking distance via Erith Road.

There are 4 primary schools (Barnehurst Junior, Burstwood Primary, St. Thomas More Catholic Primary, Pelham Primary) within 15-minute walking distance from site. There is a secondary school (Bexleyheath Academy) within 15-minute walking distance from the site.

Current Provision – Footways

Lavernock Road, cuts through the site and connects Barnehurst Station and Long Lane. The section to the west of the site has 2-metre wide concrete footways in good condition on both sides. There is a 1-metre wide concrete footway on the north side between the site and Erith Road. There are some inset parking bays along this section. The footway has street lighting.

Current Provision – Crossing Facilities

There is no crossing facility on Lavernock Road as the road is a quiet residential street. There are zebra crossings at the two ends of the street on Long Lane and Erith Road (towards Barnehurst Station).

Current Provision – Cycle Parking

There is a bike shelter (for 5 bikes) on site.

Current Provision – Cycle Lane and Track

There are no dedicated cycling facilities on Lavernock Road, Erith Road or Long Lane.

Gaps in Connectivity

The site is connected to most major facilities within reasonable walking distancing. However, there is no cycling provision for the site and surrounding area.

Site Connectivity: Site BH003 Bexleyheath Bus Garage

Connectivity: Public Transport

Site Area (Ha): 1.052

Public Transport Accessibility Level (PTAL): 5

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Change Required

Frequency of Train Services from Barnehurst Station (850m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 trains per hour (tph)	2 tph	0
London Charing Cross	5 tph	2 tph	0
London Victoria	3 tph	2 tph	2 tph
Dartford	6 tph	2 tph	0
Slade Green	4 tph	2 tph	0
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from: Bexleyheath Bus Garage Bus Stop (NW) (50m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
89	Welling, Shooters Hill, Blackheath, Lewisham	6 bph	5 bph	3 bph	5 bph	3 bph

229	Bexley, Albany Park, Sidcup	6 bph	6 bph	4 bph	6 bph	4 bph
B11	Bexleyheath Station, West Heath, Abbey Wood	4 bph	4 bph	2 bph	4 bph	2 bph
B16	Welling, Falconwood, Eltham, Kidbrooke	4 bph	4 bph	2 bph	4 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Barnehurst Station Bus Stop (NS) (50m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
89	Northumberland Heath, Slade Green	6 bph	5 bph	3 bph	5 bph	3 bph
229	Northumberland Heath, Erith, Belvedere, Abbey Wood, Thamesmead	6 bph	6 bph	4 bph	6 bph	4 bph

Gaps in Connectivity

The site is distant from the railway station but is within walkable distance. The site enjoys direct bus services to most parts of the borough.

Connectivity: Walking and Cycling

Site Area (Ha): 1.052

Public Transport Accessibility Level (PTAL): 5

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site within 10-minute walking distance from Barnehurst Station.

The site is in 10-minute walking distance from Bexleyheath Town Centre via Mayplace Road West.

The nearest supermarket (Lidl) is within 10-minute walking distance

The nearest clinic (Bursted Wood Surgery) is within 15-minute walking distance

The nearest hospital (Erith and District) is within 25-minute walking distance or 10-minute cycling distance.

The nearest leisure centre (Crook Log Leisure Centre) is within 30-minute walking distance or 10-minute cycling distance via Broadway.

The site is within 5-minute walking distance of Russell Park.

The nearest library (Central Library), is within 20-minute walking distance via Mayplace Road West.

There are 2 primary schools (Pelham Primary, Gravel Hill Primary) within 15-minute walking distance.

There are 3 secondary schools (Bexleyheath Academy, St Catherine's Catholic School for Girls, St. Columba's Catholic Boys' School) within 15-minute walking distance.

Current Provision – Footways

Erith Road, in front of the site, connects to Northumberland Heath, Barnehurst station and Bexleyheath town centre. The footways are 2m wide.

Current Provision – Crossing Facilities

There is a traffic island 50m north of the site, and controlled crossings 2m metre south of the site at the signal controlled junction of Erith Road/Mayplace Road West/Mayplace Road East.

Current Provision – Cycle Parking

There is no cycle parking provided on site.

Current Provision – Cycle Lane and Track

There are no dedicated cycling facilities in the local area.

Gaps in Connectivity

The site is connected to most major facilities within reasonable walking distance.

Site Connectivity: Site BH004 Army Reserve Centre Watling Street Bexleyheath

Connectivity: Public Transport

Site Area (Ha): 1.14

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Change Required

Frequency of Trains Services from Barnehurst Station (850m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 trains per hour (tph)	2 tph	0
London Charing Cross	5 tph	2 tph	0
London Victoria	3 tph	2 tph	2 tph
Dartford	6 tph	2 tph	0
Slade Green	4 tph	2 tph	0
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Bexleyheath Bus Garage Bus Stop (NW) (50m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
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89	Welling, Shooters Hill, Blackheath, Lewisham	6 bph	5 bph	3 bph	5 bph	3 bph
229	Bexley, Albany Park, Sidcup	6 bph	6 bph	4 bph	6 bph	4 bph
B11	Bexleyheath Station, West Heath, Abbey Wood	4 bph	4 bph	2 bph	4 bph	2 bph
B16	Welling, Falconwood, Eltham, Kidbrooke	4 bph	4 bph	2 bph	4 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Barnehurst Station Bus Stop (NS) (50m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
89	Northumberland Heath, Slade Green	6 bph	5 bph	3 bph	5 bph	3 bph
229	Northumberland Heath, Erith, Belvedere, Abbey Wood, Thamesmead	6 bph	6 bph	4 bph	6 bph	4 bph

Gaps in Connectivity

The site is distant from the railway station but is within walkable distance. The site enjoys direct bus services to most parts of the borough.

Connectivity: Walking and Cycling

Site Area (Ha): 1.14

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	>15 min walk	<80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	>15 min walk	>80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	>80% on cycle route
Park	<12 min walk	>80% on cycle route
Library	>15 min walk	>80% on cycle route

School	<12 min walk	>80% on cycle route
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Connected Major Area

The site within 20-minute walking distance from Barnehurst Station via Pinnacle Hill.

The site is in 15-minute walking distance from Bexleyheath Town Centre via Watling Street.

The nearest supermarket (Lidl) is within 10-minute walking distance

The nearest clinic (Albion Surgery) is within 15-minute walking distance

The nearest hospital (Erith and District) is within 40-minute walking distance or 15-minute cycling distance.

The nearest leisure centre (Crayside Leisure Centre) is within 20-minute walking distance or 10-minute cycling distance via London Road.

The site is within 5-minute walking distance of Martens Grove Park

The nearest library (Central Library), is within 15-minute walking distance via Watling Street.

There are 2 primary schools (Pelham Primary, Gravel Hill Primary) within 15-minute walking distance.

There are 3 secondary schools (Bexleyheath Academy, St Catherine's Catholic School for Girls, St. Columba's Catholic Boys' School) within 15-minute walking distance.

Current Provision - Footways

Watling Street, in front of the site, connects Crayford and Bexleyheath town centre. The footways are 2m wide.

Current Provision - Crossing Facilities

There is a traffic island near the site on Watling Street that gives access to the bus stops on the opposite footway. There are controlled pedestrian crossings at the junction of Erith Road/Watling Road/Gravel Hill/Broadway

Current Provision - Cycle Lane and Track

There is no cycle provision on Watling Street though there are shared cycle tracks and shared signalled crossings at the junction of Erith Road/Watling Road/Gravel Hill/Broadway that allow cyclists to avoid the roundabout

Gaps in Connectivity

The site is connected to most major facilities within reasonable walking distance. There is little cycling provision in the immediate area.

Site Connectivity: Site BH005 Cinema/Restaurants/Bingo/Car Park Broadway, Bexleyheath

Connectivity: Public Transport

Site Area (Ha): 0.63

Public Transport Accessibility Level (PTAL): 5

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Change Required
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Connectivity to Rail Services

No details provided since nearest railway station is beyond a walkable distance (1000m+).

Frequency of Bus Services (buses per hour BPH) from Highland Road Bus Stop (X) (0m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
96	Crayford, Dartford, Darent Valley Hosp., Bluewater	10 bph	7 bph	4 bph	8 bph	5 bph
132	Bexley, Blackfen, Eltham, Kidbrooke, North Greenwich	6 bph	6 bph	4 bph	6 bph	6 bph
229	Bexley, Albany Park, Sidcup	6 bph	6 bph	4 bph	6 bph	4 bph
492	Bexley, North Cray, Fooks Cray, Sidcup	2 bph	2 bph	1 bph	2 bph	2 bph
B12	Bexley, Coldblow	4 bph	3 bph	2 bph	3 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Highland Road Bus Stop (Y) (30m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
96	Welling, East Wickham, Plumstead, Woolwich	10 bph	7 bph	4 bph	8 bph	5 bph
229	Barnehurst, N. Heath, Erith, Belvedere, Abbey Wood, Thamesmead	6 bph	6 bph	4 bph	6 bph	4 bph
492	Barnehurst, Crayford, Dartford, Stone, Bluewater	2 bph	2 bph	1 bph	2 bph	2 bph
B12	Bexleyheath Station, N. Heath, Erith	4 bph	3 bph	2 bph	3 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Mayplace Road West Bus Stop (S) (200m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
89	Barnehurst, N. Heath, Slade Green	6 bph	5 bph	3 bph	5 bph	3 bph
99	Barnehurst, Slade Green, Erith, Belvedere Village, West Heath, Plumstead, Woolwich	5 bph	5 bph	4 bph	5 bph	4 bph

Frequency of Bus Services (buses per hour BPH) from Bexleyheath Clock Tower Bus Stop (M) (250m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
89	Welling, Shooters Hill, Blackheath, Lewisham	6 bph	5 bph	3 bph	5 bph	3 bph
422	Bexleyheath Station, Bedonwell Rd., East Wickham, Plumstead, Woolwich	6 bph	5 bph	5 bph	5 bph	5 bph
486	Welling, Shooters Hill, QE. Hosp., Charlton, N. Greenwich	10 bph	6 bph	4 bph	6 bph	4 bph
B11	Bexleyheath Station, Okehampton Crescent, Abbey Wood, Thamesmead	4 bph	4 bph	2 bph	4 bph	2 bph
B13	Blackfen, New Eltham	5 bph	4 bph	2 bph	2 bph	2 bph
B14	Danson Rd., Albany Park, Sidcup, St. Paul's Cray, Orpington	2 bph	2 bph	1 bph	2 bph	2 bph

B15	Bexleyheath Station, Welling, Falconwood, Eltham	3 bph	3 bph	2 bph	3 bph	2 bph
B16	Welling, Falconwood, Eltham, Kidbrooke	4 bph	4 bph	2 bph	4 bph	2 bph

Gaps in Connectivity

The site is beyond walkable distance from the nearest railway station. The site enjoys direct bus services to most parts of the borough.

Connectivity: Walking and Cycling

Site Area (Ha): 0.63

Public Transport Accessibility Level (PTAL): 5

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	<12 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site within 20-minute walking distance from Barnehurst Station via Erith Road

The site is located within Bexleyheath town centre with supermarkets, the central library and Albion surgery within a 7-minute walk

The nearest hospital (Erith and District) is within 40-minute walking distance or 15-minute cycling distance.

The nearest leisure centre (Crook Log Leisure Centre) is within 25-minute walking distance or 10-minute cycling distance via Broadway

The site is within 10-minute walking distance of Martens Grove Park

There are 2 primary schools (Pelham Primary, Gravel Hill Primary) within 15-minute walking distance. There are 4 secondary schools (Bexleyheath Academy, St Catherine's Catholic School for Girls, St. Columba's Catholic Boys' School and Townley Grammar) within 15-minute walking distance.

Current Provision - Footways

Broadway, in front of the site, connects Crayford and Bexleyheath town centre. The footways are 2m wide.

Current Provision - Crossing Facilities

There is a zebra crossing via a central island on Broadway that gives access to the bus stops on the opposite footway. There are controlled pedestrian crossings at the signalled junction of Highland Road, Arnsberg Way and Broadway.

Current Provision - Cycle Lane and Track

There are no dedicated cycle facilities on Broadway but the carriageway is fairly wide and used by cyclists heading towards Crayford.

Gaps in Connectivity

The site is well connected to most major facilities within reasonable walking distance.

Site Connectivity: Site BH009 Oaklands Car Park and Lorry Park, Albion Road, Bexleyheath

Connectivity: Public Transport

Site Area (Ha): 0.3

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Direct Service
Queen Mary Hospital	Change Required
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Bexleyheath Station (1000m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 tph	2 tph	0
London Charing Cross	5 tph	2 tph	0
London Victoria	3 tph	2 tph	2 tph
Dartford	6 tph	2 tph	0
Slade Green	4 tph	2 tph	0
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Lion Road Bus Stop (BL) (190m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.

89	Barnehurst, Northumberland Heath, Slade Green	6 bph	5 bph	3 bph	5 bph	3 bph
96	Crayford, Dartford, Darent Valley Hospital, Bluewater	10 bph	7 bph	4 bph	8 bph	5 bph
B11, B16	Bexleyheath Bus Garage	8 bph	8 bph	4 bph	8 bph	4 bph
B12	Bexley, Coldblow	4 bph	3 bph	2 bph	3 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Trinity Place Bus Stop (A) (170m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
89	Welling, Shooters Hill, Blackheath, Lewisham	6 bph	5 bph	3 bph	5 bph	3 bph
96	Welling, East Wickham, Plumstead, Woolwich	10 bph	7 bph	4 bph	8 bph	5 bph
422	Bexleyheath Station, Bedonwell Road, East Wickham, Plumstead, Woolwich	6 bph	5 bph	5 bph	5 bph	5 bph
486	Welling, Shooters Hill, QE. Hospital, Charlton, North Greenwich	10 bph	6 bph	4 bph	6 bph	4 bph
B11	Bexleyheath Station, Okehampton Crescent, Abbey Wood, Thamesmead	4 bph	4 bph	2 bph	4 bph	2 bph
B12	Bexleyheath Station, Northumberland Heath, Erith	4 bph	3 bph	2 bph	3 bph	2 bph
B14	Danson Road, Albany Park, Sidcup, St. Paul's Cray, Orpington	2 bph	2 bph	1 bph	2 bph	2 bph
B15	Bexleyheath Station, Welling, Falconwood, Eltham, Horn Park	3 bph	3 bph	2 bph	3 bph	2 bph
B16	Welling, Falconwood, Eltham, Kidbrooke	4 bph	4 bph	2 bph	4 bph	2 bph

Gaps in Connectivity

The site is at the limit of walkable distance from Bexleyheath Station. The site lacks direct railway connection to major employment zone in London including Canary Wharf and Stratford. The site lacks direct bus services to the south of the borough.

Connectivity: Walking and Cycling

Site Area (Ha): 0.3

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	<12 min walk	>80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	<12 min walk	<80% on cycle route
High Street	<12 min walk	>80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	>80% on cycle route
School	<12 min walk	>80% on cycle route

Connected Major Area

The site is within 15-minute walking distance from Bexleyheath Station via Church Road.

The site is within Bexleyheath town centre and close to local supermarkets, Albion Surgery and the Central library, which are all within a 10-minute walk

The nearest hospital (Erith and District) is within 45-minute walking distance or 20-minute cycling distance.

The nearest leisure centre (Crook Log Leisure Centre) is within 15-minute walking distance or 5-minute cycling distance via Broadway.

The site is within 15-minute walking distance of Russell Park

There are 2 primary schools (Upland Primary and Crook Log Primary) within 15-minute walking distance. There are 2 secondary schools (Bexleyheath Academy and Townley Grammar) within 15-minute walking distance.

Current Provision - Footways

To the south of the site is Albion Road which has wide footways.

Current Provision - Crossing Facilities

Albion Road has zebra crossings and island crossings at regular intervals. The junction of Albion Road and Broadway, which gives pedestrian access to the shops to the west, is a shared space.

Current Provision – Cycle Lane and Track

There are cycle lanes, cycle tracks and cycle crossings along the full length of Albion Road which connect into the quiet residential streets to the south of the town centre.

Gaps in Connectivity

The site is very well-connected to most major facilities within reasonable walking distance. Broadway, to the west of the Albion Road junction, is busy and has kerbside activity which makes cycling unattractive.

Site Connectivity: Site BH010 EDF Energy Site, Broadway, Bexleyheath

Connectivity: Public Transport

Site Area (Ha): 1.48

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Direct Service
Queen Mary Hospital	Change Required
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Bexleyheath Station (1000m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 tph	2 tph	0
London Charing Cross	5 tph	2 tph	0
London Victoria	3 tph	2 tph	2 tph
Dartford	6 tph	2 tph	0
Slade Green	4 tph	2 tph	0
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Lion Road Bus Stop (BL) (30m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
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89	Barnehurst, Northumberland Heath, Slade Green	6 bph	5 bph	3 bph	5 bph	3 bph
96	Crayford, Dartford, Darent Valley Hospital, Bluewater	10 bph	7 bph	4 bph	8 bph	5 bph
B11, B16	Bexleyheath Bus Garage	8 bph	8 bph	4 bph	8 bph	4 bph
B12	Bexley, Coldblow	4 bph	3 bph	2 bph	3 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Lion Road Bus Stop (BM) (160m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
89	Welling, Shooters Hill, Blackheath, Lewisham	6 bph	5 bph	3 bph	5 bph	3 bph
96	Welling, East Wickham, Plumstead, Woolwich	10 bph	7 bph	4 bph	8 bph	5 bph
422	Bexleyheath Station, Bedonwell Road, East Wickham, Plumstead, Woolwich	6 bph	5 bph	5 bph	5 bph	5 bph
486	Welling, Shooters Hill, QE. Hospital, Charlton, North Greenwich	10 bph	6 bph	4 bph	6 bph	4 bph
B11	Bexleyheath Station, Okehampton Crescent, Abbey Wood, Thamesmead	4 bph	4 bph	2 bph	4 bph	2 bph
B12	Bexleyheath Station, Northumberland Heath, Erith	4 bph	3 bph	2 bph	3 bph	2 bph
B14	Danson Road, Albany Park, Sidcup, St. Paul's Cray, Orpington	2 bph	2 bph	1 bph	2 bph	2 bph
B15	Bexleyheath Station, Welling, Falconwood, Eltham, Horn Park	3 bph	3 bph	2 bph	3 bph	2 bph
B16	Welling, Falconwood, Eltham, Kidbrooke	4 bph	4 bph	2 bph	4 bph	2 bph

Gaps in Connectivity

The site is at the limit of walkable distance from Bexleyheath Station. The site lacks direct railway connection to major employment zone in London including Canary Wharf and Stratford. The site lacks direct bus services to the south of the borough.

Connectivity: Walking and Cycling

Site Area (Ha): 1.48

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	<12 min walk	>80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	<12 min walk	<80% on cycle route
High Street	<12 min walk	>80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	>80% on cycle route
School	<12 min walk	>80% on cycle route

Connected Major Area

The site is within 15-minute walking distance from Bexleyheath Station via Church Road.

The site is within Bexleyheath town centre and close to local supermarkets, Albion Surgery and the Central library, which are all within a 10-minute walk

The nearest hospital (Erith and District) is within 45-minute walking distance or 20-minute cycling distance.

The nearest leisure centre (Crook Log Leisure Centre) is within 15-minute walking distance or 5-minute cycling distance via Broadway.

The site is within 15-minute walking distance of Russell Park

There are 2 primary schools (Upland Primary and Crook Log Primary) within 15-minute walking distance. There are 2 secondary schools (Bexleyheath Academy and Townley Grammar) within 15-minute walking distance.

Current Provision - Footways

The footways on Broadway are fairly wide with assorted street furniture found on busy shopping streets. Part of the western boundary borders Lion Road which has narrow footways and parking restrictions. Heathfield Road to the south has narrow footways with on-street parking.

Current Provision - Crossing Facilities

There is a pelican crossing on Broadway outside the site which gives access to a bus stop for services to Bexleyheath. There is an uncontrolled crossing at the Trinity Place junction with Albion Road for walking into Bexleyheath town centre.

Current Provision – Cycle Lane and Track

There are cycle lanes, cycle tracks and cycle crossings along the full length of Albion Road which connect into the quiet residential streets to the south of the town centre. The streets to the south are quiet residential streets.

Gaps in Connectivity

The site is very well-connected to most major facilities within reasonable walking distance. The section of Broadway to the north of the site is busy with kerbside activity which makes cycling unattractive.

Site Connectivity: Site BH012 Builders Merchants, Rowan Road

Connectivity: Public Transport

Site Area (Ha): 0.28

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Direct Service
Queen Mary Hospital	Change Required
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Bexleyheath Station (650m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 trains per hour (tph)	2 tph	0
London Charing Cross	5 tph	2 tph	0
London Victoria	3 tph	2 tph	2 tph
Dartford	6 tph	2 tph	0
Slade Green	4 tph	2 tph	0
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Lion Road Bus Stop (BL) (100m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
96	Crayford, Dartford, Darent Valley Hospital, Bluewater	10 bph	7 bph	4 bph	8 bph	5 bph

89	Barnehurst, Northumberland Heath, Slade Green	6 bph	5 bph	3 bph	5 bph	3 bph
96	Crayford, Dartford, Darent Valley Hospital, Bluewater	10 bph	7 bph	4 bph	8 bph	5 bph
B11, B16	Bexleyheath Bus Garage	8 bph	8 bph	4 bph	8 bph	4 bph
B12	Bexley, Coldblow	4 bph	3 bph	2 bph	3 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Lion Road Bus Stop (BM) (120m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
89	Welling, Shooters Hill, Blackheath, Lewisham	6 bph	5 bph	3 bph	5 bph	3 bph
96	Welling, East Wickham, Plumstead, Woolwich	10 bph	7 bph	4 bph	8 bph	5 bph
422	Bexleyheath Station, East Wickham, Plumstead, Woolwich	6 bph	5 bph	5 bph	5 bph	5 bph
486	Welling, Shooters Hill, QE. Hospital, Charlton, North Greenwich	10 bph	6 bph	4 bph	6 bph	4 bph
B11	Bexleyheath Station, Okehampton Crescent, Abbey Wood, Thamesmead	4 bph	4 bph	2 bph	4 bph	2 bph
B12	Bexleyheath Station, Northumberland Heath, Erith	4 bph	3 bph	2 bph	3 bph	2 bph
B14	Danson Rd., Albany Park, Sidcup, St. Paul's Cray, Orpington	2 bph	2 bph	1 bph	2 bph	2 bph
B15	Bexleyheath Station, Welling, Falconwood, Eltham, Horn Park	3 bph	3 bph	2 bph	3 bph	2 bph
B16	Welling, Falconwood, Eltham, Kidbrooke	4 bph	4 bph	2 bph	4 bph	2 bph

Gaps in Connectivity

The site is within walkable distance of Bexleyheath station. The site lacks direct railway connection to major employment zone in London including Canary Wharf and Stratford. The site lacks direct bus services to the south of the borough.

Connectivity: Walking and Cycling

Site Area (Ha): 0.28

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	<12 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is within 5-minute walking distance of Bexleyheath station

The nearest supermarkets (Sainsbury's Local, Co-op) are a 5-minute walk to the north

Central library is a 12-minute walk away in Bexleyheath town centre

The nearest clinic (Crook Log Medical Practice) is within a 10-minute walk.

The nearest hospital (Erith and District) is within 50-minute walking distance or 20-minute cycling distance.

The nearest leisure centre (Crook Log Leisure Centre) is within 12-minute walking distance or 5-minute cycling distance via Broadway and Crook Log.

The site is within 15-minute walking distance of Danson Park

There are 2 primary schools (Upland Primary and Crook Log Primary) within a 15-minute walking distance. There is 1 secondary school (Bexleyheath Academy) within a 15-minute walking distance.

Current Provision – Footways

The site is located on the junction of Rowan Road and West Street. West Street gives access to Broadway and has narrow footways both sides (1m wide) with vehicle crossovers and industrial accesses. Rowan Road, which is used to walk to the station, is residential with slightly wider footways and on-street parking both sides.

Current Provision – Crossing Facilities

There are no dedicated crossings in the local area as the streets are narrow and residential, encouraging low speeds.

Current Provision – Cycle Lane and Track

There are no dedicated cycle facilities in the local area but local streets are quiet.

Gaps in Connectivity

The site is well connected to most major facilities within reasonable walking distance.

Site Connectivity: Site BH013 Bexleyheath Telephone Exchange, Broadway

Connectivity: Public Transport

Site Area (Ha): 0.29

Public Transport Accessibility Level (PTAL): 5

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Direct Service
Queen Mary Hospital	Change Required
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Bexleyheath Station (750m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 trains per hour (tph)	2 tph	0
London Charing Cross	5 tph	2 tph	0
London Victoria	3 tph	2 tph	2 tph
Dartford	6 tph	2 tph	0
Slade Green	4 tph	2 tph	0
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Upton Road Bus Stop (BK) (60m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
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89	Barnehurst, Northumberland Heath, Slade Green	6 bph	5 bph	3 bph	5 bph	3 bph
96	Crayford, Dartford, Darent Valley Hosp., Bluewater	10 bph	7 bph	4 bph	8 bph	5 bph
B11, B16	Bexleyheath Bus Garage	8 bph	8 bph	4 bph	8 bph	4 bph
B12	Bexley, Coldblow	4 bph	3 bph	2 bph	3 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Upton Road Bus Stop (BN) (100m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
89	Welling, Shooters Hill, Blackheath, Lewisham	6 bph	5 bph	3 bph	5 bph	3 bph
96	Welling, East Wickham, Plumstead, Woolwich	10 bph	7 bph	4 bph	8 bph	5 bph
422	Bexleyheath Station, Bedonwell Road, East Wickham, Plumstead, Woolwich	6 bph	5 bph	5 bph	5 bph	5 bph
486	Welling, Shooters Hill, QE. Hospital, Charlton, North Greenwich	10 bph	6 bph	4 bph	6 bph	4 bph
B11	Bexleyheath Station, Okehampton Crescent, Abbey Wood, Thamesmead	4 bph	4 bph	2 bph	4 bph	2 bph
B12	Bexleyheath Station, Northumberland Heath, Erith	4 bph	3 bph	2 bph	3 bph	2 bph
B14	Danson Road, Albany Park, Sidcup, St. Paul's Cray, Orpington	2 bph	2 bph	1 bph	2 bph	2 bph
B15	Bexleyheath Station, Welling, Falconwood, Eltham, Horn Park	3 bph	3 bph	2 bph	3 bph	2 bph
B16	Welling, Falconwood, Eltham, Kidbrooke	4 bph	4 bph	2 bph	4 bph	2 bph

Gaps in Connectivity

The site is within walkable distance of Bexleyheath Station. The site lacks direct railway connection to major employment zone in London including Canary Wharf and Stratford. The site lacks direct bus services to the south of the borough.

Connectivity: Walking and Cycling

Site Area (Ha): 0.29

Public Transport Accessibility Level (PTAL): 5

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	<12 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is within 10-minute walking distance from Bexleyheath Station via Avenue Road.

The nearest supermarket (ASDA) is within 5-minute (300m) walking distance to the west

The nearest library (Central Library) is within 15-minute walking distance to the east.

The nearest clinic (Crook Log Medical Practice) is within 5-minute walking distance to the west.

The nearest hospital (Erith and District) is within 50-minute walking distance or 20-minute cycling distance

The nearest leisure centre (Crook Log Leisure Centre) is within 15-minute walking distance or 5-minute cycling distance via Broadway.

The site is within a 15-minute walking distance from Russell Park

There are 2 primary schools (Upland Primary and Crook Log Primary) within 15-minute walking distance and 1 secondary school (Townley Grammar) within 15-minute walking distance from the site.

Current Provision – Footways

The footways on Broadway are approximately 2m wide.

Current Provision – Crossing Facilities

There is a pelican crossing on Broadway 110m to the west and a zebra crossing 160m to the east

Current Provision – Cycle Lane and Track

There is no cycling provision in the local area.

Gaps in Connectivity

The section of Broadway to the north of the site is busy with kerbside activity which makes cycling unattractive.

Site Connectivity: Site BH014 ASDA Bexleyheath Crook Log

Connectivity: Public Transport

Site Area (Ha): 0.26

Public Transport Accessibility Level (PTAL): 5

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Direct Service
Queen Mary Hospital	Change Required
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Bexleyheath Station (750m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 trains per hour (tph)	2 tph	0
London Charing Cross	5 tph	2 tph	0
London Victoria	3 tph	2 tph	2 tph
Dartford	6 tph	2 tph	0
Slade Green	4 tph	2 tph	0
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Upton Road Bus Stop (BK) (150m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
89	Barnehurst, Northumberland Heath, Slade Green	6 bph	5 bph	3 bph	5 bph	3 bph

96	Crayford, Dartford, Darent Valley Hosp., Bluewater	10 bph	7 bph	4 bph	8 bph	5 bph
B11, B16	Bexleyheath Bus Garage	8 bph	8 bph	4 bph	8 bph	4 bph
B12	Bexley, Coldblow	4 bph	3 bph	2 bph	3 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Upton Road Bus Stop (BN) (120m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
89	Welling, Shooters Hill, Blackheath, Lewisham	6 bph	5 bph	3 bph	5 bph	3 bph
96	Welling, East Wickham, Plumstead, Woolwich	10 bph	7 bph	4 bph	8 bph	5 bph
422	Bexleyheath Station, Bedonwell Road, East Wickham, Plumstead, Woolwich	6 bph	5 bph	5 bph	5 bph	5 bph
486	Welling, Shooters Hill, QE. Hospital, Charlton, North Greenwich	10 bph	6 bph	4 bph	6 bph	4 bph
B11	Bexleyheath Station, Okehampton Crescent, Abbey Wood, Thamesmead	4 bph	4 bph	2 bph	4 bph	2 bph
B12	Bexleyheath Station, Northumberland Heath, Erith	4 bph	3 bph	2 bph	3 bph	2 bph
B14	Danson Road, Albany Park, Sidcup, St. Paul's Cray, Orpington	2 bph	2 bph	1 bph	2 bph	2 bph
B15	Bexleyheath Station, Welling, Falconwood, Eltham, Horn Park	3 bph	3 bph	2 bph	3 bph	2 bph
B16	Welling, Falconwood, Eltham, Kidbrooke	4 bph	4 bph	2 bph	4 bph	2 bph

Gaps in Connectivity

The site is within walkable distance of Bexleyheath Station. The site lacks direct railway connection to major employment zone in London including Canary Wharf and Stratford. The site lacks direct bus services to the south of the borough.

Connectivity: Walking and Cycling

Site Area (Ha): 0.26

Public Transport Accessibility Level (PTAL): 5

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	<12 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is within 10-minute walking distance from Bexleyheath Station via Avenue Road.

The nearest supermarket (ASDA) is on the site. The next nearest supermarket (ASDA) is in 10-minute walking distance to the east.

The nearest library (Central Library) is within 15-minute walking distance to the east.

The nearest clinic (Crook Log Medical Practice) is next to the site.

The nearest hospital (Erith and District) is within 50-minute walking distance or 20-minute cycling distance

The nearest leisure centre (Crook Log Leisure Centre) is within 10-minute walking distance or 5-minute cycling distance via Broadway.

The site is within a 10-minute walking distance from Danson Park

There are 2 primary schools (Upland Primary and Crook Log Primary) within 15-minute walking distance and 1 secondary school (Bexleyheath Academy) within 15-minute walking distance from the site.

Current Provision – Footways

The footways on Broadway are approximately 2m wide.

Current Provision – Crossing Facilities

There are two island crossings on Broadway approximately 50m east and west of the site.

Current Provision – Cycle Lane and Track

There is no cycling provision in the local area.

Gaps in Connectivity

The section of Broadway to the north of the site is busy which makes cycling unattractive.

Site Connectivity: Site BH015 Avenue Road Car Park, Bexleyheath

Connectivity: Public Transport

Site Area (Ha): 0.44

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Change Required
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Bexleyheath Station (200m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 trains per hour (tph)	2 tph	0
London Charing Cross	5 tph	2 tph	0
London Victoria	3 tph	2 tph	2 tph
Dartford	6 tph	2 tph	0
Slade Green	4 tph	2 tph	0
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Bexleyheath Station Bus Stop (BH)/(BF) (260-270m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
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422, B11, B15	Bexleyheath Town Centre	13 bph	12 bph	9 bph	12 bph	9 bph
B12	Bexleyheath, Bexley, Coldblow	4 bph	3 bph	2 bph	3 bph	2 bph
422	Bedonwell Road, East Wickham, Plumstead, Woolwich	6 bph	5 bph	5 bph	5 bph	5 bph
B11	Okehampton Crescent, Abbey Wood, Thamesmead	4 bph	4 bph	2 bph	4 bph	2 bph
B12	Northumberland Heath, Erith	4 bph	3 bph	2 bph	3 bph	2 bph
B15	Welling, Falconwood, Eltham, Horn Park	3 bph	3 bph	2 bph	3 bph	2 bph

Gaps in Connectivity

The site lacks direct bus connection to Sidcup. The site lacks direct railway connection to major employment zone in London including Canary Wharf and Stratford.

Connectivity: Walking and Cycling

Site Area (Ha): 0.44

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	<12 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is within 3-minute walking distance from Bexleyheath Station.

The nearest supermarket (Sainsbury's) is next to the site.

The nearest library (Central Library) is within 20-minute walking distance to the east.

The nearest clinic (Crook Log Medical Practice) is within 10-minute walking distance.

The nearest hospital (Erith and District) is within 50-minute walking distance or 20-minute cycling distance along Erith Road.

The nearest leisure centre (Crook Log Leisure Centre) is within 10-minute walking distance or 5-minute cycling distance via Broadway.

The site is within 15-minute walking distance from the nearest park (Danson Park).

There are 2 primary schools (Upland and Crook Log) within 15-minute walking distance. There is a secondary school (Bexleyheath Academy) within 15-minute walking distance.

Current Provision - Footways

Avenue Road, the main road east of the site has 2m wide footways on both sides. There is a pedestrian link from Blackthorn Crescent onto Brampton Road.

Current Provision - Crossing Facilities

There is a zebra crossing outside the site on Avenue Road to access Bexleyheath station.

Current Provision - Cycle Lane and Track

There is no cycle provision on Avenue Road and within the local area.

Gaps in Connectivity

The site has high accessibility to most facilities within walking distance. The site lacks cycling routes to Bexleyheath town centre, East Wickham and Welling town centre.

Site Connectivity: Site BH016 Buildbase, 15-17 Pickford Lane, Bexleyheath

Connectivity: Public Transport

Site Area (Ha): 0.3

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Change Required
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Bexleyheath Station (130m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 trains per hour (tph)	2 tph	0
London Charing Cross	5 tph	2 tph	0
London Victoria	3 tph	2 tph	2 tph
Dartford	6 tph	2 tph	0
Slade Green	4 tph	2 tph	0
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Bexleyheath Station Bus Stop (BG) (20m)

Route	Destination(s)	Weekday Peak	Weekday Off-Peak	Weekday Evening	Sat	Sun
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422, B11, B15	Bexleyheath Town Centre	13 bph	12 bph	9 bph	12 bph	9 bph
B12	Bexleyheath, Bexley, Coldblow	4 bph	3 bph	2 bph	3 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Bexleyheath Station Bus Stop (BH) (20m)

Route	Destination(s)	Weekday Peak	Weekday Off Peak	Weekday Evening	Sat	Sun
422	Bedonwell Rd., East Wickham, Plumstead, Woolwich	6 bph	5 bph	5 bph	5 bph	5 bph
B11	Okehampton Crescent, Abbey Wood, Thamesmead	4 bph	4 bph	2 bph	4 bph	2 bph
B12	Northumberland Heath, Erith	4 bph	3 bph	2 bph	3 bph	2 bph
B15	Welling, Falconwood, Eltham, Horn Park	3 bph	3 bph	2 bph	3 bph	2 bph

Gaps in Connectivity

The site lacks direct railway connection to major employment zone in London including Canary Wharf and Stratford. The site lacks direct bus services to the south of the borough.

Connectivity: Walking and Cycling

Site Area (Ha): 0.3

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	<12 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is within a 5-minute walk of Bexleyheath Station

The nearest supermarket (Sainsbury's Local) is within 5-minute walking distance to the east.

The nearest library (Bostall Library) is within 20-minute walking distance to the north.

The nearest clinic (Crook Log Medical Practice) is within a 10-minute walk

The nearest hospital (Erith and District) is within 50-minute walking distance or 20-minute cycling distance

The nearest leisure centre (Crook Log Leisure Centre) is within 15-minute walking distance or 5-minute cycling distance via Broadway.

The site is within a 15-minute walking distance from Danson Park

There are 2 primary schools (Upland Primary and Crook Log Primary) within 15-minute walking distance and 1 secondary school (Bexleyheath Academy) within 15-minute walking distance from the site.

Current Provision – Footways

The footways on Pickford Lane are approximately 2m wide with forecourt parking for local shops on the western side and street furniture typically located outside shopping parades.

Current Provision – Crossing Facilities

There is a zebra crossing on Pickford Lane 50m to the south

Current Provision – Cycle Lane and Track

There is no cycling provision in the local area. Local streets form an alternative on-street cycle route for east-west movements between Welling and Bexleyheath avoiding Broadway/Crook Log.

Gaps in Connectivity

The site has good access to most facilities within walking distance.

Site Connectivity: Site BV001 ASDA and B&Q Belvedere, Lower Road

Connectivity: Public Transport

Site Area (Ha): 3.34

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Direct Service
Queen Mary Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Belvedere Station (150m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 trains per hour (tph)	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Picardy Manorway Bus Stop (E) (F) (100-125m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
401	Thamesmead	4 bph	4 bph	3 bph	4 bph	2 bph
401	Bexleyheath	4 bph	4 bph	3 bph	4 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Belvedere Station Bus Stop (C) (H) (200–250m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
229, 469	Erith	10 bph	10 bph	6 bph	10 bph	6 bph
229	Northumberland Heath, Bexleyheath, Bexley, Sidcup, QM Hospital	6 bph	6 bph	4 bph	6 bph	4 bph
401	Belvedere Industrial Area, Abbey Wood, Thamesmead	4 bph	4 bph	3 bph	4 bph	2 bph
229, 469	Abbey Wood, Thamesmead	10 bph	10 bph	6 bph	10 bph	6 bph
401	Belvedere, Bexleyheath	4 bph	4 bph	3 bph	4 bph	2 bph
469	Plumstead, Woolwich, QE Hospital	4 bph	4 bph	2 bph	4 bph	2 bph

Gaps in Connectivity

The site does not have direct bus services to east of the borough including Slade Green and Crayford. The site does not have a direct rail connection to the major employment areas in east London including Canary Wharf and Stratford.

The journey time of bus 229 to Sidcup and south of the borough is long and unattractive.

Connectivity: Walking and Cycling

Site Area (Ha): 3.34

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	>80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	12-15 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	>80% on cycle route

Connected Major Area

The site is next to Belvedere station.

The site is near the local shops on Picardy Street.

The site is on an existing supermarket ASDA. The next nearest supermarket Lidl is located within 10-minute walking distance from the site.

The nearest clinic (Bulbanks Medical Centre) is within 10-minute walking distance.

The nearest hospital (Erith and District) is within 20-minute cycling distance. The cycling route follows the advisory cycle lane on Lower Road and through quiet streets (Battle Road, Pembroke Road). The cycle provision ends at Fraser Road.

The nearest leisure centre (Erith Leisure) is in 20-minute cycling distance. The route follows the same routing to Erith and District Hospital.

The site is within a 5-minute walking distance from Frank's Park.

The nearest library (Upper Belvedere Library) is within 20-minute walking distance. Cycling to the library is difficult as the ascent up Picardy Road is quite steep.

There is a primary school (Belvedere Junior) within 15-minute walking distance from site.

Current Provision – Footways

The width of the footway is 2 metre. There are also step-free ramps to access Picardy Manorway flyover for the area north of the railway line.

Current Provision – Crossing Facilities

There is a zebra crossing on Lower Road and a subway under Picardy Manorway for pedestrian travelling east alongside Lower Road.

Current Provision – Cycle Lane and Track

There is a shared footway on Lower Road, bypassing the Lower Road – Picardy Manorway Roundabout. The cycle lane on B213 Lower Road/Picardy Street is an advisory cycle lane, which connects to Abbey Wood and Battle Street.

Gaps in Connectivity

The site is connected to most major facilities within walking and cycling distance.

Site Connectivity: Site BV002 Belvedere Family Centre and Utilities Substation, Station Road, Belvedere

Connectivity: Public Transport

Site Area (Ha): 0.63

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Direct Service
Queen Mary Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Belvedere Station (20m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 trains per hour (tph)	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Belvedere Station Bus Stop (C) (H) (30–250m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
229, 469	Erith	10 bph	10 bph	6 bph	10 bph	6 bph

229	Northumberland Heath, Bexleyheath, Bexley, Sidcup, QM Hospital	6 bph	6 bph	4 bph	6 bph	4 bph
401	Belvedere Industrial Area, Abbey Wood, Thamesmead	4 bph	4 bph	3 bph	4 bph	2 bph
229, 469	Abbey Wood, Thamesmead	10 bph	10 bph	6 bph	10 bph	6 bph
401	Belvedere, Bexleyheath	4 bph	4 bph	3 bph	4 bph	2 bph
469	Plumstead, Woolwich, QE Hospital	4 bph	4 bph	2 bph	4 bph	2 bph

Gaps in Connectivity

The site does not have a direct bus service to east of the borough including Slade Green and Crayford. The site does not have a direct rail connection to the major employment areas in east London including Canary Wharf and Stratford.

The journey time of bus 229 to Sidcup and south of the borough is long and unattractive.

Connectivity: Walking and Cycling

Site Area (Ha): 0.63

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	>80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	12-15 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	>80% on cycle route

Connected Major Area

The site is next to Belvedere station.

The site is near the local shops on Picardy Street.

The site is next to the existing ASDA supermarket. The next nearest supermarket Lidl is located within a 10-minute walking distance from the site.

The nearest clinic (Bulbanks Medical Centre) is within 10-minute walking distance.

The nearest hospital (Erith and District) is in 20-minute cycling distance. The cycling route follows the advisory cycle lane on Lower Road and through quiet streets (Battle Road, Pembroke Road). The cycle provision ends at Fraser Road.

The nearest leisure centre (Erith Leisure) is in 20-minute cycling distance. The route follows the same routing to Erith and District Hospital. The site is within 5-minute walking distance from Frank's Park.

The nearest library (Upper Belvedere Library) is within 20-minute walking distance. Cycling to the library is difficult as the ascent up Picardy Road is quite steep.

There is a primary school (Belvedere Junior) within 15-minute walking distance from site.

Current Provision – Footways

The width of the footway around the site is 2 metre there is a step-free ramp to Picardy Manorway Flyover for access to north of railway line.

Current Provision – Crossing Facilities

There is a zebra crossing on Lower Road and a subway under Picardy Manorway for pedestrian travelling east alongside Lower Road.

Current Provision – Cycle Lane and Track

There is a shared footway on Lower Road, bypassing the Lower Road – Picardy Manorway Roundabout.

The cycle lane on B213 Lower Road/Picardy Street is an advisory cycle lane, which connects to Abbey Wood and Battle Street.

Gaps in Connectivity

The site is connected to most major facilities within walking and cycling distance.

Site Connectivity: Site BV003 Belvedere Station and Network Rail land, Station Road, Belvedere

Connectivity: Public Transport

Site Area (Ha): 0.44

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
QE Hospital	Direct Service
QM Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Belvedere Station (0m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 trains per hour (tph)	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Belvedere Station Bus Stop (C) (H) (150-200 m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
229, 469	Erith	10 bph	10 bph	6 bph	10 bph	6 bph

229	Northumberland Heath, Bexleyheath, Bexley, Sidcup, QM Hospital	6 bph	6 bph	4 bph	6 bph	4 bph
401	Belvedere Industrial Area, Abbey Wood, Thamesmead	4 bph	4 bph	3 bph	4 bph	2 bph
229, 469	Abbey Wood, Thamesmead	10 bph	10 bph	6 bph	10 bph	6 bph
401	Belvedere, Bexleyheath	4 bph	4 bph	3 bph	4 bph	2 bph
469	Plumstead, Woolwich, QE Hospital	4 bph	4 bph	2 bph	4 bph	2 bph

Gaps in Connectivity

The site does not have direct bus service to east of the borough including Slade Green and Crayford for local employment opportunities. The site does not have direct rail connection to major employment area in east London including Canary Wharf and Stratford.

The journey time of bus 229 to Sidcup and south of the borough is long and undesirable. This hinders the accessibility to local employment opportunities in the south of the borough.

Connectivity: Walking and Cycling

Site Area (Ha): 0.44

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	>80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	12-15 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	>80% on cycle route

Connected Major Area

The site is next to Belvedere station.

The site is near the local shops on Picardy Street.

The site is on an existing supermarket ASDA. The next nearest supermarket Lidl is located within 10-minute walking distance from the site.

The nearest clinic (Bulbanks Medical Centre) is within 10-minute walking distance.

The nearest hospital (Erith and District) is within 20-minute cycling distance. The cycling route follows the advisory cycle lane on Lower Road and through quiet streets (Battle Road, Pembroke Road). The cycle provision ends at Fraser Road.

The nearest leisure centre (Erith Leisure) is in 20-minute cycling distance. The route follows the same routing to Erith and District Hospital.

The site is within a 5-minute walking distance from Frank's Park.

The nearest library (Upper Belvedere Library) is within 20-minute walking distance. Cycling to the library is difficult as the ascent up Picardy Road is quite steep.

There is a primary school (Belvedere Junior) within 15-minute walking distance from site.

Current Provision – Footways

The width of the footway is 2 metre. There are also step-free ramps to access Picardy Manorway flyover for the area north of the railway line.

Current Provision – Crossing Facilities

There is a zebra crossing on Lower Road and a subway under Picardy Manorway for pedestrian travelling east alongside Lower Road.

Current Provision – Cycle Lane and Track

There is a shared footway on Lower Road, bypassing the Lower Road – Picardy Manorway Roundabout.

The cycle lane on B213 Lower Road/Picardy Street is an advisory cycle lane, which connects to Abbey Wood and Battle Street.

Gaps in Connectivity

The site requires a footway surrounding the site and a cycle lane/shared footway on Railway Place and Station Road to connect to the existing cycle lane on B213 Lower Road/Picardy Street.

Site Connectivity: Site BV004 Railway Place Shops, Station Road, Belvedere

Connectivity: Public Transport

Site Area (Ha): 0.84

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
QE Hospital	Direct Service
QM Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Belvedere Station (250m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 trains per hour (tph)	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Gilbert Road Bus Stop (J) (B) (30-60m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
229, 469	Erith	10 bph	10 bph	6 bph	10 bph	6 bph

229	Northumberland Heath, Bexleyheath, Bexley, Sidcup, QM Hospital	6 bph	6 bph	4 bph	6 bph	4 bph
229, 469	Abbey Wood, Thamesmead	10 bph	10 bph	6 bph	10 bph	6 bph
469	Plumstead, Woolwich, QE Hospital	4 bph	4 bph	2 bph	4 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Belvedere Station Bus Stop (C) (H) (250-340m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
401	Belvedere Industrial Area, Abbey Wood, Thamesmead	4 bph	4 bph	3 bph	4 bph	2 bph
401	Belvedere, Bexleyheath	4 bph	4 bph	3 bph	4 bph	2 bph

Gaps in Connectivity

The site does not have direct bus services to east of the borough including Slade Green and Crayford. The site does not have a direct rail connection to the major employment areas in east London including Canary Wharf and Stratford.

The journey time of bus 229 to Sidcup and south of the borough is long and unattractive.

Connectivity: Walking and Cycling

Site Area (Ha): 0.84

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	>80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	12-15 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	>80% on cycle route

Connected Major Area

The site next to Belvedere station.

The site is located within the local shops on Picardy Street.

The site is in 5-minute walking distance from the existing ASDA supermarket. The next nearest supermarket Lidl is located within a 10-minute walking distance from the site. .

The nearest clinic (Bulbanks Medical Centre) is within 15-minute walking distance.

The nearest hospital (Erith and District) is in 20-minute cycling distance. The cycling route follows the advisory cycle lane on Lower Road and through quiet streets (Battle Road, Pembroke Road). The cycle provision ends at Fraser Road.

The nearest leisure centre (Erith Leisure) to the site is in 20-minute cycling distance. The route follows the same routing to Erith and District Hospital. The site is within 10-minute walking distance from Frank's Park.

The nearest library (Upper Belvedere Library) is within 20-minute walking distance. Cycling to the library is difficult as the ascent up Picardy Road is quite steep.

There is a primary school (Belvedere Junior) within 15-minute walking distance from site.

Current Provision – Footways

The width of the public footway is 2 metre.

There are no barriers between the footway and the road, which improves the walking experience.

Current Provision – Crossing Facilities

There are 2 zebra crossings on Lower Road and Picardy Street to reach the westbound bus stops. There is no crossing on Station Road.

There site is near a footbridge located at Belvedere Station with steps only to cross the railway line to the north of the line.

Current Provision – Cycle Lane and Track

There is a shared footway on Lower Road, bypassing the Lower Road – Picardy Manorway Roundabout.

The cycle lane on B213 Lower Road/Picardy Street is an advisory cycle lane, which connects to Abbey Wood and Battle Street.

Gaps in Connectivity

The site is connected to most major facilities within walking and cycling distance.

Site Connectivity: Site BV007 SGN Belvedere Holder Station, Yarnton Way

Connectivity: Public Transport

Site Area (Ha): 3.53

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
QE Hospital	Direct Service
QM Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Belvedere Station (220m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 trains per hour (tph)	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Hailey Road Bus Stop (40m-100m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.

180	Belvedere Industrial Area, Abbey Wood, Plumstead, Woolwich, Lewisham	8 bph	6 bph	4 bph	6 bph	4 bph
401	Bexleyheath, Abbey Wood, Thamesmead	4 bph	4 bph	3 bph	4 bph	2 bph

Gaps in Connectivity

The site does not have a direct bus service to east of the borough including Slade Green and Crayford. The site does not have a direct rail connection to the major employment areas in east London including Canary Wharf and Stratford.

Connectivity: Walking and Cycling

Site Area (Ha): 3.53

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	>80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	12-15 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	>80% on cycle route

Connected Major Area

The site is within 5-minute walking distance from Belvedere Station along residential streets.

The site is within 10-minute walking distance from the local shops on Picardy Street via the footbridge at the station.

The nearest supermarkets ASDA and Lidl are located within 10-minute walking distance from the site.

The nearest clinic (Lakeside Medical Practice) is at 25-minute walking distance or 10-minute cycling distance on Yarnton Way on segregated cycle track.

The nearest hospital (Erith and District) is in 20-minute cycling distance. The cycling route follows the advisory cycle lane on Lower Road and through quiet streets (Battle Road, Pembroke Road). The cycle provision ends at Fraser Road.

The nearest leisure centre (Erith Leisure) to the site is in 20-minute cycling distance. The route follows the route to Erith and District Hospital.

The site is within 15-minute walking distance from Frank's Park and is 10-minute walking distance from Erith Marshes.

The nearest library (Upper Belvedere Library) is within 20-minute walking distance. Cycling to the library is difficult as the ascent up Picardy Road is quite steep.

There are 4 primary schools (Belvedere Junior, Northwood Primary, Garrard Academy, Parkway Primary) within 15-minute walking distance from site. There is a secondary school (Harris Garrard) within 15-minute walking distance from the site.

Current Provision – Footways

Yarnton Way (north of the site), Sutherland Road and Norman Road (east of the site, connects to railway station) have 2-metre wide footways.

Current Provision – Crossing Facilities

There is a two-stage pelican crossing on Yarnton Way 100m east of the site, to access industrial land and bus stops on the other side. There are no crossing facilities on Norman Road near Belvedere Station although the road is access-only.

There is a footbridge at Belvedere Station to Lower Belvedere local centre.

Current Provision – Cycle Lane and Track

The nearest cycle track is the shared footway on the north side of Yarnton Way from Harrow Manorway to Waldrist Way. There is another cycle track from the northern end of Norman Road round to Clydesdale Way and Anderson Way which connects into the Thames Path.

Gaps in Connectivity

The site is connected to some shops and other services but the wide roads and railway line make journeys by foot and cycle difficult.

Site Connectivity: BV010 Monarch Works, Station Road North, Belvedere

Connectivity: Public Transport

Site Area (Ha): 0.63

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Direct Service
Queen Mary Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Belvedere (100 m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 trains per hour (tph)	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Belvedere Station (C) (H) (80-140 m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
229, 469	Erith	10 bph	10 bph	6 bph	10 bph	6 bph

229	Northumberland Heath, Bexleyheath, Bexley, Sidcup, QM Hospital	6 bph	6 bph	4 bph	6 bph	4 bph
401	Belvedere Industrial, Abbey Wood, Thamesmead	4 bph	4 bph	3 bph	4 bph	2 bph
229, 469	Abbey Wood, Thamesmead	10 bph	10 bph	6 bph	10 bph	6 bph
469	Plumstead, Woolwich, QE Hospital	4 bph	4 bph	2 bph	4 bph	2 bph
401	Belvedere, Bexleyheath	4 bph	4 bph	3 bph	4 bph	2 bph

Gaps in Connectivity

The site does not have a direct bus service to the east of the borough. The site does not have direct rail connections to major employment areas in east London including Canary Wharf and Stratford.

The journey time of bus 229 to Sidcup and south of the borough is long and unattractive for accessing jobs in the south of the borough.

Connectivity: Walking and Cycling

Site Area (Ha): 0.63

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	>80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	12-15 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	>80% on cycle route

Connected Major Area

The site is within 5-minute walking distance of Belvedere station with the route along Station Road North

The site is within 7-minute walking distance from the local shops on Picardy Street via the footbridge over the railway line.

An ASDA supermarket is located within 5-minute walking distance from the site.

The nearest clinic (Bulbanks Medical Centre) is within 15-minute walking distance.

The nearest hospital (Erith and District) is within 20-minute cycling distance. The cycling route follows the advisory cycle lane on Lower Road and through quiet streets (Battle Road, Pembroke Road). The cycle provision ends at Fraser Road.

The nearest leisure centre (Erith Leisure) is within 20-minute cycling distance. The route follows the same routing to Erith and District Hospital.

The site is within 10-minute walking distance from Frank's Park.

The nearest library (Upper Belvedere Library) is within 20-minute walking distance. Cycling to the library is difficult as the ascent up Picardy Road is quite steep.

There is a primary school (Belvedere Junior) within 15-minute walking distance from the site.

Current Provision – Footways

The site is only accessible by the western access from Station Road North which is a residential street with a 2m wide footway on the northern side.

Current Provision – Crossing Facilities

There is a footway on the western side of the Picardy Manorway flyover with a stepped access down to Station Road North near the site entrance giving pedestrians a crossing of the railway line).

Current Provision – Cycle Lane and Track

There is a shared footway on Lower Road, bypassing the Lower Road – Picardy Manorway Roundabout. The cycle lane on B213 Lower Road/Picardy Street is an advisory cycle lane, which connects to Abbey Wood and Battle Street.

Gaps in Connectivity

The site is connected to some of the local services within walking and cycling distance but the site is generally isolated by the railway line to the south and Picardy Manorway to the west.

Site Connectivity: Site BV012 Crabtree Manorway South Industrial Area

Connectivity: Public Transport

Site Area (Ha): 5.03

Public Transport Accessibility Level (PTAL): 1B

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
QE Hospital	Direct Service
QM Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Belvedere Station (300m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 trains per hour (tph)	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Picardy Manorway Bus Stop (E) (F) (60-95m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
401	Belvedere, Bexleyheath, Belvedere Industrial Area, Abbey Wood, Thamesmead	4 bph	4 bph	3 bph	4 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Poplar Mount Bus Stop (150-195m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
229, 469	Erith	10 bph	10 bph	6 bph	10 bph	6 bph
229	Northumberland Heath, Bexleyheath, Bexley, Sidcup, QM Hospital, Abbey Wood, Thamesmead	6 bph	6 bph	4 bph	6 bph	4 bph
469	Plumstead, Woolwich, QE Hospital, Abbey Wood	4 bph	4 bph	2 bph	4 bph	2 bph

Gaps in Connectivity

The site does not have a direct bus service to east of the borough including Slade Green and Crayford. The site does not have a direct rail connection to the major employment areas in east London including Canary Wharf and Stratford.

The journey time of bus 229 to Sidcup and south of the borough is long and unattractive.

Connectivity: Walking and Cycling

Site Area (Ha): 5.03

Public Transport Accessibility Level (PTAL): 1B

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	>80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	12-15 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	>80% on cycle route

Connected Major Area

The site is within 5-minute walking distance to Belvedere station.

The site is within 10-minute walking distance to the local shops on Picardy Street via the footbridge on Picardy Manorway or the footbridge at Belvedere Station.

The site is within 5-minute walking distance from the ASDA supermarket. The next nearest supermarket Lidl is located within 10-minute walking distance.

The nearest clinic (Bulbanks Medical Centre) is within 15-minute walking distance.

The nearest hospital (Erith and District) is in 20-minute cycling distance. The cycling route follows the advisory cycle lane on Lower Road and through quiet streets (Battle Road, Pembroke Road). The cycle provision ends at Fraser Road.

The nearest leisure centre (Erith Leisure) is in 20-minute cycling distance. The route follows the same routing to Erith and District Hospital. The site is within 5-minute walking distance from Frank's Park.

The nearest library (Upper Belvedere Library) is within 20-minute walking distance. Cycling to the library is difficult as the ascent up Picardy Road is quite steep.

There is a primary school (Belvedere Junior) within 15-minute walking distance from site.

Current Provision – Footways

There is a narrow footway on the east side of Crabtree Manorway South which is interrupted by wide access roads for industrial traffic and parking of heavy goods vehicles. There is no footway on the south side of Bronze Age Way or the north side of the railway line.

Current Provision – Crossing Facilities

There is a stepped ramp footbridge at the southern end of Crabtree Manorway South to cross the railway line to Mitchell Close. There is a similar stepped ramp footbridge over Bronze Age Way near the junction of Crabtree Manorway which connects to Crabtree Manorway North and a shared cycle track connection into Church Manorway near the Ocado site. There is a footway on the Bronze Age Way slip-road at the eastern end of the site, which connects to Lower Road.

Current Provision – Cycle Lane and Track

There are no cycling facilities near the site. The nearest cycling measures are the advisory cycle lanes on Lower Road, 300m to the south and the cycle track link to the north between Crabtree Manorway North and Church Manorway.

Gaps in Connectivity

There are no crossing facility over Bronze Age Way to access the industrial area and Thames Path to the north. There is also no direct access onto Lower Road Flyover at the eastern end.

The site is connected to most major facilities within walking and cycling distance.

Site Connectivity: Site BV013 Former Woodside School, Halt Robin Road, Belvedere

Connectivity: Public Transport

Site Area (Ha): 1.90

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
QE Hospital	Direct Service
QM Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Belvedere Station (300m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 trains per hour (tph)	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Halt Robin Lane Bus Stop (G) (D) (0-20m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
229, 469	Erith	10 bph	10 bph	6 bph	10 bph	6 bph

229	Northumberland Heath, Bexleyheath, Bexley, Sidcup, QM Hospital	6 bph	6 bph	4 bph	6 bph	4 bph
229, 469	Abbey Wood, Thamesmead	10 bph	10 bph	6 bph	10 bph	6 bph
469	Plumstead, Woolwich, QE Hospital	4 bph	4 bph	2 bph	4 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Lower Road Bus Stop (C) (140m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
401	Belvedere Industrial Area, Abbey Wood, Thamesmead	4 bph	4 bph	3 bph	4 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Picardy Manorway Bus Stop (F) (160m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
401	Belvedere, Bexleyheath	4 bph	4 bph	3 bph	4 bph	2 bph

Gaps in Connectivity

The site does not have direct bus services to east of the borough including Slade Green and Crayford. The site does not have a direct rail connection to the major employment areas in east London including Canary Wharf and Stratford.

The journey time of bus 229 to Sidcup and south of the borough is long and unattractive.

Connectivity: Walking and Cycling

Site Area (Ha): 1.90

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	>80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	12-15 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route

Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	>80% on cycle route

Connected Major Area

The site is within 10-minute walking distance to Belvedere station.

The site is in 10-minute walking distance to the local shops on Picardy Street.

The site is in 5-minute walking distance from the ASDA supermarket.

The nearest clinic (Bulbanks Medical Centre) is within 20-minute walking distance, or 10-minute cycling distance.

The nearest hospital (Erith and District) is in 20-minute cycling distance. The cycling route follows the advisory cycle lane on Lower Road and through quiet streets (Battle Road, Pembroke Road). The cycle provision ends at Fraser Road.

The nearest leisure centre (Erith Leisure) to the site is in 20-minute cycling distance. The route follows the same routing to Erith and District Hospital. The site is within 5-minute walking distance from Frank's Park.

The nearest library (Upper Belvedere Library) is within 25-minute walking distance. Cycling to the library is difficult as the ascent up Picardy Road is quite steep.

There is a primary school (Belvedere Junior) within 15-minute walking distance from site.

Current Provision – Footways

There are 2m wide footways on Lower Road and Halt Robin Road. There is a path to the east of the site connecting Halt Robin Road and Lower Road.

Current Provision – Crossing Facilities

There are two zebra crossings on Lower Road, 50m to the east and 210m to the west, which give access to the railway station, ASDA supermarket, bus stops and the junior school.

Current Provision – Cycle Lane and Track

The cycle lane on B213 Lower Road is an advisory cycle lane which connects Abbey Wood and Erith.

Gaps in Connectivity

The site is connected to most major facilities within walking and cycling distance. There is no direct pedestrian crossing to the ASDA site opposite.

Site Connectivity: Site BX001 Bexley High Street Car Park

Connectivity: Public Transport

Site Area (Ha): 0.30

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
QE Hospital	Change Required
QM Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Change Required

Frequency of Train Services from Bexley Station (180m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 trains per hour (tph)	2 tph	2 tph
London Charing Cross	5 tph	2 tph	2 tph
Dartford	4 tph	2 tph	0
Slade Green	2 tph	2 tph	2 tph
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Bexley Station Bus Stop (E) (D) (120-160m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
132	Blackfen, Eltham, Kidbrooke, North Greenwich, Bexleyheath	6 bph	6 bph	4 bph	6 bph	6 bph
229	Albany Park, Sidcup, QM Hospital, Bexleyheath,	6 bph	6 bph	4 bph	6 bph	4 bph

Barnehurst, Northumberland Heath, Erith, Belvedere, Abbey Wood, Thamesmead					
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Gaps in Connectivity

The site lacks direct bus connections to Welling, Slade Green and Dartford. The site is also lacking direct connections to major employment area in London including Canary Wharf and Stratford.

Connectivity: Walking and Cycling

Site Area (Ha): 0.30

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is next to Bexley Railway Station.

The nearest library (Bexley Community) is within 5-minute walking distance from the site, along Bourne Road.

The nearest clinic (Plas Meddyg Surgery) is in 10-minute walking distance west of the site.

There are two convenience stores (Nisa, Costcutter) within a 5-minute walk but there is no supermarket within walking distance.

The nearest hospital (Queen Mary) is in within 1-hour 15 mins walking distance or 20-minute cycling distance along Hurst Road and Bexley Lane.

The nearest leisure centre (Crayside Leisure Centre) is within 35-minute walking distance or 12-minute cycling distance via Bourne Road.

The site is within 10-minute walking distance from St Mary's Recreation Ground via Bourne Road.

There is one primary school (Old Bexley C of E) within 15-minute walking distance. There is a secondary school (Beths Grammar) within 15-minute walking distance.

Current Provision – Footways

Bexley High Street, the main road north of the site has a narrow carriageway and narrow footways (1-1.5 metre) on both side of the road with street furniture typically found on a shopping high street. Footpath FP146 runs along Tanyard Lane and through to Cray Meadows.

Current Provision – Crossing Facilities

There is a zebra crossing on Bexley High Street outside of the site, under the railway bridge. There is another zebra crossing on Bexley High Street, 50m west of the site entrance.

Current Provision – Cycle Lane and Track

There is no cycle provision in Bexley Village. Bexley High Street is narrow with heavy traffic and kerbside activity and is unattractive for cycling.

Gaps in Connectivity

The site has high accessibility to most facilities within walking distance except leisure facilities and hospitals. The site lacks any form of cycling provision to Bexleyheath Town Centre and Sidcup.

Site Connectivity: Site BX002 Crayford BT Telephone Exchange, Southwold Road, Bexley

Connectivity: Public Transport

Site Area (Ha): 0.33

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Change Required	Change Required
QM Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Change Required

Frequency of Train Services from Bexley Station (900m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 trains per hour (tph)	2 tph	2 tph
London Charing Cross	5 tph	2 tph	2 tph
Dartford	4 tph	2 tph	0
Slade Green	2 tph	2 tph	2 tph
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Hartford Road Bus Stop (H) (D) (230-250m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
132	Blackfen, Eltham, Kidbrooke, North Greenwich, Bexleyheath	6 bph	6 bph	4 bph	6 bph	6 bph

229	Albany Park, Sidcup, QM Hospital, Bexleyheath, Barnehurst, Northumberland Heath, Erith, Belvedere, Abbey Wood, Thamesmead	6 bph	6 bph	4 bph	6 bph	4 bph
492	Bexleyheath, Crayford, Dartford, Stone, Bluewater, Foots Cray, Sidcup	2 bph	2 bph	1 bph	2 bph	2 bph
B12	Bexleyheath Town and Station, North Heath, Erith, Coldblow, Joydens Wood	4 bph	3 bph	2 bph	3 bph	2 bph

Gaps in Connectivity

The site lacks direct bus connections to Welling and Slade Green. The site is in walkable distance from railway station. The site lacks direct railway connections to the major employment areas in London including Canary Wharf and Stratford.

Connectivity: Walking and Cycling

Site Area (Ha): 0.33

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is within 10-minute walking distance from Bexley station via Bourne Road.

The nearest library (Bexley Community) is within 5-minute walking distance along Bourne Road.

The nearest clinic (Thanet Road Surgery) is within 7-minute walking distance.

There are two convenience stores (Nisa, Costcutter) within a 15-minute walk but there is no supermarket within walking distance.

The nearest hospital (Erith and District) is within 1-hour walking distance or 20-minute cycling distance along Gravel Hill and Erith Road.

The nearest leisure centre (Crayside Leisure Centre) is within 30-minute walking distance or 12-minute cycling distance via Bourne Road.

The site is within 2-minute walking distance from St. Mary's Recreation Ground.

There is one primary school (Old Bexley C of E) within 15-minute walking distance. There is a secondary school (Beths Grammar) within 15-minute walking distance.

Current Provision – Footways

Bourne Road, the main road east of the site has 2m wide footways on both sides of the road but the location suffers from high levels of traffic during the peak period.

Current Provision – Crossing Facilities

There is a pelican crossing from the hotel across Southwold Road and this connects via the footway on the south side of the A2 to a footbridge over the A2 to Rochester Drive.

Current Provision – Cycle Lane and Track

There is a cycle route in both directions from the Hartford Road junction along Bourne Road and up Gravel Hill as far as Latham Road. This is mainly advisory cycle lanes with cycle track links to uncontrolled crossings of the side approaches at the two major roundabouts. There is no cycling provision to Bexley Village.

Gaps in Connectivity

The site has high accessibility to most facilities within walking distance. The site lacks cycling facilities to connect to Bexley Village and Sidcup.

Site Connectivity: Site CR001 Tower Retail Park, Crayford

Connectivity: Public Transport

Site Area (Ha): 3.42

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Direct Service
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Crayford Station (400m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 trains per hour (tph)	2 tph	2 tph
London Charing Cross	5 tph	2 tph	2 tph
Dartford	4 tph	2 tph	0
Slade Green	2 tph	2 tph	2 tph
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Crayford Town Hall Bus Stop (E) (0m)

Route	Destination(s)	Mon-Fri Peak	Mon-Fri Off-Peak	Mon-Fri Evening	Sat	Sun
96, 428	Dartford, Darent Valley Hospital, Bluewater	14 bph	11 bph	6 bph	12 bph	7 bph
492	Dartford, Stone, Greenhithe, Bluewater	2 bph	2 bph	1 bph	2 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Crayford Town Hall Bus Stop (M) (50m)

Route	Destination(s)	Mon-Fri Peak	Mon-Fri Off-Peak	Mon-Fri Evening	Sat	Sun
96	Bexleyheath, Welling, Plumstead, Woolwich	10 bph	7 bph	4 bph	8 bph	5 bph
428	Slade Green, Erith	4 bph	4 bph	2 bph	4 bph	2 bph
492	Barnehurst, Bexleyheath, Bexley, Sidcup	2 bph	2 bph	1 bph	2 bph	2 bph

Gaps in Connectivity

The site lacks direct bus connections to the north and south of the borough. The site also lacks direct connections to major employment areas in London including Canary Wharf and Stratford.

Connectivity: Walking and Cycling

Site Area (Ha): 3.42

PTAL: 2

Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	<12 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is within 5-minute walking distance of Crayford railway station, via Station Road.

The site is within 5-minute walking distance to Aldi and Sainsbury's supermarkets. There is also a retail park in Crayford town centre.

The nearest clinic (Townhall) and library (Crayford) are within 5-minute walking distance from the site.

The nearest hospital (Erith and District) is within a 55-minute walking distance or 25-minute cycling distance along London Road, Watling Street and Erith Road.

The nearest leisure centre (Crayside) is within 7-minute walking distance through Crayford town centre.

The nearest park (Shenstone) is within 10-minute walking distance along London Road. There is also Cray Gardens in the town centre.

There are three primary schools (St Paulinus C of E Primary, St. Joseph's Catholic Primary, Mayplace Primary) within 15-minute walking distance from site. There is also a secondary school (Shenstone) within 15-minute walking distance.

Current Provision – Footways

The site is bounded by 3m wide footways on Crayford Road.

Current Provision – Crossing Facilities

There are traffic islands across the Station Road/Crayford Road roundabout approaches and a pelican crossing on Crayford Road opposite the town hall site.

Current Provision – Cycle Lane and Track

There are no cycling measures in the local area.

Gaps in Connectivity

The site is connected to most major facilities within reasonable walking distance. However, the site and town centre lacks dedicated cycling provision to connect to neighbouring centres.

Site Connectivity: Site CR003 Sainsbury's, Stadium Way, Crayford

Connectivity: Public Transport

Site Area (Ha): 2.76

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Change Required
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Change Required
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Change Required

Frequency of Train Services from Crayford Station (20m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 trains per hour (tph)	2 tph	2 tph
London Charing Cross	5 tph	2 tph	2 tph
Dartford	4 tph	2 tph	0
Slade Green	2 tph	2 tph	2 tph
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Crayford Bridge Sainsbury's Bus Stop (N)

Route	Destination(s)	Weekday Peak Freq.	Weekday Off-Peak Freq.	Weekday Evening Freq.	Sat Freq.	Sun Freq.
96	Bexleyheath, Welling, Plumstead, Woolwich	10 bph	7 bph	4 bph	8 bph	5 bph
428	Slade Green, Erith	4 bph	4 bph	2 bph	4 bph	2 bph

492	Barnehurst, Bexleyheath, Bexley, Sidcup	2 bph	2 bph	1 bph	2 bph	2 bph
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Frequency of Bus Services (buses per hour BPH) from Crayford Bridge Bus Stop (D) (80m)

Route	Destination(s)	Weekday Peak Freq.	Weekday Off-Peak Freq.	Weekday Evening Freq.	Sat Freq.	Sun Freq.
96, 428	Dartford, Darent Valley Hospital, Bluewater	14 bph	11 bph	6 bph	12 bph	7 bph
492	Dartford, Stone, Greenhithe, Bluewater	2 bph	2 bph	1 bph	2 bph	2 bph

Gaps in Connectivity

The site lacks direct bus connections to the north and south of Bexley borough. The site also lacks direct connections to major employment areas in London including Canary Wharf and Stratford.

Connectivity: Walking and Cycling

Site Area (Ha): 2.76

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	<12 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is within 5-minute walking distance to Crayford railway station, via Station Road, to the south of the site.

The site is a Sainsbury's supermarket and there is an Aldi store opposite the site on Roman Way. There is also a retail park in the town centre.

The nearest clinic (Townhall) and library (Crayford) are within 5-minute walking distance from the site.

The nearest hospital (Erith and District) is within 55-minute walking distance or 25-minute cycling distance along Manor Way and Barnehurst Avenue.

The nearest leisure centre (Crayside) is adjacent to the site

The nearest park (Shenstone) is within 10-minute walking distance from the site along London Road. There is also Cray Gardens in the town centre.

There are three primary schools (St Paulinus C of E Primary, St. Joseph's Catholic Primary, Mayplace Primary) within 15-minute walking distance from site. There is also a secondary school (Shenstone) within 15-minute walking distance.

Current Provision – Footways

There is a pedestrian access from Crayford Road via the public space outside the library

Current Provision – Crossing Facilities

There are controlled pedestrian crossings at the signalled junction of Roman Way and Crayford Road.

Current Provision – Cycle Lane and Track

There is a short length of riverside cycle route adjacent to the Aldi car park between Roman Way and Crayford Road.

Gaps in Connectivity

The site is connected to most major facilities within reasonable walking distance. However, the site lacks a controlled pedestrian crossing on Roman Way which would provide a direct link to the town centre. The town centre lacks dedicated cycling provision to connect to neighbouring towns.

Site Connectivity: Site CR004 Crayford Greyhound Stadium, Crayford

Connectivity: Public Transport

Site Area (Ha): 1.67

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Change Required
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Change Required
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Change Required

Frequency of Train Services from Crayford Station (700m) [Door-to-Door Distance]

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 trains per hour (tph)	2 tph	2 tph
London Charing Cross	5 tph	2 tph	2 tph
Dartford	4 tph	2 tph	0
Slade Green	2 tph	2 tph	2 tph
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Crayford Bridge Sainsbury's Bus Stop (N) (220m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
96	Bexleyheath, Welling, Plumstead, Woolwich	10 bph	7 bph	4 bph	8 bph	5 bph
428	Slade Green, Erith	4 bph	4 bph	2 bph	4 bph	2 bph

492	Barnehurst, Bexleyheath, Bexley, Sidcup	2 bph	2 bph	1 bph	2 bph	2 bph
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Frequency of Bus Services (buses per hour BPH) from Crayford Bridge Bus Stop (D) (350m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
96, 428	Dartford, Darent Valley Hospital, Bluewater	14 bph	11 bph	6 bph	12 bph	7 bph
492	Dartford, Stone, Greenhithe, Bluewater	2 bph	2 bph	1 bph	2 bph	2 bph

Gaps in Connectivity

The site lacks direct bus connections to the north and south of Bexley borough. The site also lacks direct connections to major employment areas in London including Canary Wharf and Stratford.

Connectivity: Walking and Cycling

Site Area (Ha): 1.67

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	<12 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is within a 10-minute walking distance of Crayford railway station, via Station Road, to the east of the site. There is no direct link between the site and the station despite being adjacent to the station.

The site is next to Sainsbury’s supermarket and there is an Aldi store opposite the site on Roman Way.

The nearest clinic (Townhall) and library (Crayford) are within 10-minute walking distance.

The nearest hospital (Erith and District) is within 55-minute walking distance or 25-minute cycling distance along Manor Way and Barnehurst Avenue.

The nearest leisure centre (Crayside) is on the site.

The nearest park (Shenstone) is within 10-minute walking distance from the site along London Road. There is also Cray Gardens in the town centre.

There are three primary schools (St Paulinus C of E Primary, St. Joseph's Catholic Primary, Mayplace Primary) within 15-minute walking distance from site. There is also a secondary school (Shenstone) within 15-minute walking distance.

Current Provision – Footways

There is a 1.5m wide footway on Stadium Way on the opposite side of the site, to connect to town centre. Alternatively, there is access to Crayford town centre through Sainsbury's supermarket car park.

Current Provision – Crossing Facilities

There are controlled pedestrian crossings at the signalled junction of Roman Way and Crayford Road.

Current Provision – Cycle Lane and Track

There is a short length of riverside cycle route adjacent to the Aldi car park between Roman Way and Crayford Road.

Gaps in Connectivity

The site is connected to most major facilities within reasonable walking distance. The site lacks a controlled pedestrian crossing on Roman Way which would provide a direct link to the town centre. The site and town centre lacks dedicated cycling provision to connect to neighbouring towns. Moreover, there is no direct pedestrian/cycle link to the station despite being adjacent.

Site Connectivity: Site CR005 Former Electrobases/Wheatsheaf Works

Connectivity: Public Transport

Site Area (Ha): 2.50

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Change Required
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Change Required
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Change Required

Frequency of Train Services from Crayford Station (600m) [Door-to-Door Distance]

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 trains per hour (tph)	2 tph	2 tph
London Charing Cross	5 tph	2 tph	2 tph
Dartford	4 tph	2 tph	0
Slade Green	2 tph	2 tph	2 tph
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Bexley Lane Bus Stop (P)/(V) (0-50m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
96	Bexleyheath, Welling, Plumstead, Woolwich, Crayford, Dartford, Darent Valley Hospital, Bluewater	10 bph	7 bph	4 bph	8 bph	5 bph

Frequency of Bus Services (buses per hour BPH) from Crayford Bridge Sainsbury's Bus Stop (N) (300m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
428	Slade Green, Erith	4 bph	4 bph	2 bph	4 bph	2 bph
492	Barnehurst, Bexleyheath, Bexley, Sidcup	2 bph	2 bph	1 bph	2 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Crayford Bridge Bus Stop (D) (300m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
428	Dartford, Darent Valley Hospital, Bluewater	4 bph	4 bph	2 bph	4 bph	2 bph
492	Dartford, Stone, Greenhithe Bluewater	2 bph	2 bph	1 bph	2 bph	2 bph

Gaps in Connectivity

The site lacks direct bus connections to the north and south of Bexley borough. The site also lacks direct connections to major employment areas in London including Canary Wharf and Stratford.

Connectivity: Walking and Cycling

Site Area (Ha): 2.50

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	<12 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is within a 10-minute walking distance of Crayford railway station, via Station Road, to the east of the site. There is no direct link between the site and the station across the Sainsbury's car park.

The site is next to Sainsbury's supermarket and there is an Aldi store on Roman Way.

The nearest clinic (Townhall) and library (Crayford) are within 10-minute walking distance.

The nearest hospital (Erith and District) is within 55-minute walking distance or 25-minute cycling distance along Manor Way and Barnehurst Avenue.

The nearest leisure centre (Crayside) is near the site.

The nearest park (Shenstone) is within 10-minute walking distance from the site along London Road. There is also Cray Gardens in the town centre.

There are three primary schools (St Paulinus C of E Primary, St. Joseph's Catholic Primary, Mayplace Primary) within 15-minute walking distance from site. There is also a secondary school (Shenstone) within 15-minute walking distance.

Current Provision – Footways

There is a 1.5m wide footway on Roman Way and a 3m wide footway on the opposite side.

Current Provision – Crossing Facilities

There are controlled pedestrian crossings at the signalled junctions of Roman Way/London Road and Roman Way/Crayford Road.

Current Provision – Cycle Lane and Track

There is a short length of riverside cycle route adjacent to the Aldi car park between Roman Way and Crayford Road.

Gaps in Connectivity

The site is connected to most major facilities within reasonable walking distance. However, the site and town centre lacks dedicated cycling provision to connect to neighbouring towns. Moreover, there is no direct pedestrian/cycle link to the station.

Site Connectivity: Site NEW009 London Road Crayford

Connectivity: Public Transport

Site Area (Ha): 0.5

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Change Required
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Change Required
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Change Required

Frequency of Train Services from Crayford Station (600m) [Door-to-Door Distance]

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 trains per hour (tph)	2 tph	2 tph
London Charing Cross	5 tph	2 tph	2 tph
Dartford	4 tph	2 tph	0
Slade Green	2 tph	2 tph	2 tph
Gravesend	0	2 tph	2 tph

Bus Stop: Bexley Lane (P) (160m) / Crayford Bridge (160m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
96	Bexleyheath, Welling, Plumstead, Woolwich, Crayford, Dartford, Darent Valley Hospital, Bluewater	10 bph	7 bph	4 bph	8 bph	5 bph

Bus Stop: Crayford High Street (C) (X) (160-200m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
428	Slade Green, Erith	4 bph	4 bph	2 bph	4 bph	2 bph
492	Barnehurst, Bexleyheath, Bexley, Sidcup	2 bph	2 bph	1 bph	2 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Crayford Bridge Bus Stop (D) (300m)

Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
428	Dartford, Darent Valley Hospital, Bluewater	4 bph	4 bph	2 bph	4 bph	2 bph
492	Dartford, Stone, Greenhithe Bluewater	2 bph	2 bph	1 bph	2 bph	2 bph

Gaps in Connectivity

The site lacks direct bus connections to north and south of Bexley borough for local employment opportunities. The site is also lacking direct connections to major employment area in London including Canary Wharf and Stratford.

Connectivity: Walking and Cycling

Site Area (Ha): 0.53

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	<12 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is in 15-minute walking distance to Crayford Railway Station, via Station Road, to the east of the site.

The site is in 5-minute walking distance to Aldi and Sainsbury's supermarkets.

The nearest clinic (Townhall) and library (Crayford) are within 10-minute walking distance from the site.

The nearest hospital (Erith and District) is in 50-minute walking distance or 25-minute cycling distance along London Road, Watling Street and Erith Road.

The nearest leisure centre (Crayside) is in 10-minute walking distance, south to the site.

The nearest park (Shenstone) is in 5-minute walking distance from the site through London Road. There is also a sitting out area (Cray Gardens) in Crayford town centre.

There are three primary schools (St Paulinus C of E Primary, St. Joseph's Catholic Primary, Mayplace Primary) within 15-minute walking distance from site. There is also two secondary schools (Shenstone and Endeavour Academy Bexley) within 15-minute walking distance.

Current Provision – Footways

The site is surrounded by high street style 3-metre wide tile and bricks footway on Station Road and Crayford Road, which can carry moderate pedestrian flow.

Current Provision – Crossing Facilities

There are two signalized crossings on London Road / Crayford High Street / Crayford Way junction and Roman Way / London Road junction, allowing crossing to the east and north of the site for other parts of Crayford Town Centre and Crayford Retail Park.

Current Provision – Cycle Lane and Track

There are no dedicated cycling facilities in Crayford Town Centre and on the access road to the site.

Gaps in Connectivity

The site is connected to most major facilities within reasonable walking distance. However, the site and town centre lacks dedicated cycling provision to connect to neighbouring towns.

Site Connectivity: Site NEW 010 North End Road Slade Green

Connectivity: Public Transport

Site Area (Ha): 0.41

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Change Required
Bexleyheath	Change Required
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Change Required
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Railway Station: Slade Green (900m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 tph	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph
Luton via Farringdon	2 tph	2 tph	2 tph
Rainham (Kent)	2 tph	2 tph	2 tph

Bus Stop: Bridge Road (20-50m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
89, 428	Slade Green	11 bph	9 bph	5 bph	9 bph	5 bph

428	Crayford, Dartford, Darent Valley Hospital, Bluewater	5 bph	4 bph	2 bph	4 bph	2 bph
89	Northumberland Heath, Barnehurst, Bexleyheath, Welling, Shooters Hill, Lewisham	6 bph	5 bph	3 bph	5 bph	3 bph

Gaps in Connectivity

Distance between the site and Barnehurst station is at the maximum walkable distance, which walking to station is not desirable. The site also lack direct bus connection to Crayford and Foots Cray.

Connectivity: Walking and Cycling

Site Area (Ha): 0.41

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	>15 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is in 10-minute walking distance to Slade Green Station via Bridge Road, to the east of the site.

The site is in 12-minute walking distance to Tesco Express and the next supermarket main store (Morrison's) is in 20-minute walking distance to the north.

The site is far from Erith town centre, in 20-minute walking distance.

The nearest clinic (Slade Green Medical Centre) and library (Slade Green and Howbury Community Centre and Library) are within 15-minute walking distance from the site.

The nearest hospital (Erith and District) is in 30-minute walking distance along North End Road and Avenue Road, to the northwest of the site.

The nearest leisure centre (Erith Leisure) to the site is in 20-minute walking distance through North End Road and Avenue Road, to the northwest of the site.

The nearest open space (Slade Green) is in 3-minute walking distance to the east of the site.

There are two primary schools (Peareswood Primary, Vese Primary) within 15-minute walking distance from site. There is also a secondary school (Woodside) within 15-minute walking distance from the site.

Current Provision – Footways

There are 2-metre wide footways on Bridge Road and North End Road.

Current Provision – Crossing Facilities

There is a signalized crossing at Bridge Road / North End Road junction to the northwest of the site, allowing crossing to the north and west of the junction for access to Erith and Northumberland Heath local centres respectively.

Current Provision – Cycle Lane and Track

There is no cycling provision in the area.

Gaps in Connectivity

The site is connected to most major facilities within reasonable walking distance. However, the site and town centre lacks dedicated cycling provision to connect to neighbouring towns (Belvedere, Erith, Slade Green).

Site Connectivity: Site ER006 Erith Western Gateway

Connectivity: Public Transport

Site Area (Ha): 2.83

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Direct Service
Queen Mary Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Erith Station (150m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 trains per hour (tph)	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Erith Town Centre Bus Stop (G) (H) (J) (30m)

Route	Destination(s)	Weekday Peak Freq.	Weekday Off-Peak Freq.	Weekday Evening Freq.	Sat Freq.	Sun Freq.

99	Slade Green, Barnehurst, Bexleyheath, Belvedere Village, Plumstead, Woolwich	5 bph	5 bph	4 bph	5 bph	4 bph
229	Northumberland Heath, Bexleyheath, Bexley, Sidcup, QM Hospital, Lower Belvedere, Abbey Wood, Thamesmead	6 bph	6 bph	4 bph	6 bph	4 bph
428	North End, Slade Green, Crayford, Dartford, Darent Valley Hospital, Bluewater	5 bph	4 bph	2 bph	4 bph	2 bph
469	Lower Belvedere, Abbey Wood, Thamesmead, Woolwich, QE Hospital	4 bph	4 bph	2 bph	4 bph	2 bph
B12	Erith, Northumberland Heath, Bexleyheath Town and Station, Bexley, Coldblow	4 bph	3 bph	2 bph	3 bph	2 bph

Gaps in Connectivity

The site does not have direct bus service to east of the borough including Slade Green and Crayford.

The site lacks direct railway connections to major employment areas in east London including Canary Wharf and Stratford.

The journey time on bus 229 to south of the borough is long and unattractive.

Connectivity: Walking and Cycling

Site Area (Ha): 2.83

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	>80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	12-15 min walk	<80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	>80% on cycle route

Connected Major Area

The site is within 10-minute walking distance to Erith railway station, via West Street and Stonewood Road underpass. There is a continuous footway to the station.

The site is within 10-minute walking distance to Erith town centre via West Street and the High Street.

The site is within 15-minute walking distance, or 10-minute cycling distance from Morrisons supermarket, via Erith High Street.

The nearest clinic (Erith Health Centre) is within 15-minute walking distance.

The nearest hospital (Erith and District) is in 25-minute walking distance along West Street and Bexley Road.

The nearest leisure centre (Erith Leisure) is within 20-minute walking distance along West Street, Walnut Tree Road, Queens Road and Avenue Road.

The site is within 15-minute walking distance from Frank's Park via West Street and Battle Road.

The nearest library (Erith Library) is within 15-minute walking distance.

There is a primary school (Christ Church Primary) within 15-minute walking distance. There are also two further education colleges (London South East Colleges, Learning and Enterprise College) within 15-minute walking distance from the site.

Current Provision – Footways

There are 2-3m wide footways on Bexley Road and Walnut Tree Road.

Current Provision – Crossing Facilities

There are two traffic island crossings within 50m of the site, which give access to the bus stops opposite and the Riverside Gardens/Thames Path.

Current Provision – Cycle Lane and Track

The Thames Path (designated as part of National Cycle Network Route 1) is close to the site for connection to Woolwich, Thamesmead and Belvedere Industrial Area. Part of this route is an contra-flow cycle lane outside the site on the High Street which leads towards the pier.

Gaps in Connectivity

The site is connected to most major facilities.

Site Connectivity: Site ER007 Erith Town Centre (Pier Road West and Erith House)

Connectivity: Public Transport

Site Area (Ha): 1.04

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Direct Service
Queen Mary Hospital	Direct Service
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Belvedere (150 m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 trains per hour (tph)	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Erith Town Centre (G) (H) (J) (30m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.

99	Slade Green, Barnehurst, Bexleyheath, Belvedere Village, Plumstead, Woolwich	5 bph	5 bph	4 bph	5 bph	4 bph
229	Northumberland Heath, Bexleyheath, Bexley, Sidcup, QM Hospital, Lower Belvedere, Abbey Wood, Thamesmead	6 bph	6 bph	4 bph	6 bph	4 bph
428	North End, Slade Green, Crayford, Dartford, Darent Valley Hospital, Bluewater	5 bph	4 bph	2 bph	4 bph	2 bph
469	Lower Belvedere, Abbey Wood, Thamesmead, Woolwich, QE Hospital	4 bph	4 bph	2 bph	4 bph	2 bph
B12	Erith, Northumberland Heath, Bexleyheath Town and Station, Bexley, Coldblow	4 bph	3 bph	2 bph	3 bph	2 bph

Gaps in Connectivity

The site does not have direct rail service to major employment areas in east London including Canary Wharf and Stratford. The town does not have access to river public transport connecting to Central London or Thames Estuary towns.

Connectivity: Walking and Cycling

Site Area (Ha): 1.04

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	>80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	<12 min walk	>80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	<12 min walk	<80% on cycle route
High Street	<12 min walk	>80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	>80% on cycle route
School	<12 min walk	>80% on cycle route

Connected Major Area

The site is within 5-minute walking distance to Erith station, via zebra crossings on Bexley Road and Walnut Tree Road.

The site is within 5-minute walking distance from the nearest Morrisons supermarket.

The nearest clinic (Erith Health Centre) and library (Erith Library) are within 5-minute walking distance.

The nearest hospital (Erith and District) is within 20-minute walking distance along Bexley Road

The nearest leisure centre (Erith Leisure) is within 10-minute walking distance along Queens Road and Avenue Road.

The site is within 5-minute walking distance from Riverside Gardens, but the nearest park (Frank's Park in Belvedere) is within 30-minute walking distance.

There is a primary school (Christ Church Primary) within 15-minute walking distance. There are also two further education colleges (London South East Colleges, Learning and Enterprise College) next to the site.

Current Provision – Footways

The site and surrounding area is well-suited to walking, having a dense street network with pedestrianised areas and is generally flat. There are direct paths to the railway station and a pleasant riverside path.

Current Provision – Crossing Facilities

There is a zebra crossing next to the site linking to Erith Town Hall. The site is also next to a subway connecting to Station Approach for London South East College and the station. The signal-controlled crossing of Queens Road at the James Watt Way junction and the pedestrian cut-through onto Avenue Road provide a direct walking route to the leisure centre and onwards to Northumberland Heath.

Current Provision – Cycle Lane and Track

The Thames Path (designated as part of National Cycle Network Route 1) runs close to the site for connections to Woolwich, Thamesmead and Belvedere Industrial Area.

Gaps in Connectivity

The site is connected to most major facilities within reasonable walking distance. However, the site and town centre lacks dedicated cycling provision to connect to the area west of railway line e.g. Northumberland Heath and Bexleyheath.

Site Connectivity: Site ER008 Erith Town Centre (Riverside Shopping Centre West)

Connectivity: Public Transport

Site Area (Ha): 0.63

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Direct Service
Queen Mary Hospital	Direct Service
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Erith (900m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 trains per hour (tph)	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Erith Town Centre (G) (H) (J) (30m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.

99	Slade Green, Barnehurst, Bexleyheath, Belvedere Village, Plumstead, Woolwich	5 bph	5 bph	4 bph	5 bph	4 bph
229	Northumberland Heath, Bexleyheath, Bexley, Sidcup, QM Hospital, Lower Belvedere, Abbey Wood, Thamesmead	6 bph	6 bph	4 bph	6 bph	4 bph
428	North End, Slade Green, Crayford, Dartford, Darent Valley Hospital, Bluewater	5 bph	4 bph	2 bph	4 bph	2 bph
469	Lower Belvedere, Abbey Wood, Thamesmead, Woolwich, QE Hospital	4 bph	4 bph	2 bph	4 bph	2 bph
B12	Erith, Northumberland Heath, Bexleyheath Town and Station, Bexley, Coldblow	4 bph	3 bph	2 bph	3 bph	2 bph

Gaps in Connectivity

The site does not have direct rail service to major employment areas in east London including Canary Wharf and Stratford. The town does not have access to river public transport connecting to central London or other Thames Estuary towns.

Connectivity: Walking and Cycling

Site Area (Ha): 0.63

Public Transport Accessibility Level (PTAL): 3

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	>80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	<12 min walk	>80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	<12 min walk	<80% on cycle route
High Street	<12 min walk	>80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	>80% on cycle route
School	<12 min walk	>80% on cycle route

Connected Major Area

The site is within a 5-minute walking distance of Erith station, via two zebra crossings on Bexley Road and Walnut Tree Road.

The site is within 5-minute walking distance from the nearest supermarket, Morrisons.

The nearest clinic (Erith Health Centre) and library (Erith Library) are within 5-minute walking distance from the site.

The nearest hospital (Erith and District) is within 20-minute walking distance along Bexley Road

The nearest leisure centre (Erith Leisure) is within 10-minute walking distance along Queens Road and Avenue Road.

The site is within 5-minute walking distance from Riverside Gardens, but the nearest major park (Frank's Park in Belvedere) is within 30-minute walking distance.

There is a primary school (Christ Church) within 15-minute walking distance from site. There are also two further education colleges (London South East Colleges, Learning and Enterprise College) next to the site.

Current Provision – Footways

The site and surrounding area is well-suited to walking, having a dense street network with pedestrianised areas and is generally flat. There are direct paths to the railway station and a pleasant riverside path.

Current Provision – Crossing Facilities

There is a zebra crossing next to the site linking to Erith Town Hall. The site is also next to a subway connecting to Station Approach for London South East College and the station. The signal-controlled crossing of Queens Road at the James Watt Way junction and the pedestrian cut-through onto Avenue Road provide a direct walking route to the leisure centre and onwards to Northumberland Heath.

Current Provision – Cycle Lane and Track

The Thames Path (designated as part of National Cycle Network Route 1) runs close to the site for connections to Woolwich, Thamesmead and Belvedere Industrial Area.

Gaps in Connectivity

The site is connected to most major facilities within reasonable walking distance. However, the site and town centre lacks dedicated cycling provision to connect to the area west of railway line e.g. Northumberland Heath and Bexleyheath.

Site Connectivity: Site ER011 Morrisons Erith

Connectivity: Public Transport

Site Area (Ha): 2.15

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Direct Service
Queen Mary Hospital	Direct Service
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Erith (650m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 trains per hour (tph)	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Colebrook Street (P) (20m) / Erith Health Centre (M) (50m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.

99	Slade Green, Barnehurst, Bexleyheath, Belvedere Village, Plumstead, Woolwich	5 bph	5 bph	4 bph	5 bph	4 bph
229	Northumberland Heath, Bexleyheath, Bexley, Sidcup, QM Hospital, Lower Belvedere, Abbey Wood, Thamesmead	6 bph	6 bph	4 bph	6 bph	4 bph

Frequency of Bus Services (buses per hour BPH) from Erith Town Centre (G) (H) (220m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
428	North End, Slade Green, Crayford, Dartford, Darent Valley Hospital, Bluewater	5 bph	4 bph	2 bph	4 bph	2 bph
469	Lower Belvedere, Abbey Wood, Thamesmead, Woolwich, QE Hospital	4 bph	4 bph	2 bph	4 bph	2 bph
B12	Erith, Northumberland Heath, Bexleyheath Town and Station, Bexley, Coldblow	4 bph	3 bph	2 bph	3 bph	2 bph

Gaps in Connectivity

The site does not have direct rail service to major employment areas in east London including Canary Wharf and Stratford. The town does not have access to river public transport connecting to central London or other Thames Estuary towns.

Connectivity: Walking and Cycling

Site Area (Ha): 2.15

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	>80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	<12 min walk	>80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	<12 min walk	<80% on cycle route
High Street	<12 min walk	>80% on cycle route

Park	12-15 min walk	<80% on cycle route
Library	<12 min walk	>80% on cycle route
School	<12 min walk	>80% on cycle route

Connected Major Area

The site is within 10-minute walking distance of Erith railway station, via the town centre

The site is the existing Morrisons supermarket. The next nearest supermarket is Iceland in Erith Town Centre, within 5-minute walking distance.

The nearest clinic (Erith Health Centre) and library (Erith Library) are within 5-minute walking distance.

The nearest hospital (Erith and District) is within 20-minute walking distance along Bexley Road.

The nearest leisure centre (Erith Leisure) is within 10-minute walking distance through Erith town centre and Avenue Road.

The site is next to Erith Pier, an open space. A small park (Riverside Gardens) is within 10-minute walking distance. The nearest major park (Frank's Park in Belvedere) is in 30-minute walking distance.

There is a primary school (Christ Church Primary) within 15-minute walking distance from site. There are also two further education colleges (London South East Colleges, Learning and Enterprise College) next to the site.

Current Provision – Footways

There are 2m wide footways on Wharfside Close and James Watt Way, which connect to Erith town centre.

Current Provision – Crossing Facilities

There is a zebra crossing linking the site to Riverside Shopping Centre. The site is next to the Thames Path.

Current Provision – Cycle Lane and Track

The Thames Path (designated as part of National Cycle Network Route 1) is runs adjacent to the site for connection to Woolwich, Thamesmead and Belvedere Industrial Area. There are some shared/segregated cycle tracks on Manor Road (east of Erith Town Centre) that connect into Crayford Marshes.

Gaps in Connectivity

The site is connected to most major facilities within reasonable walking distance. However, the site and town centre lacks a cycling connection to the crossing at the James Watt Way junction into Avenue Road.

Site Connectivity: Site ER012 Erith Riverside

Connectivity: Public Transport

Site Area (Ha): 2.54

Public Transport Accessibility Level (PTAL): 1B

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Direct Service
Queen Mary Hospital	Direct Service
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Erith (800m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 trains per hour (tph)	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Manor Road (50m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
99	Slade Green, Barnehurst, Bexleyheath, Belvedere Village, Plumstead, Woolwich	5 bph	5 bph	4 bph	5 bph	4 bph

Frequency of Bus Services (buses per hour BPH) from Colebrook Street (P) (150m)/Erith Health Centre (M) (170m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
229	Northumberland Heath, Bexleyheath, Bexley, Sidcup, QM Hospital, Lower Belvedere, Abbey Wood, Thamesmead	6 bph	6 bph	4 bph	6 bph	4 bph

Frequency of Bus Services (buses per hour BPH) from Erith Town Centre (G) (H) (350m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
428	North End, Slade Green, Crayford, Dartford, Darent Valley Hospital, Bluewater	5 bph	4 bph	2 bph	4 bph	2 bph
469	Lower Belvedere, Abbey Wood, Thamesmead, Woolwich, QE Hospital	4 bph	4 bph	2 bph	4 bph	2 bph
B12	Erith, Northumberland Heath, Bexleyheath Town and Station, Bexley, Coldblow	4 bph	3 bph	2 bph	3 bph	2 bph

Gaps in Connectivity

The site does not have direct rail service to major employment areas in east London including Canary Wharf and Stratford. The town does not have access to river public transport connecting to central London or other Thames Estuary towns.

Connectivity: Walking and Cycling

Site Area (Ha): 2.54

Public Transport Accessibility Level (PTAL): 1B

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	12-15 min walk	>80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	<12 min walk	>80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	<12 min walk	<80% on cycle route

High Street	<12 min walk	>80% on cycle route
Park	12-15 min walk	<80% on cycle route
Library	<12 min walk	>80% on cycle route
School	<12 min walk	>80% on cycle route

Connected Major Area

The site is within 15-minute walking distance to Erith railway station, via Erith town centre.

The site is next to Morrisons supermarket.

The nearest clinic (Erith Health Centre) and library (Erith Library) are within 5-minute walking distance.

The nearest hospital (Erith and District) is within 22-minute walking distance along Avenue Road.

The nearest leisure centre (Erith Leisure) to the site is within 10-minute walking distance through Erith town centre and along Avenue Road.

The site is next to Erith Pier, an open space. The nearest park (Frank's Park in Belvedere) is within 35-minute walking distance.

There is a primary school (Christ Church Primary) within 15-minute walking distance. There are also two further education colleges (London South East Colleges, Learning and Enterprise College) within 5-minute walking distance.

Current Provision – Footways

There are 2m wide footways on Wharfside Close, Manor Road and James Watt Way, which connect to Erith town centre.

Current Provision – Crossing Facilities

There is a shared zebra crossing on Manor Road. There are no crossing facilities across James Watt Way alongside the Morrisons car park until you reach the main roundabout where there is an island crossing on the approach.

Current Provision – Cycle Lane and Track

National Cycle Network Route 1 leaves the Thames Path and runs through the site on James Watt Way before entering the closure on Appold Street to access the shared zebra crossing on Manor Road. There is a shared/segregated cycle track on the footways on Manor Road to connect to Crayford Marshes.

Gaps in Connectivity

The site is connected to most major facilities within reasonable walking distance. However, the site and town centre lacks dedicated cycling provision to connect to Northumberland Heath and Bexleyheath.

Site Connectivity: Site ER020 DYNES, Erith Road

Connectivity: Public Transport

Site Area (Ha): 0.34

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Change Required
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Change Required

Frequency of Train Services from Barnehurst (700m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 tph	2 tph	0
London Charing Cross	5 tph	2 tph	0
London Victoria	3 tph	2 tph	2 tph
Dartford	6 tph	2 tph	0
Slade Green	4 tph	2 tph	0
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Brook Street (F) (0m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
89	North End, Slade Green	6 bph	5 bph	3 bph	5 bph	3 bph

229	Erith, Lower Belvedere, Abbey Wood, Thamesmead	6 bph	6 bph	4 bph	6 bph	4 bph
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Frequency of Bus Services (buses per hour BPH) from Brook Street (L) (220m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
89, 229	Barnehurst, Bexleyheath	12 bph	11 bph	7 bph	11 bph	7 bph
89	Welling, Shooters Hill, Lewisham	6 bph	5 bph	3 bph	5 bph	3 bph
229	Bexley, Sidcup, QM Hospital	6 bph	6 bph	4 bph	6 bph	4 bph

Gaps in Connectivity

Distance between the site and Barnehurst station is at the maximum walkable distance. The site lacks a direct bus connection to Crayford and Foots Cray.

Connectivity: Walking and Cycling

Site Area (Ha): 0.34

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	<12 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	<12 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is within 11-minute walking distance from Barnehurst railway station, south of the site, via Bexley Road.

The site is within 6-minute walking distance from Sainsbury's Local store via Bexley Road.

The nearest library (Northumberland Heath) is within 7-minute walking distance.

The nearest hospital (Erith and District) is within 12-minute walking distance.

The nearest leisure centre (Erith Leisure) is within 20-minute walking distance to the site via Bexley Road and Avenue Road. The nearest park (Bursted Wood) is within 5-minute walking distance.

There are three primary schools (Barnehurst Junior, Northumberland Heath Primary, St. Fidelis Catholic Primary) and two secondary schools (Woodside, King Henry) within 15-minute walking distance.

Current Provision – Footways

There is a 2.5m wide footway on Erith Road, which leads to Northumberland Heath local centre.

Current Provision – Crossing Facilities

There is a zebra crossing on Bexley Road to access Barnehurst station. There is two-stage zebra crossing with a traffic island on Bexley Road north of the site for access to Northumberland Heath local centre.

Current Provision – Cycle Lane and Track

There is no cycling provision in the area.

Gaps in Connectivity

The site is connected to most major facilities within reasonable walking distance. However, the site and town centre lacks dedicated cycling provision to connect to neighbouring centres.

Site Connectivity: Site NEW 011 James Watt Way Erith

Connectivity: Public Transport

Site Area (Ha): 0.41

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Direct Service
Queen Mary Hospital	Direct Service
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Railway Station: Erith (600m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 tph	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph

Bus Stop: Erith Town Centre (H) / (G) (200-280m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
99	Slade Green, Barnehurst, Bexleyheath	5 bph	5 bph	4 bph	5 bph	4 bph

229	Northumberland Heath, Bexleyheath, Bexley, Sidcup, QM Hosp.	6 bph	6 bph	4 bph	6 bph	4 bph
428	North End, Slade Green, Crayford, Dartford, Darent Valley Hospital, Bluewater	5 bph	4 bph	2 bph	4 bph	2 bph
469	Lower Belvedere, Abbey Wood, Thamesmead, Woolwich, QE Hospital	4 bph	4 bph	2 bph	4 bph	2 bph

Bus Stop: Colebrook Street (P) (150m)

Route	Destination(s)	Weekday Peak	Weekday Off Peak	Weekday Evening	Sat	Sun
99	Belvedere Village, Plumstead, Woolwich	5 bph	5 bph	4 bph	5 bph	4 bph
229	Lower Belvedere, Abbey Wood, Thamesmead	6 bph	6 bph	4 bph	6 bph	4 bph

Gaps in Connectivity

The site does not have direct rail service to major employment area in east London including Canary Wharf and Stratford. The town does not have access to river passenger services into to Central London.

Connectivity: Walking and Cycling

Site Area (Ha): 0.41

Public Transport Accessibility Level (PTAL): 2

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	>80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	<12 min walk	>80% on cycle route
Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	<12 min walk	<80% on cycle route
High Street	<12 min walk	>80% on cycle route
Park	>15 min walk	<80% on cycle route
Library	<12 min walk	>80% on cycle route

School	<12 min walk	>80% on cycle route
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Connected Major Area

The site is at 10-minute walking distance to Erith Railway Station, via Erith Town centre and Queens Road foot tunnel.

The site is next to an existing supermarket, Morrisons. The next nearest supermarket is Iceland in Erith Town Centre, in 5-minute walking distance.

The nearest clinic (Erith Health Centre) and library (Erith Library) are within 5-minute walking distance from the site.

The nearest hospital (Erith and District) is in 20-minute walking distance along Bexley Road.

The nearest leisure centre (Erith Leisure) to the site is in 10-minute walking distance through Erith town centre and Avenue Road.

The site is in 5-minute walking distance to Erith Pier, an open space. The nearest park (Frank's Park in Belvedere) is in 30-minute walking distance from the site.

There is a primary school (Christ Church Primary) within 15-minute walking distance from site. There are also two further education colleges (London South East Colleges, Learning and Enterprise College) is within 5-minute walking distance.

Current Provision - Footways

James Watt Way, the road surrounding the site has 2-metre wide footways on both side of the road. The site is adjacent to Erith Town Centre, where the main street of the town (Pier Road) is pedestrianized.

Current Provision - Crossing Facilities

There are 4 traffic islands surround Nuxley Road / Erith Road junction, for crossing the road to Upper Belvedere local centre or to Belvedere Station.

Current Provision - Cycle Lane and Track

There are no cycling facilities in Erith Town Centre. Thames Path, a major cycle corridor connecting to Thamesmead, Woolwich and Central London runs along the northern border of Erith Town Centre.

Gaps in Connectivity

The site is connected to many major facilities within reasonable walking distance.

Site Connectivity: Site SID002 Travis Perkins, Builders Merchants, 2 Hurst Road, Sidcup

Connectivity: Public Transport

Site Area (Ha): 0.28

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Direct Service
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Sidcup (120m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 tph	2 tph	2 tph
London Charing Cross	5 tph	2 tph	2 tph
Dartford	4 tph	2 tph	0
Slade Green	2 tph	2 tph	2 tph
Gravesend	0	2 tph	2 tph

Frequency of Bus Services from Old Farm Avenue (A) (40m) / Sidcup Leisure Centre (B) (70m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.

229	Bexleyheath, Barnehurst, Northumberland Heath, Erith, Belvedere, Abbey Wood, Thamesmead	6 bph (bus per hour)	6 bph	4 bph	6 bph	4 bph
51	Blackfen, Welling, Woolwich	8 bph	6 bph	4 bph	6 bph	4 bph
286	Eltham, Kidbrooke, Westcombe Park, Greenwich	7 bph	6 bph	4 bph	6 bph	4 bph

Frequency of Bus Services (buses per hour BPH) from Hatherley Crescent (H) (180m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
160	Chislehurst, New Eltham, Eltham, Lee, Catford Bridge	6 bph	4 bph	2 bph	4 bph	3 bph
269	Chislehurst, Bromley	6 bph	5 bph	4 bph	5 bph	4 bph
492	Foots Cray, Bexley, Bexleyheath, Crayford, Dartford, Stone, Bluewater	2 bph	2 bph	1 bph	2 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Sidcup Station (L) (230m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
233	New Eltham, Eltham	3 bph	3 bph	2 bph	3 bph	2 bph
269	Albany Park, Bexleyheath	6 bph	5 bph	4 bph	5 bph	4 bph

Frequency of Bus Services (buses per hour BPH) from Sidcup Station (G) (240m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
51	St. Mary Cray, Orpington	8 bph	6 bph	4 bph	6 bph	4 bph
229, 286	Queen Mary Hospital	13 bph	12 bph	8 bph	12 bph	8 bph
233	Foots Cray, Swanley	3 bph	3 bph	2 bph	3 bph	2 bph

Gaps in Connectivity

The site lacks direct bus connections to Slade Green. The site lacks direct railway connection to major employment area in London including Canary Wharf and Stratford.

Connectivity: Walking and Cycling

Site Area (Ha): 0.28

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	<12 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is adjacent to Sidcup Railway Station.

The nearest library (Sidcup) is within 20-minute walking distance from the site, along Station Road.

The nearest clinic (Station Road Surgery) is within 5-minute walking distance south of the site.

The site is next to a Co-Op supermarket. The next nearest supermarket (Morrisons) is within 15-minute walking distance south of the site.

The nearest hospital (Queen Mary) is within 30-minute walking distance or 10-minute cycling distance along Station Road and Chislehurst Road.

The nearest leisure centre (Sidcup Leisure Centre) is within 5-minute walking distance from the site.

The site is within 5-minute walking distance from nearest park (Lamorbey Park).

There two primary schools (Burnt Oak Junior, Chislehurst, Birkbeck Primary) within 15-minute walking distance from site. There is a secondary school (Chislehurst and Sidcup Grammar) within 15-minute walking distance from the site.

Current Provision – Footways

Station Road, the main road west of the site has footways wider than 3m on both sides of the road and street furniture typically located in a local shopping area.

Current Provision – Crossing Facilities

There is a two-stage pelican crossing on Station Road. The site has direct access to Sidcup Station. There are controlled crossings at the Station Road/Hatherley Crescent junction, 200m south of the site for walking to Sidcup town centre.

Current Provision – Cycle Lane and Track

There is no cycle infrastructure on Station Road or in the local centre.

Gaps in Connectivity

The site has high accessibility to most facilities within walking distance. The site lacks cycling infrastructure to connect to Bexleyheath, Sidcup and Bexley.

Site Connectivity: Site SID005 Old Farm Avenue Car Park

Connectivity: Public Transport

Site Area (Ha): 0.47

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Direct Service
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Sidcup (350m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 tph	2 tph	2 tph
London Charing Cross	5 tph	2 tph	2 tph
Dartford	4 tph	2 tph	0
Slade Green	2 tph	2 tph	2 tph
Gravesend	0	2 tph	2 tph

Frequency of Bus Services from Old Farm Avenue (A) (40m) / Sidcup Leisure Centre (B) (70m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
229	Bexleyheath, Barnehurst, Northumberland Heath, Erith, Belvedere, Abbey Wood, Thamesmead	6 bph (bus per hour)	6 bph	4 bph	6 bph	4 bph

51	Blackfen, Welling, Woolwich	8 bph	6 bph	4 bph	6 bph	4 bph
286	Eltham, Kidbrooke, Westcombe Park, Greenwich	7 bph	6 bph	4 bph	6 bph	4 bph

Frequency of Bus Services (buses per hour BPH) from Hatherley Crescent (H) (220m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
160	Chislehurst, New Eltham, Eltham, Lee, Catford Bridge	6 bph	4 bph	2 bph	4 bph	3 bph
269	Chislehurst, Bromley	6 bph	5 bph	4 bph	5 bph	4 bph
492	Foots Cray, Bexley, Bexleyheath, Crayford, Dartford, Stone, Bluewater	2 bph	2 bph	1 bph	2 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Sidcup Station (L) (300m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
233	New Eltham, Eltham	3 bph	3 bph	2 bph	3 bph	2 bph
269	Albany Park, Bexleyheath	6 bph	5 bph	4 bph	5 bph	4 bph

Frequency of Bus Services (buses per hour BPH) from Sidcup Station (G) (320m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
51	St. Mary Cray, Orpington	8 bph	6 bph	4 bph	6 bph	4 bph
229, 286	Queen Mary Hospital	13 bph	12 bph	8 bph	12 bph	8 bph
233	Foots Cray, Swanley	3 bph	3 bph	2 bph	3 bph	2 bph

Gaps in Connectivity

The site lacks direct bus connections to Slade Green. The site lacks direct railway connection to major employment area in London including Canary Wharf and Stratford.

Connectivity: Walking and Cycling

Site Area (Ha): 0.47

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	<12 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is within 5-minute walking distance north of Sidcup railway station.

The nearest library (Sidcup) is within 20-minute (1400m) walking distance along Station Road.

The nearest clinic (Station Road Surgery) is in 10-minute walking distance.

The site is near the Co-Op supermarket on Station Road. The next nearest supermarket (Morrisons) is within 15-minute walking distance south of the site.

The nearest hospital (Queen Mary) is within 30-minute walking distance or 10-minute cycling distance along Station Road and Chislehurst Road.

The nearest leisure centre (Sidcup Leisure Centre) is within 5-minute walking distance from the site.

The site is within 5-minute walking distance from the nearest park (Lamorbey Park). There are two primary schools (Burnt Oak Junior, Chislehurst, Birkbeck Primary) within 15-minute walking distance from site. There is a secondary school (Chislehurst and Sidcup Grammar) within 15-minute walking distance from the site.

Current Provision – Footways

There are 2m wide footways on both sides of Old Farm Avenue, which leads to Station Road which has 3m wide footways on both sides.

Current Provision – Crossing Facilities

There is a two stage pelican crossing 100m south of the site on Station Road for access to Sidcup station. There are a signal controlled crossings at the Station Road/Longlands Road junction.

Current Provision – Cycle Lane and Track

There is no cycle infrastructure on Station Road or in the local centre.

Gaps in Connectivity

The site has high accessibility to most facilities within walking distance. The site lacks cycling infrastructure to connect to Bexleyheath, Sidcup and Bexley.

Site Connectivity: Site SID006 Marlowe House

Connectivity: Public Transport

Site Area (Ha): 1.39

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Direct Service
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Sidcup (100m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 tph	2 tph	2 tph
London Charing Cross	5 tph	2 tph	2 tph
Dartford	4 tph	2 tph	0
Slade Green	2 tph	2 tph	2 tph
Gravesend	0	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Sidcup Station (L) (130m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
51	Blackfen, Welling, Woolwich	8 bph	6 bph	4 bph	6 bph	4 bph
160	Chislehurst, New Eltham, Eltham, Lee, Catford Bridge	6 bph	4 bph	2 bph	4 bph	3 bph

229	Bexleyheath, Barnehurst, Northumberland Heath, Erith, Belvedere, Abbey Wood, Thamesmead	6 bph	6 bph	4 bph	6 bph	4 bph
233	New Eltham, Eltham	3 bph	3 bph	2 bph	3 bph	2 bph
269	Albany Park, Bexleyheath	6 bph	5 bph	4 bph	5 bph	4 bph
286	Eltham, Kidbrooke, Westcombe Park, Greenwich	7 bph	6 bph	4 bph	6 bph	4 bph

Frequency of Bus Services from Sidcup Station (G) (140m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
51	St. Mary Cray, Orpington	8 bph	6 bph	4 bph	6 bph	4 bph
229, 286	Queen Mary Hospital	13 bph	12 bph	8 bph	12 bph	8 bph
233	Foots Cray, Swanley	3 bph	3 bph	2 bph	3 bph	2 bph

Frequency of Bus Services (buses per hour BPH) from Hatherley Crescent (H) (220m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
269	Chislehurst, Bromley	6 bph	5 bph	4 bph	5 bph	4 bph
492	Foots Cray, Bexley, Bexleyheath, Crayford, Dartford, Stone, Bluewater	2 bph	2 bph	1 bph	2 bph	2 bph

Gaps in Connectivity

The site lacks direct bus connections to Slade Green. The site lacks direct railway connection to major employment area in London including Canary Wharf and Stratford.

Connectivity: Walking and Cycling

Site Area (Ha): 1.39

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route

Clinic	<12 min walk	<80% on cycle route
Hospital	<12 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is within 5-minute walking distance north of Sidcup railway station.

The nearest library (Sidcup) is within 20-minute walking distance from the site, along Station Road.

The nearest clinic (Station Road Surgery) is within 10-minute walking distance south of the site.

The site is opposite the Tesco Express on Station Road. The next nearest supermarket (Morrisons) is within 15-minute walking distance south of the site.

The nearest hospital (Queen Mary) is within 30-minute walking distance or 10-minute cycling distance along Station Road and Chislehurst Road.

The nearest leisure centre (Sidcup Leisure Centre) is within 5-minute walking distance from the site.

The site is within 5-minute walking distance from the nearest park (Lamorbey Park).

There are two primary schools (Burnt Oak Junior and Birkbeck Primary) within 15-minute walking distance from site. There is a secondary school (Chislehurst and Sidcup Grammar) within 15-minute walking distance from the site.

Current Provision – Footways

The footways on Station Road are wider than 3m with street furniture normally found in a local shopping area. Longlands Road, south of the site, has 2m wide footways on both sides.

Current Provision – Crossing Facilities

There are controlled crossings at the Station Road/Hatherley Crescent junction for walking to the station and Sidcup town centre.

Current Provision – Cycle Lane and Track

There is no cycle infrastructure on Station Road or in the local centre.

Gaps in Connectivity

The site has high accessibility to most facilities within walking distance. The site lacks cycling infrastructure to connect to Bexleyheath, Sidcup and Bexley.

Site Connectivity: Site NEW012 Longlands Road Sidcup

Connectivity: Public Transport

Site Area (Ha): 1.39

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Direct Service
Bluewater	Direct Service
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Sidcup (300m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	4 tph	2 tph	2 tph
London Charing Cross	5 tph	2 tph	2 tph
Dartford	4 tph	2 tph	0
Slade Green	2 tph	2 tph	2 tph
Gravesend	0	2 tph	2 tph

Bus Stop: Sidcup Station (L) / (G) (125m) / Hatherley Crescent (H) (180m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
51	Blackfen, Welling, Woolwich; Foots Cray, Orpington	8 bph	6 bph	4 bph	6 bph	4 bph

160	Chislehurst, New Eltham, Eltham, Lee, Catford Bridge	6 bph	4 bph	2 bph	4 bph	3 bph
229	Bexleyheath, Barnehurst, Northumberland Heath, Erith, Belvedere, Abbey Wood, Thamesmead	6 bph	6 bph	4 bph	6 bph	4 bph
233	Foots Cray, Swanley, New Eltham, Eltham	3 bph	3 bph	2 bph	3 bph	2 bph
269	Chislehurst, Bromley	6 bph	5 bph	4 bph	5 bph	4 bph
286	Eltham, Kidbrooke, Westcombe Park, Greenwich	7 bph	6 bph	4 bph	6 bph	4 bph
492	Foots Cray, Bexley, Bexleyheath, Crayford, Dartford, Stone, Bluewater	2 bph	2 bph	1 bph	2 bph	2 bph

Gaps in Connectivity

The site lacks direct bus connections to Slade Green. The site lacks direct railway connection to major employment area in London including Canary Wharf and Stratford.

Connectivity: Walking and Cycling

Site Area (Ha): 1.39

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route
Hospital	<12 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is in 5-minute walking distance north of Sidcup Railway Station.

The nearest library (Sidcup) is in 20-minute walking distance from the site, along Station Road.

The nearest clinic (Station Road Surgery) is in 3-minute walking distance south of the site.

The site is approximate to Co-Op Supermarket. The next nearest supermarket (Morrisons) is in 15-minute walking distance south of the site.

The nearest comprehensive hospital (Queen Mary) is in 30-minute walking distance or 10-minute cycling distance along Station Road and Chislehurst Road.

The nearest leisure centre (Sidcup Leisure Centre) is in 10-minute walking distance from the site.

The site is in 10-minute walking distance from nearest park (Lamorbey Park).

There two primary schools (Burnt Oak Junior, Chislehurst, Birkbeck Primary) within 15-minute walking distance from site. There is a secondary school (Chislehurst and Sidcup Grammar) within 15-minute walking distance from the site.

Current Provision – Footways

Station Road, the main road west of the site is a standard size A-road with wide footway (3-metre plus) on both side of the road. There are no barriers between pedestrian and vehicles while the speed limit is 30 mph.

Current Provision – Crossing Facilities

There is a signalised crossing 100 metres south of the site for crossing to the eastern side of Station Road. The site can access to Sidcup Station without crossing any traffic. There is a signalised crossing at Station Road / Longlands Road, 200 metre south of the site, for crossing to south side of Sidcup Station urban centre.

Current Provision – Cycle Lane and Track

There are no cycle provisions on Station Road and nearby area. Station Road and Longlands Road are designated as part of London Cycle Network.

Gaps in Connectivity

The site has high accessibility to most facilities within walking distance. The site lacks dedicated cycling provision to connect to Bexleyheath, Sidcup and Bexley town centres.

Site Connectivity: Site TA002 Crossrail South East Section Project Land

Connectivity: Public Transport

Site Area (Ha): 0.87

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Abbey Wood (50m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 trains per hour (tph)	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph
Luton via Farringdon	2 tph	2 tph	2 tph
Rainham (Kent)	2 tph	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Abbey Wood Station (N) (50m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
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180	Belvedere Industrial Area	6 bph	5 bph	4 bph	7 bph	4 bph
229, B11	Thamesmead	10 bph	10 bph	6 bph	10 bph	6 bph
244	Thamesmead, Woolwich, QE Hospital	7 bph	6 bph	4 bph	6 bph	4 bph
301	Thamesmead, Woolwich	5 bph	5 bph	3 bph	5 bph	3 bph
469	Abbey Wood, Plumstead, Woolwich, QE Hospital	4 bph	4 bph	2 bph	4 bph	2 bph

Frequency of Bus Services from Abbey Wood Station (D) (50m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
180	Plumstead, Woolwich, Greenwich, Lewisham	6 bph	5 bph	4 bph	7 bph	4 bph
229, 469	Belvedere, Erith	10 bph	10 bph	6 bph	10 bph	6 bph
229	Northumberland Heath, Bexleyheath, Bexley, Sidcup, QM Hospital	6 bph	6 bph	4 bph	6 bph	4 bph
301	West Heath, Bexleyheath Town	5 bph	5 bph	3 bph	5 bph	3 bph
B11	West Heath, Bexleyheath Station and Town	4 bph	4 bph	2 bph	4 bph	2 bph

Gaps in Connectivity

The site does not have direct bus service to east of the borough including Slade Green and Crayford. The site does not have direct rail connections to major employment area in east London including Canary Wharf and Stratford.

The journey time of bus 229 to Sidcup and the south of the borough is long and unattractive.

Connectivity: Walking and Cycling

Site Area (Ha): 0.87

Public Transport Accessibility Level (PTAL): 4

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	<80% on cycle route
Supermarket	<12 min walk	<80% on cycle route
Clinic	<12 min walk	<80% on cycle route

Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	<80% on cycle route
Park	<12 min walk	<80% on cycle route
Library	>15 min walk	<80% on cycle route
School	<12 min walk	<80% on cycle route

Connected Major Area

The site is within 5-minute walking distance from Abbey Wood station

The site is near Wilton Road, which is the local shopping area

The nearest supermarket Sainsbury's is located within 5-minute walking distance.

The nearest clinic (Lakeside Medical Practice) is within 10-minute walking distance.

The nearest hospital (Erith and District Hospital) is within 20-minute cycling distance.

The nearest leisure centre (Thamesmead Leisure Centre) is within 15-minute cycling distance. The route is on a mandatory cycle lane along Harrow Manorway and then connects into Cory Bridge over Eastern Way.

The site is within 10-minute walking distance from a major open space: Lesnes Abbey and Lesnes Abbey Woods.

The nearest library (Thamesmead Library-temporary) is within 20-minute walking distance and 10-minute cycling distance.

There are 3 primary schools within a 15-minute walking distance from site (Willow Bank, Horizons Academy and Boxgrove). There is one secondary school within 10-minute walking distance from the site, (Horizons Academy).

Current Provision - Footways

Felixstowe Road (south of the site) and Harrow Manorway (flyover west of the site) have 2m wide footways that connect to Abbey Wood station and the Southmere area.

Lesnes Abbey can be reached by following Rushdene and Alsike Roads before turning onto the elevated paved greenway over the North Kent Line and Abbey Road.

Current Provision - Crossing Facilities

There are dropped crossings on Felixstowe Road to the station since the road is fairly quiet with low speeds. There is a toucan crossing on Harrow Manorway outside the Sainsbury's and another one at the top of the flyover for the main entrance to the station.

Current Provision - Cycle Lane and Track

There are segregated cycle tracks on both sides of Harrow Manorway heading northwards as far as Binsey Walk from Sainsbury's (one section still to be negotiated). Heading southwards, there is a mandatory cycle lane on both sides of the Harrow Manorway flyover, connecting to Knee Hill roundabout.

Gaps in Connectivity

The site is connected to most facilities within walking and cycling distance. However, the quality of cycling provision over a wider area needs to be improved, particularly the segregation of cyclists from traffic to encourage longer distance cycling trips.

Site Connectivity: Site TA003 Lesnes Estate Wolvercote Road

Connectivity: Public Transport

Site Area (Ha): 6.44

Public Transport Accessibility Level (PTAL): 1B

Levels of Connectivity for Public Transport from the Site to Key Destinations

Destination	Public Transport Connectivity
Abbey Wood	Direct Service
Bexleyheath	Direct Service
Erith	Direct Service
Queen Elizabeth Hospital	Change Required
Queen Mary Hospital	Direct Service
Bluewater	Change Required
Canary Wharf	Change Required
London Bridge	Direct Service
West End	Change Required
Woolwich	Direct Service

Frequency of Train Services from Abbey Wood (450m)

Destination	Mon-Fri Peak Freq.	Mon-Fri Off-Peak & Sat Freq.	Sun Freq.
London Cannon Street	3 trains per hour (tph)	4 tph	4 tph
London Charing Cross	3 tph	2 tph	0
Dartford	2 tph	2 tph	2 tph
Barnehurst	2 tph	2 tph	0
Crayford	2 tph	2 tph	2 tph
Luton via Farringdon	2 tph	2 tph	2 tph
Rainham (Kent)	2 tph	2 tph	2 tph

Frequency of Bus Services (buses per hour BPH) from Yarnton Way (V) / (T) (50-150m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
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180	Plumstead, Woolwich, Greenwich, Lewisham	6 bph	5 bph	4 bph	7 bph	4 bph
401 B11	Thamesmead	8 bph	8 bph	5 bph	8 bph	4 bph
180	Belvedere Industrial Area	6 bph	5 bph	4 bph	7 bph	4 bph
401	Belvedere, Bexleyheath	4 bph	3 bph	2 bph	4 bph	2 bph
B11	Bexleyheath Station and Town	4 bph	4 bph	2 bph	4 bph	2 bph

Frequency of Bus Services from Yarnton Way (B) / (A) (100-150m)

Bus Route	Destination(s)	Mon-Fri Peak Freq.	Mon-Fri Off-Peak Freq.	Mon-Fri Evening Freq.	Sat Freq.	Sun Freq.
229, 469	Belvedere, Erith	10 bph	10 bph	6 bph	10 bph	6 bph
229	Northumberland Heath, Bexleyheath, Bexley, Sidcup, QM Hospital	6 bph	6 bph	4 bph	6 bph	4 bph
301	West Heath, Bexleyheath Town	5 bph	5 bph	3 bph	5 bph	3 bph
229	Thamesmead	6 bph	6 bph	4 bph	6 bph	4 bph
244	Thamesmead, Plumstead, Woolwich, QE Hospital	7 bph	6 bph	4 bph	6 bph	4 bph
469	Plumstead, Woolwich, QE Hospital	4 bph	4 bph	2 bph	4 bph	2 bph

Gaps in Connectivity

The site does not have direct bus services to the east of the borough including Slade Green and Crayford. The site does not have direct rail connection to major employment areas in east London including Canary Wharf and Stratford.

The journey time of bus 229 to Sidcup and south of the borough is long and unattractive.

Connectivity: Walking and Cycling

Site Area (Ha): 6.44

Public Transport Accessibility Level (PTAL): 1B

Levels of Connectivity for Walking and Cycling from the Site to Key Destinations

Destination	Walking Connectivity	Cycling Connectivity
Railway Station	<12 min walk	>80% on cycle route
Supermarket	<12 min walk	>80% on cycle route
Clinic	<12 min walk	>80% on cycle route

Hospital	>15 min walk	<80% on cycle route
Sports & Leisure	>15 min walk	<80% on cycle route
High Street	<12 min walk	>80% on cycle route
Park	<12 min walk	>80% on cycle route
Library	<12 min walk	>80% on cycle route
School	<12 min walk	>80% on cycle route

Connected Major Area

The site is within 10-minute walking distance from Abbey Wood station.

The nearest supermarket Sainsbury's is located within 5-minute walking distance. The local shops on Wilton Road are within 15-minute walking distance.

The nearest clinic (Lakeside Medical Practice) is within 5-minute walking distance.

The nearest hospital (Erith and District Hospital) is within 25-minute cycling distance.

The nearest leisure centre (Thamesmead Leisure Centre) is within 15-minute cycling distance. The route is on a mandatory cycle lane along Harrow Manorway and then connects into Cory Bridge over Eastern Way.

The site is within 15-minute walking distance from a major open space: Lesnes Abbey and Lesnes Abbey Woods.

The nearest library (Thamesmead Library-temporary) is within 10-minute walking distance.

There are four primary schools within 15-minute walking distance (Willow Bank, Parkway Academy, Horizons Academy and Boxgrove). There are two secondary schools within 10-minute walking distance (Horizons and Harris Garrard).

Current Provision - Footways

Yarnton Way and Harrow Manorway have 2-4m wide footways on both sides. There is a elevated footpath (Abbey Way) to the east side of the site, which connects to Lesnes Abbey and Southmere.

Current Provision - Crossing Facilities

There are zebra crossings on Harrow Manorway and Yarnton Way for Lakeside Medical Centre. There is also a footbridge at the north eastern side of the site for Southmere lake.

Current Provision - Cycle Lane and Track

There are segregated cycle tracks on both sides of Harrow Manorway heading northwards as far as Binsey Walk from Sainsbury's (one section still to be negotiated). Heading southwards, there is a mandatory cycle lane on both sides of the Harrow Manorway flyover, connecting to Knee Hill roundabout.

The site is near Abbey Way, the elevated green corridor through the area which connects Southmere Park and Lesnes Abbey across the railway line for cyclists and pedestrians. This connects to Abbey Road, which has an advisory cycle lane connecting Abbey Wood to Belvedere Battle Road.

Gaps in Connectivity

The site is connected to most facilities within walking and cycling distance.

Appendix E of Local Plan Transport Assessment: Site-by-Site Technical Analysis

Site Reference	Site Name	Site Reference	Site Name
BH001	Former Playing Fields for Upland	BX001	Bexley High Street Car Park
BH002	Former Bexley CCG Offices	BX002	Crayford BT Telephone
BH003	Bexleyheath Bus Garage	CR001	Tower Retail Park
BH004	Army Reserve Centre	CR003	Sainsbury's Crayford
BH005	Cinema/Restaurants/Bingo/Car	CR004	Crayford Greyhound Stadium
BH009	Oaklands Car Park	CR005	Former Electrobases Site
BH010	EDF Energy Site	NEW009	London Road Crayford
BH012	Builders Merchants, Rowan Road	NEW010	North End Road Slade Green
BH013	Bexleyheath Telephone Ex.	ER006	Erith Western Gateway
BH014	ASDA Bexleyheath Crook Log	ER007	Erith Pier Road West
BH015	Avenue Road Car Park	ER008	Riverside Shopping Centre West
BH016	Buildbase, Pickford Lane	ER011	Morrisons Erith
BV001	ASDA and B&Q Belvedere	ER012	Erith Riverside
BV002	Belvedere Family Centre	ER020	DYNES Erith Road
BV003	Belvedere Station	NEW011	James Watt Way Erith
BV004	Railway Place Shops	SID002	Travis Perkins, Hurst Road
BV007	SGN Belvedere Holder Station	SID005	Old Farm Avenue Car Park
BV010	Monarch Works	SID006	Marlowe House
BV012	Crabtree Manorway South	NEW012	Longlands Road Sidcup
BV013	Former Woodside School	TA002	Crossrail South East Section
		TA003	Lesnes Estate, Wolvercote Road

General Transport Analysis: Site BH001 – Former playing fields for Upland Primary School between Church Rd and Belvedere Rd

Potential Scale of Development: 71 residential units

Acceptability of Development

Acceptability of Development - Issues	Acceptability of Development - Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The proposed level of development should be acceptable in Transport terms.

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	<p>Firstly, it is noted that the site boundary has been revised to include 63 Belvedere Road and the site’s secondary access to Church Road.</p> <p>Vehicular access should be from Belvedere Road in the vicinity of No. 63 including a kerb line build-out to improve the achievable visibility. To ensure adequate visibility in both directions, the removal of additional trees and parking bays would be required along with the relocation of a BT service cabinet.</p> <p>The secondary access to Church Road should only be used by pedestrians and cyclists.</p>
Public Transport Access	The nearest bus stops are on Avenue Road 600m away, more than the desired maximum walking distance of 400m. Bexleyheath station is 600m away.
Walking and Cycling Analysis	Pedestrian and cycle access can be made from Belvedere Road and Church Road.

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes
How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	Pedestrian/cyclist through routes could be provided across the site between Church Road and Belvedere Road.

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing specifically.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	Speed reduction measures will be required along Belvedere Road and these could include raised table junctions and speed cushions.
[Check: are such improvements physically achievable?]	Yes
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	The barriers to better connectivity are: <ol style="list-style-type: none"> 1. The distance to the nearest bus stops is in excess of the acceptable walking distance of 400m 2. There is no designated cycling infrastructure in the area to encourage that mode of travel.

What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	Nothing at this stage
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Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	Nothing specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	Contributions will be required to secure the above-mentioned off-site highway works along Belvedere Road

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	14

Serious	5
Fatal	0

There have been 19 recorded accidents within 500m of the site with 13 along Avenue Rd – Pickford Lane. These accident levels are what would be expected and there are no particular safety issues associated with developing this site. The recommended highway works along Belvedere Road, once in place, should reduce traffic speeds and therefore improve road safety.

General Transport Analysis: Site BH002 – Former Bexley CCG Offices & GP Practice

Potential Scale of Development: 143 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The proposed level of development should be acceptable in transport terms.

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Principal vehicular access to be made by the unadopted road linking the site to the east to the A220 Erith Road. It is noted that the redline boundary should be extended to include this road. A limited number of dwellings could be accessed from Lavernock Road to the west, which could also provide a means of emergency access There should not be a vehicular route through the site
Public Transport Access	Bus stops are located on Erith Road and Long Lane. Barnehurst railway station is within walking distance
Walking and Cycling Analysis	Pedestrian and cycle connections can be made to the west to Lavernock Road and to the east along the access road. Pedestrians can also use the public footpath which runs alongside a section of the access road and extends along the southern boundary of the site.

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes. With the extension of the red line boundary to include the vehicular access road and subject to appropriate junction assessments which will form part of a Transport Assessment.
How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	The site could provide pedestrian/cycling through routes between Lavernock Road and Erith Road

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing specifically associated with this site.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	Improvements should be made to the access road to Erith Road for all users.
[Check: are such improvements physically achievable?]	Limited improvements appear to be achievable. However, the full extent of what might be achievable will depend on the extent of the revised red line boundary
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	none

What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?

A Transport Assessment will be required in support of any planning application for this development. This TA will need to demonstrate in detail the suitability of the proposed accesses and local transport network to accommodate this development and identify any necessary off site works and other requirements.

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	None have been specifically identified at this stage.
If Yes; provide details	n/a

Road Safety

Severity of Accident	Number of Accidents within 500m of the Site (Jan 2016-Dec 2018)
Slight	22

Serious	2
Fatal	0

Accidents have been fairly evenly spread over the local network with one slight at the junction of the access road with Erith Road. There have been three slight accidents at the Francis Road/Long Lane junction. There have been three accidents (2 slight & 1 serious) at the Erith Road/Barnehurst Road junction. The accident figures are what would be expected and there are no areas of particular concern.

General Transport Analysis: Site BH003 – Bexleyheath Bus Garage, Erith Road, Bexleyheath

Potential Scale of Development: 139 residential units

Acceptability of Development

Acceptability of Development - Issues	Acceptability of Development - Comments
<p>What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?</p>	<p>The proposed level of development itself would be acceptable in transport terms. However, TfL Buses are very likely to object to this site being redeveloped. On the basis of previous discussions, loss of the garage could have serious repercussions on bus service operations in the local area. There is little or no alternative for bus parking/standing in the Bexleyheath area. Loss of bus standing space directly affects bus route operation.</p>

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
<p>Traffic Access</p>	<p>The opportunity should be taken to rationalise the access arrangements from Erith Road with a single vehicular access. Detailed access layout should be demonstrated as part of the necessary detailed transport assessment (TA) to be submitted in support of any planning application.</p>
<p>Public Transport Access</p>	<p>Bus stops are located on Erith Road served by several bus routes. Barnehurst railway station is within walking distance.</p>
<p>Walking and Cycling Analysis</p>	<p>Pedestrian and cycle access can be made to Erith Road. It is recommended that a controlled pedestrian crossing on Erith Road be provided by this development.</p>

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes
How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	By the provision of a controlled pedestrian crossing on Erith Road.

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing specifically
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	A controlled pedestrian crossing on Erith Road in the vicinity of the site. Additional mitigation measures may be identified in the detailed TA
[Check: are such improvements physically achievable?]	Yes
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	None. Loss of the garage would likely decrease the site’s PTAL score – some routes start and finish at the garage that would no longer do so.

What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	Nothing at this stage
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Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	For the provision of a controlled pedestrian crossing on Erith Road In addition, a contribution may be sought towards public realm improvements in the Bexleyheath area.

Road Safety

Severity of Accident	Number of Accidents within 500m of the Site (Jan 2016-Dec 2018)
Slight	20
Serious	4
Fatal	0

There have been 24 recorded accidents within 500m of the site with a cluster of 5 at the Erith Road/Mayplace Road West junction. There have been two slight accidents in the vicinity of the site frontage. These accident numbers are what would be expected along these types of roads. With the provision of the above mentioned controlled pedestrian crossing there would be no particular safety concerns relating to this development.

General Transport Analysis: Site BH004 – Army Reserve Centre Watling Street Bexleyheath

Potential Scale of Development: 123 residential units

Acceptability of Development

Acceptability of Development - Issues	Acceptability of Development - Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The proposed level of development should be acceptable in transport terms

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Vehicular access to be made on to Watling Street.
Public Transport Access	Bus stops located on Watling Street. Barnehurst and Crayford railway stations are within cycling distance.
Walking and Cycling Analysis	Pedestrian and cycle access to be made on to Watling Street. Pedestrian and cycle access may be possible to Sevenoaks Close to the north of the site subject to precise details of land ownership.
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes
How should barriers/gaps be addressed?	n/a

How could the site contribute to local accessibility/permeability?	Subject to land ownership it may be possible to provide a pedestrian cycle route through the site linking Sevenoaks Close to Watling Street.
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Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	None
[Check: are such improvements physically achievable?]	n/a
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	none
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	A transport assessment will be required in support of any planning application for this development. This TA will need to demonstrate in detail the suitability of the proposed access and local transport network to accommodate this development and identify any necessary off site works and other requirements.

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	No
If Yes; provide details	n/a

Road Safety

Severity of Accident	Number of Accidents within 500m of the Site (Jan 2016-Dec 2018)
Slight	30
Serious	3
Fatal	0

There are 33 recorded accidents within 500m of the site. There are 4 slights recorded at the A220/Watling Street junction. However, this junction has recently been improved. There are 7 recorded along Watling Street including 1 serious. These accidents are fairly evenly spread along the road. There are no recorded accidents at the existing site access.

General Transport Analysis: Site BH005 – Cinema/restaurants/bingo Car Park Broadway Bexleyheath

Potential Scale of Development: 89 residential units

Acceptability of Development

Acceptability of Development - Issues	Acceptability of Development - Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	Not known. A detailed Transport Assessment and local parking demand survey would need to be undertaken to establish the level of development which may be achievable whilst still providing adequate car parking

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Vehicular access to be from Broadway
Public Transport Access	Bus stops are located close to the site on Broadway
Walking and Cycling Analysis	Pedestrian and cycle access may be possible from both Arnsberg Way and Broadway
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes
How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	The site may not be able to contribute to local accessibility/permeability

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
<p>What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?</p>	<p>Nothing specifically</p>
<p>What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)</p>	<p>Nothing known at this stage. Anything needed would be identified as a result of the detailed TA / parking demand survey</p>
<p>[Check: are such improvements physically achievable?]</p>	<p>n/a</p>
<p>What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?</p>	<p>none</p>
<p>What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?</p>	<p>Detailed TA and parking demand survey.</p>

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Not clear until a transport assessment and a parking assessment have been completed.
If Yes; provide details	n/a

Road Safety

Severity of Accident	Number of Accidents within 500m of the Site (Jan 2016-Dec 2018)
Slight	57
Serious	8
Fatal	0

There are 65 recorded accidents within 500m of the site which includes some of busiest roads in the town centre. There are 2 at the junction of Arnsberg Way with Broadway and 4 at the Broadway/Gravel Hill/Watling Street junction which has recently been improved. There are two accidents (1 slight & 1 serious)

along Broadway between the two above mentioned junctions. There are no recorded accidents in close proximity to the current car park entry/exit. The accident numbers are what would be expected on these types of roads.

General Transport Analysis: Site BH009 – Oaklands Car Park and Lorry Park, Albion Road, Bexleyheath

Potential Scale of Development – 55 residential units

Acceptability of Development

Acceptability of Development - Issues	Acceptability of Development - Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	It is crucial to retain adequate short-stay car parking provision to ensure the viability of the town centre. Therefore, a detailed parking demand survey would be required to establish what parking will need to be retained and provided for the proposed new units. This process would give an indication of what level of development may be acceptable in transport terms. However, the site also provides over-night parking for coaches and HGVs and the Government has identified a lack of such facilities in the Southeast. Therefore, it is likely that alternative overnight facilities will need to be identified to enable this site to be developed.

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Roundabout on Albion Road
Public Transport Access	Bus stops are located on Broadway which are served by several bus routes. Bexleyheath railway station is a 1km walk away which is at the limit of a reasonable walking distance to/from a railway station.
Walking and Cycling Analysis	Pedestrian and cycle access to Albion Road
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes
How should barriers/gaps be addressed?	none

How could the site contribute to local accessibility/permeability?	This will need to be considered alongside potential longer-term aspirations for town centre permeability.
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Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing specifically
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	Suitable alternative overnight coach/HGV parking will need to be identified to enable this site to come forward
[Check: are such improvements physically achievable?]	This is not known at this time
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	none
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	none

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	Yes
If Yes; provide details and specify potential impact on timing/phasing	Identifying suitable alternative overnight coach/HGV parking.

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	A contribution may be required towards public realm improvements in the Bexleyheath area, and towards establishing alternative overnight coach/HGV parking.

Road Safety

Severity of Accident	Number of Accidents within 500m of the Site (Jan 2016-Dec 2018)
Slight	42
Serious	10
Fatal	0

There have been 52 recorded accidents within 500m of the site. This number of accidents is what would be expected in a town centre location. However, in the vicinity of the site, there have been very few accidents and none at the site access or along the site frontage. It is not expected that such a proposal would cause road safety concerns.

General Transport Analysis: Site BH010 – EDF Energy Site, Broadway, Bexleyheath

Potential Scale of Development: 347 residential units

Acceptability of Development

Acceptability of Development - Issues	Acceptability of Development - Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The proposed level of development should be acceptable in transport terms, subject to the outcome of a transport assessment.

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Primary vehicular access should be taken from Lion Road with a secondary vehicular access from Heathfield Road but not providing a vehicular through route.
Public Transport Access	Bus stops are located on Broadway served by several bus routes. Bexleyheath railway station is just under 1km walking distance away, which is the limit for a reasonable walking distance to a railway station.
Walking and Cycling Analysis	Pedestrian and cycle access can be made to Broadway, Lion Road and Heathfield Road.

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes
How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	Through routes on site could be provided for pedestrians and cyclists linking Broadway, Lion Road and Heathfield Road. Where land ownership allows, existing footways along the site boundaries could be widened and generally improved

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing specifically
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	Apart from the above mentioned footway improvements, any other mitigation measures required will be identified in the necessary detailed transport assessment (TA).
[Check: are such improvements physically achievable?]	Not known at this stage.
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	None known specifically at this stage.

What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	A detailed TA would be required to identify the full impact
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Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	none
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	The TA may identify specific infrastructure requirements to mitigate possible impacts. In addition, a contribution may be sought towards public realm improvements in the Bexleyheath area.

Road Safety

Severity of Accident	Number of Accidents within 500m of the Site (Jan 2016-Dec 2018)
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Slight	35
Serious	8
Fatal	0

There have been 43 recorded accidents within 500m of the site. This number of accidents is what would be expected in a town centre location. These include small clusters at the junctions along Broadway. However, there have been no recorded accidents along the site frontages to Lion Road or Heathfield Road. It is not expected that such a proposal would cause road safety concerns.

General Transport Analysis: Site BH012 – Builders Merchants Rowan Road Bexleyheath

Potential Scale of Development: 42 residential units

Acceptability of Development

Acceptability of Development - Issues	Acceptability of Development - Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	Proposed level of development is acceptable in transport terms.

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Main vehicular access to be made from Rowan Avenue. Limited vehicular access may be possible from Harlington Road/Stratton Road and Bynon Avenue, but not to form a vehicular through route
Public Transport Access	Nearest bus stops are located on Broadway and Avenue Road. Bexleyheath railway station is within walking/cycling distance.
Walking and Cycling Analysis	Pedestrian/cycle access to be provided to Rowan Avenue, Harlington Road/Stratton Road and Bynon Avenue
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes
How should barriers/gaps be addressed?	n/a

How could the site contribute to local accessibility/permeability?	Pedestrian/cycle through routes could be provided linking Rowan Avenue, Harlington Road/Stratton Road and Bynon Avenue
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Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None specifically
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	Consideration needs to be given to how walking and cycling to/from the site might be encouraged by specific measures on and/or off site (eg to/from Bexleyheath station).
[Check: are such improvements physically achievable?]	n/a
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	None
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	Opportunities to promote walking and cycling need to be considered.

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Potential contribution towards off site measure to encourage walking and cycling.
If Yes; provide details	Possible contribution towards improving pedestrian/cycle routes to Bexleyheath railway station and/or other links that may be important to encourage use of more active travel modes.

Road Safety

Severity of Accident	Number of Accidents within 500m of the Site (Jan 2016-Dec 2018)
Slight	43
Serious	10
Fatal	0

26 accidents were located along Broadway of which 3 were serious. A cluster of 4 accidents occurred at the Albion Road junction of which 1 was serious. There were 15 recorded injury accidents along Avenue Road including 3 serious. A cluster of 4 accidents occurred at the Woodlands Road junction. Traffic from the site has various routing opportunities along the local road network and is not likely to cause an unacceptable additional loading at any of the cluster sites.

General Transport Analysis: Site BH013 – Bexleyheath Telephone Exchange, Broadway, Bexleyheath

Potential Scale of Development - 60 residential units

Acceptability of Development

Acceptability of Development - Issues	Acceptability of Development - Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The proposed level of development would be acceptable in transport terms

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Vehicular access from Broadway
Public Transport Access	Bus stops are located along Broadway served by numerous bus routes. Bexleyheath railway station is within walking distance
Walking and Cycling Analysis	Pedestrian and Cycle access can be made from Broadway
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes
How should barriers/gaps be addressed?	n/a

How could the site contribute to local accessibility/permeability?	The site does not appear able to contribute to local accessibility/permeability
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Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None specifically
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	none
[Check: are such improvements physically achievable?]	n/a
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	none
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	none

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically.
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	Possible contributions towards improving walking and cycling infrastructure between the site and Bexleyheath railway station

Road Safety

Severity of Accident	Number of Accidents within 500m of the Site (Jan 2016-Dec 2018)
Slight	35
Serious	6
Fatal	0

There were 25 accidents along Broadway of which 3 were serious. No accidents were recorded along the site frontage, but others are fairly evenly spread along Broadway either side. This is what would be expected along a road of this type. It is unlikely that the proposed development will lead to road safety concerns.

General Transport Analysis: Site BH014 – Asda Crook Log Bexleyheath

Potential Scale of Development: 38 residential units

Acceptability of Development

Acceptability of Development - Issues	Acceptability of Development - Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The level/extent of development must not preclude the provision of the site access arrangements detailed below. (the extent of the site boundary along the Crook Log frontage appears incorrect ..should it also include the forecourt?)

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	On Clarence Road
Public Transport Access	Bus stops on Crook Log with regular services. Bexleyheath railway station is within walking/cycling distance
Walking and Cycling Analysis	On Clarence Road and Crook Log
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes

How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	A pedestrian through route could be provided through the site linking Clarence Road with Crook Log

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None specifically
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	Measures to encourage walking and cycling
[Check: are such improvements physically achievable?]	Detail to be reviewed at pre-app stage.
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	None
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	None

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Potential contributions towards off-site walking and cycling measures.
If Yes; provide details	Possible contribution towards improving pedestrian/cycle routes to Bexleyheath railway station and/or other links that may be important to encourage use of more active travel modes.

Road Safety

Severity of Accident	Number of Accidents within 500m of the Site (Jan 2016-Dec 2018)
Slight	38
Serious	3
Fatal	0

22 (2 serious, 20 slight) occurred along A207 Crook Log, though none at its junction with Claremont Road (via which access to the site is obtained). This is what would be expected along a road of this type.

General Transport Analysis: Site BH015 – Avenue Road Car Park Bexleyheath

Potential Scale of Development – 65 residential units

Acceptability of Development

Acceptability of Development - Issues	Acceptability of Development - Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	It will be essential for the viability of local shops and businesses, and to meet the demand of rail passengers, that adequate parking is retained on site. To establish what parking provision needs to be retained, parking demand surveys will need to be undertaken; this work would then indicate what level of development could come forward on this site.

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Onto Avenue Road.
Public Transport Access	Bus stops are located along Pickford Lane and Avenue Road served by several bus routes. Bexleyheath railway station is within walking distance
Walking and Cycling Analysis	Pedestrian and cycle access are possible via the existing car park access linking to Avenue Road and Blackthorn Grove.

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes, although the narrow nature of the access road (required to provide a suitable pedestrian route) limits the extent to which the site is fully developable.
How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	The site does not appear to be able to contribute to local accessibility/permeability

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development - Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None specifically
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	none
[Check: are such improvements physically achievable?]	n/a
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	none

What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	none
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Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	none
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	no
If Yes; provide details	n/a

Road Safety

Severity of Accident	Number of Accidents within 500m of the Site (Jan 2016-Dec 2018)
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Slight	28
Serious	5
Fatal	0

There have been 33 recorded accidents within 500m of the site with 16 of these along Avenue Road including small clusters at junctions. The level of accidents is what would be expected along a road serving local shops and businesses and a railway station. It is not anticipated that this development would lead to road safety concerns.

General Transport Analysis: Site BH016 – Buildbase 15-17 Pickford Lane Bexleyheath

Potential Scale of Development: 23 residential units

Acceptability of Development

Acceptability of Development - Issues	Acceptability of Development - Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	<p>Any scheme must retain adequate vehicular access for the other properties on Pickford Lane that currently use the access leading to Pickford Close</p> <p>The proposed level of development appears to be acceptable in transport terms.</p>

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Utilising the existing access on to Pickford Close
Public Transport Access	Bus stops on Pickford Lane in close proximity to the site. Bexleyheath railway station is within walking distance
Walking and Cycling Analysis	<p>Retain the pedestrian access (shared with vehicles) to the north leading to Pickford Close.</p> <p>Provide pedestrian access to Pickford Lane</p>
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes

How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	The development has the potential to provide a pedestrian link between Pickford Close and Pickford Lane

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None specifically
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	Consideration should be given to off-site measures that may be needed to encourage walking and cycling.
[Check: are such improvements physically achievable?]	To be reviewed.
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	None
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	None

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Possibly towards off-site walking/cycling measures – to be considered.
If Yes; provide details	n/a

Road Safety

Severity of Accident	Number of Accidents within 500m of the Site (Jan 2016-Dec 2018)
Slight	33
Serious	5
Fatal	0

There have been 17 accidents along Pickford Lane and Avenue Road of which 4 were serious. Traffic to/from the site are likely to use the Pickford Close/Pickford Lane junction adjacent to the site where there were no recorded accidents.

General Transport Analysis: Site BV001 – ASDA and B&Q Lower Road Belvedere

Potential Scale of Development: +470 residential units

Acceptability of Development

Acceptability of Development - Issues	Acceptability of Development - Comments
<p>What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?</p>	<p>Part of this land could well be required to deliver DLR to Belvedere. The TfL pre-feasibility design alignment of 2018 for DLR approaches Belvedere station on the south side of the railway.</p> <p>This should be determined in detail through a Transport Assessment. The TA should demonstrate that suitable site access arrangements can be made; provide proposals for delivering less car-orientated mode choice; and test the adequacy of the local transport network to accommodate the additional trips likely to be generated (by mode).</p> <p>A Parking Assessment will be required, based on parking demand surveys to identify the required residual parking provision if it is proposed to remove any existing parking spaces or use them to serve the development.</p>

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Via Lower Road only – design to be supported by a detailed Transport Assessment.
Public Transport Access	Bus stops are located on Lower Road and Picardy Manorway. Belvedere railway station is within walking distance
Walking and Cycling Analysis	Pedestrian and cycle access from Lower Road

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes
How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	Subject to ownership details it may be possible to provide a pedestrian/cycling access to Station Rd (the stub that passes the station forecourt and links to the footpath/cycle path which runs west-east alongside the railway. In theory that could provide a walking/cycling through route linking Lower Road with Station Road and the Station). Permeability issues should also be considered, looking at sites BV001 and BV002 together.

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Dependent on timing. The section of Bus Transit through Belvedere could be delivered in 2025-2028. A DLR extension to Belvedere via Thamesmead could be operational by 2030-2032. Potential 4-tracking as part of the C2E project could be complete in 2037-2038. The requirements of these transport projects will need to be factored into in the design of development proposals for this site.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	To be identified through a detailed transport assessment
[Check: are such improvements physically achievable?]	To be determined

<p>What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?</p>	<p>The site is within easy walking distance of the potential future route for a new Bus Transit corridor through Belvedere, which should have a stop at Belvedere station. The site is within easy walking distance of a potential future DLR station at Belvedere. Belvedere station is on the route of a potential Crossrail extension east of Abbey Wood. See details above regarding a possible walking/cycling through route.</p>
<p>What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?</p>	<p>A detailed Transport Assessment and parking demand survey</p>

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
<p>Transport schemes that must be in place prior to development coming forward?</p>	<p>Bus Transit to/through Belvedere. Occupation of the site is unlikely to be dependent on delivery of DLR. The whole picture, including delivery of schemes aimed at mode shift, will need to be considered as part of the Transport Assessment.</p>
<p>If Yes; provide details and specify potential impact on timing/phasing</p>	<p>More technical work is needed on Bus Transit, including identifying the preferred line of route through Belvedere. This section of Bus Transit is unlikely to be in place before 2025-2028. Likewise, more work is needed to determine how Belvedere station might be reconfigured in the future to allow for both a DLR terminus (c. 2030) and potential 4-tracking as part of the C2E project (c. 2037-2038). The technical requirements of these transport projects must be allowed for in the design of proposals for this site.</p>

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
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Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	The detailed Transport Assessment should identify specific on- and off-site measures required in support of the development, including where specific contributions will be necessary. A s106 contribution will be expected towards Bus Transit and possibly towards DLR.

Road Safety

Severity of Accident	Number of Accidents within 500m of the Site (Jan 2016-Dec 2018)
Slight	25
Serious	4
Fatal	0

There have been 29 recorded accidents within 500m of the site. There have been 16 slights on Lower Road including 2 in close proximity to the existing site access and 4 at the Lower Road / Picardy Manorway junction. This number of accidents is what would be expected. However, there is a cluster of 4 accidents over a relatively short section of Lower Road between the Picardy Rd junction and the Sheridan Road junction. In the vicinity of the pedestrian crossing. The number of recorded accidents is what would be expected along these types of roads.

General Transport Analysis: Site BV001 – ASDA and B&Q Lower Road Belvedere

Potential Scale of Development: +470 residential units

Acceptability of Development

Acceptability of Development - Issues	Acceptability of Development - Comments
<p>What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?</p>	<p>Part of this land could well be required to deliver DLR to Belvedere. The TfL pre-feasibility design alignment of 2018 for DLR approaches Belvedere station on the south side of the railway.</p> <p>This should be determined in detail through a Transport Assessment. The TA should demonstrate that suitable site access arrangements can be made; provide proposals for delivering less car-orientated mode choice; and test the adequacy of the local transport network to accommodate the additional trips likely to be generated (by mode).</p> <p>A Parking Assessment will be required, based on parking demand surveys to identify the required residual parking provision if it is proposed to remove any existing parking spaces or use them to serve the development.</p>

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Via Lower Road only – design to be supported by a detailed Transport Assessment.
Public Transport Access	Bus stops are located on Lower Road and Picardy Manorway. Belvedere railway station is within walking distance
Walking and Cycling Analysis	Pedestrian and cycle access from Lower Road

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes
How should barriers/gaps be addressed?	N/a
How could the site contribute to local accessibility/permeability?	Subject to ownership details it may be possible to provide a pedestrian/cycling access to Station Rd (the stub that passes the station forecourt and links to the footpath/cycle path which runs west-east alongside the railway. In theory that could provide a walking/cycling through route linking Lower Road with Station Road and the Station). Permeability issues should also be considered, looking at sites BV001 and BV002 together.

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	<p>Dependent on timing.</p> <p>The section of Bus Transit through Belvedere could be delivered in 2025-2028.</p> <p>A DLR extension to Belvedere via Thamesmead could be operational by 2030-2032. Potential 4-tracking as part of the C2E project could be complete in 2037-2038.</p> <p>The requirements of these transport projects will need to be factored into in the design of development proposals for this site.</p>
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	To be identified through a detailed transport assessment
[Check: are such improvements physically achievable?]	To be determined

<p>What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?</p>	<p>The site is within easy walking distance of the potential future route for a new Bus Transit corridor through Belvedere, which should have a stop at Belvedere station. The site is within easy walking distance of a potential future DLR station at Belvedere. Belvedere station is on the route of a potential Crossrail extension east of Abbey Wood. See details above regarding a possible walking/cycling through route.</p>
<p>What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?</p>	<p>A detailed Transport Assessment and parking demand survey</p>

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
<p>Transport schemes that must be in place prior to development coming forward?</p>	<p>Bus Transit to/through Belvedere. Occupation of the site is unlikely to be dependent on delivery of DLR. The whole picture, including delivery of schemes aimed at mode shift, will need to be considered as part of the Transport Assessment.</p>
<p>If Yes; provide details and specify potential impact on timing/phasing</p>	<p>More technical work is needed on Bus Transit, including identifying the preferred line of route through Belvedere. This section of Bus Transit is unlikely to be in place before 2025-2028. Likewise, more work is needed to determine how Belvedere station might be reconfigured in the future to allow for both a DLR terminus (c. 2030) and potential 4-tracking as part of the C2E project (c. 2037-2038). The technical requirements of these transport projects must be allowed for in the design of proposals for this site.</p>

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
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Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	The detailed Transport Assessment should identify specific on- and off-site measures required in support of the development, including where specific contributions will be necessary. A s106 contribution will be expected towards Bus Transit and possibly towards DLR.

Road Safety

Severity of Accident	Number of Accidents within 500m of the Site (Jan 2016-Dec 2018)
Slight	25
Serious	4
Fatal	0

There have been 29 recorded accidents within 500m of the site. There have been 16 slights on Lower Road including 2 in close proximity to the existing site access and 4 at the Lower Road / Picardy Manorway junction. This number of accidents is what would be expected. However, there is a cluster of 4 accidents over a relatively short section of Lower Road between the Picardy Rd junction and the Sheridan Road junction. In the vicinity of the pedestrian crossing. The number of recorded accidents is what would be expected along these types of roads.

General Transport Analysis: Site BV002 – Belvedere Family Centre and Utilities Sub-station

Potential Scale of Development: +79 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	This should be determined in detail through a Transport Assessment. The TA should demonstrate that suitable site access arrangements can be made; provide proposals for delivering less car-orientated mode choice; and test the adequacy of the local transport network to accommodate the additional trips likely to be generated (by mode).

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Access from Station Road.
Public Transport Access	Bus stops are located on Lower Road and Belvedere railway station is within walking distance
Walking and Cycling Analysis	Walking And cycling access could be made via both Station Road and Lower Road
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes . But details will need to be demonstrated through a detailed TA.
How should barriers/gaps be addressed?	None known

How could the site contribute to local accessibility/permeability?	It may be possible to provide a walking/cycling through route linking Lower Road and Station Road. Permeability issues should also be considered, looking at sites BV001 and BV002 together.
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Impact on Transport Network

Impact on Transport Network of Development – Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None specifically
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	To be identified by the detailed Transport Assessment
[Check: are such improvements physically achievable?]	To be determined
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	None
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	A detailed Transport Assessment. It is unlikely that the timing of development of this site will be affected by delivery of major transport schemes (Bus Transit, DLR, C2E).

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	To be identified in the detailed Transport Assessment
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions – Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	The detailed Transport Assessment should identify specific on- and off-site measures required in support of the development, including where specific contributions will be necessary. A s106 contribution will be expected towards Bus Transit.

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	26
Serious	4
Fatal	0

There have been 30 recorded accidents within 500m of the site. There have been 15 on Lower Road including 4 at the Lower Road / Picardy Manorway junction and 3 at the Sheridan Road / Lower Road junction. There is a cluster of 4 accidents over a relatively short section of Lower Road between the Picardy Road junction and the Sheridan Road junction in the vicinity of the pedestrian crossing. The number of recorded accidents is what would be expected along these types of roads.

General Transport Analysis: Site BV003 – Belvedere Station and Network Rail land, Station Road, Belvedere

Potential Scale of Development: +55 units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	<p>This land could well be required to deliver DLR to Belvedere. The TfL pre-feasibility design alignment of 2018 for DLR uses this land.</p> <p>The proposed level of development should be acceptable in transport terms, but will need to be supported by a Transport Assessment to demonstrate this</p>

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Via Station Road. It should be noted that Railway Place and Dylan Road are not adopted highways. Access may be possible to these only if the site has the appropriate rights.
Public Transport Access	Bus stops are located on Lower Road. Belvedere railway station is within walking distance.
Walking and Cycling Analysis	Via Station Road. It should be noted that Railway Place and Dylan Road are not adopted highways. Access may be possible to these only if the site has the appropriate rights.

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	yes
How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	Walking and cycling routes could be provided between Station Road and Dylan Road if the site has a right to access Dylan Road.

Impact on Transport Network

Impact on Transport Network of Development – Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None specifically
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	Not identified at this stage.
[Check: are such improvements physically achievable?]	n/a
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	This land could well be required to deliver DLR to Belvedere. The TfL pre-feasibility design alignment of 2018 for DLR approaches Belvedere station on the south side of the railway. Railway Place and Dylan Road are not adopted highways. Access may be possible to these only if the site has the appropriate rights. Walking and cycling routes could be provided between Station Road and Dylan Road if the site has a right to access Dylan Road.

What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	None
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Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions – Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	yes
If Yes; provide details	It is likely that a contribution will be required towards Bus Transit

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	24

Serious	4
Fatal	0

There have been 28 recorded accidents within 500m of the site. There have been 14 on Lower Road including 4 at the Lower Road / Picardy Manorway junction and 3 at the Sheridan Road / Lower Road junction. These numbers of accidents are what would be expected. However, there is a cluster of 4 accidents over a relatively short section of Lower Road between the Picardy Road junction and the Sheridan Road junction in the vicinity of the pedestrian crossing. The number of recorded accidents is what would be expected along these types of roads.

General Transport Analysis: Site BV004 – Railway Place Shops, Station Road, Belvedere

Potential Scale of Development: +79 residential dwellings

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	A detailed Transport Assessment should be undertaken to demonstrate suitable access arrangements and the suitability of the local transport network to accommodate the trips likely to be generated

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	The red line boundary needs revising to remove the public highway currently within the boundary at the southern part of the site. The highway boundary is adjacent to the building line fronting onto Picardy Street. The redline boundary also includes Railway Place and part of Davy Road both of which are unadopted roads. These would need to be retained to ensure that others, who have the right to, can continue to use them. There is also evidence that the current ground floor commercial uses which are to be retained use this route for servicing, including the storage and collection of refuse. Vehicular access may be possible to Picardy Street (the service road section along the existing building line, Station Road, Davy Road and Station Place subject to ownership details and the outcomes of the detailed TA.
Public Transport Access	Bus stops are located on Lower Road and Belvedere Railway Station is within walking distance

Walking and Cycling Analysis	Pedestrian/cycle access may be made to Picardy Street, Station Road, Davy Road and Railway Place
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes: details to be set out and assessed through a detailed TA
How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	Ped/Cycle access points could be linked as through routes across the site.

Impact on Transport Network

Impact on Transport Network of Development – Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None specifically.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	Will be identified through the detailed TA.
[Check: are such improvements physically achievable?]	N/A
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	None

What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	Detailed TA will be required
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Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	Will be identified through the detailed TA
If Yes; provide details and specify potential impact on timing/phasing	Not known

Developer Contributions

Developer Contributions – Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Will be identified through the detailed TA. A contribution may be required towards Bus Transit.
If Yes; provide details	n/a

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	26

Serious	4
Fatal	0

There have been 30 recorded accidents within 500m of the site. There have been 15 on Lower Road including 4 at the Lower Road / Picardy Manorway junction and 3 at the Sheridan Road / Lower Road junction. There is a cluster of 4 accidents over a relatively short section of Lower Road between the Picardy Road junction and the Sheridan Road junction in the vicinity of the pedestrian crossing. The number of recorded accidents is what would be expected along these types of roads.

General Transport Analysis: Site BV007 – SGN Belvedere Holder Station, Yarnton Way, Belvedere

Potential Scale of Development: 297 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	<p>Part of this land could well be required to deliver DLR to Belvedere.</p> <p>The proposed level of development may be acceptable in transport terms, but any application must include a detailed Transport Assessment to demonstrate suitable access arrangements and any necessary off-site improvements to the transport network.</p>

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	A single vehicular access to/from Yarnton Way only.
Public Transport Access	Bus stops are located on Yarnton Way. With pedestrian/cycle links on to Maida Road and Sutherland Road Belvedere railway station becomes walkable.
Walking and Cycling Analysis	Pedestrian and cycle access should be made to Yarnton Way, Sutherland Road and Maida Road
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes

How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	The site could provide walking and cycling through routes between Yarnton Way, Sutherland Road and Maida Road, though that is something that will have to be determined in consultation with residents of those streets.

Impact on Transport Network

Impact on Transport Network of Development – Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Bus Transit is expected to be delivered on Yarnton Way in/after 2025.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	These will be identified through the detailed Transport Assessment.
[Check: are such improvements physically achievable?]	n/a
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	The railway and possible third-party land provide a barrier to better connection to the south of the site on to Gilbert Road/Picardy Street
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	Need to understand more about the potential detailed routeing of a DLR extension to Belvedere. A detailed Transport Assessment will be required in support of any planning application

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	The Transport Assessment will need to consider this.
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions – Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Possible contribution towards Transit. The detailed TA may identify others.
If Yes; provide details	To be determined.

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	20
Serious	3
Fatal	0

Although there are 23 recorded accidents within 500m the majority of these are on the other side of the railway, away from any impact from any potential development traffic. Only 4 slight accidents have been recorded along this section of Yarnton Way.

General Transport Analysis: Site BV010 – Monarch Works Station Road North, Belvedere

Potential Scale of Development: 83 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The proposed level of development should be acceptable in transport terms

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Via Station Road North
Public Transport Access	Bus stops are located on Picardy Manorway. Belvedere railway station is within walking distance
Walking and Cycling Analysis	Pedestrian and Cycling access via Station Road North. It may be possible to achieve a high level pedestrian access from Picardy Manorway.
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes

How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	Nothing specific

Impact on Transport Network

Impact on Transport Network of Development – Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Bus Transit should be available nearby after 2025. It is possible that the final transit alignment may cross the site.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	To be identified through a detailed Transport Assessment which will be required to support any planning application
[Check: are such improvements physically achievable?]	n/a
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	The site is land-locked by the railway and adjacent commercial sites limiting connectivity.
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	Full potential impact could only be assessed through a detailed Transport Assessment

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	Nothing specific identified to date. But consideration should be given to the site’s physical proximity to the railway and to what extent that might affect design and delivery of the C2E scheme, for example.
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions – Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	Will be identified through a detailed TA. In addition, a contribution may be required towards Transit

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	24
Serious	1
Fatal	0

There has been a total of 25 recorded accidents within 500m of the site although the majority are some distance away along Lower Road on the other side of the railway. There are no recorded accidents on the approach road, Station Road North. There have been two recorded accidents at the Norman Road / Caldry Road junction. It is not anticipated that the proposed development would cause road safety concerns.

General Transport Analysis: Site BV012 – Crabtree Manorway South Industrial Area, Belvedere

Potential Scale of Development: 664 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The proposed level of development may be acceptable in transport terms, but the suitability of the access and adequacy of the local transport network will need to be demonstrated through a detailed Transport Assessment. This will also identify any required network capacity improvements or necessary transport schemes.

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Via Crabtree Manorway South to Bronze Age Way
Public Transport Access	Nearest bus stops are either on Lower Road to the south of the railway, or on Anderson Road. Both sets of stops are some distance from the centre of the site. There is also a pair of stops at the southern end of Picardy Manorway. The site is within walking distance of Belvedere station.
Walking and Cycling Analysis	Pedestrian and cycle access can be made to Crabtree Manorway South and Keats Road. There is a footbridge crossing the railway connecting to Mitchel Close. There is another footbridge across Bronze Age Way that provides access to Crabtree Manorway North. Neither is fully DDA Compliant and will require improvement and possible reconstruction.

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Access design will need to be demonstrated as part of the necessary detailed TA and should include upgrading the Bronze Age Way / Crabtree Manorway South junction.
How should barriers/gaps be addressed?	None known
How could the site contribute to local accessibility/permeability?	Very limited opportunities due to adjoining commercial sites outside of the red line boundary

Impact on Transport Network

Impact on Transport Network of Development – Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None specifically; Bus Transit may cross the site (subject to further corridor design analysis), which could occur before this site comes forward.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	To be identified by the detailed TA. However improved pedestrian/cycle (and DDA compliant) crossing over both the railway and Bronze Age Way is likely to be included. Also, the junction arrangements at Bronze Age Way / Crabtree Manorway South are sub-standard and will require improving.
[Check: are such improvements physically achievable?]	Improving the pedestrian / cycle bridge crossing the railway will involve Network Rail approval and, possibly, land.
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	As mentioned above, the site is partly land-locked by the railway and adjacent commercial sites.

What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	A detailed TA (thoroughly covering access by all modes) will be required in support of any development proposals
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Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	Nothing known
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	A contribution towards Transit may be one requirement, as well as initiating/pump-priming an area-based Demand Responsive Transit service that includes the site

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
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Slight	17
Serious	1
Fatal	0

There have been 18 recorded accidents within 500m of the site the majority being on the other side of the railway on Lower Road and not on the direct access route to the site. Only 1 slight accident is recorded at the junction of Crabtree Manorway South and Bronze Age Way.

General Transport Analysis: Site BV013 – Former Woodside School, Halt Robin Road, Belvedere

Potential Scale of Development: 109 units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The proposed level of development should be acceptable in transport terms

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Onto Halt Robin Road
Public Transport Access	Bus stops are located on Lower Road and Picardy Manorway served by several bus routes. Belvedere railway station is within walking distance.
Walking and Cycling Analysis	Primary walking and cycling access onto Halt Robin Road with a secondary substandard pedestrian link to Lower Road.
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	yes

How should barriers/gaps be addressed?	The substandard pedestrian link to Lower Road should be improved to be fully DDA compliant
How could the site contribute to local accessibility/permeability?	With the above mentioned improved link in place the site can offer a pedestrian/cycle linking Lower Road and Hall Robin Way.

Impact on Transport Network

Impact on Transport Network of Development – Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None specifically
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	None apart from the above mentioned walking/cycling improvement.
[Check: are such improvements physically achievable?]	yes
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	none
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	none

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions – Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	yes
If Yes; provide details	It is likely that a contribution will be required towards Bus Transit

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	25
Serious	3
Fatal	0

There have been 28 recorded accidents within 500m of the site. However, there are no recorded accidents along Halt Robin Road and it is unlikely that the development will cause road safety concerns.

General Transport Analysis: Site BX001 – Bexley High Street Car Park

Potential Scale of Development: 27 units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	<p>The level/extent of development must:</p> <ul style="list-style-type: none"> • not preclude the provision of the site access arrangements detailed below • not result in an inadequate level of off-street parking provision in the town centre • retain adequate access and manoeuvring space for service vehicles visiting the rear of the shops and businesses on Bexley High Street

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Utilising the existing access on Bexley High Street to the east of the site
Public Transport Access	Bus stops on Bexley High Street with regular services. Bexley railway station is within walking distance
Walking and Cycling Analysis	Retain the pedestrian access to the west onto Tanyard Lane, to the north to A222 Bexley High Street in the vicinity of No. 44/46 and alongside the vehicular access to the east.
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	yes

How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	Existing pedestrian routes to Tanyard lane and Bexley High Street to the north and to the east through the site should be retained.

Impact on Transport Network

Impact on Transport Network of Development – Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None specifically
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	none
[Check: are such improvements physically achievable?]	n/a
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	none
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	none

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions – Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	no
If Yes; provide details	n/a

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	20
Serious	5
Fatal	0

There have been 25 recorded accidents within 500m of the site. All but 3 (1 serious, 2 slight) occurred on A222, A223 or A2018 – the three A roads that serve Bexley village. There is a small cluster of 4 (all slight) at the mini roundabout junction of A222/A223 Bexley High Street with A223 Bourne Road. Otherwise, there is no apparent pattern to the accident locations. The development is unlikely to result in road safety concerns.

General Transport Analysis: Site BX002 – Crayford Telephone Exchange, Bexley

Potential Scale of Development: 24 units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The proposed level of development would be acceptable in transport terms

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	The existing access should be incorporated with the Farm Vale / Southwold Road junction with a new site access taken from Farm Vale.
Public Transport Access	Bus Stops are located within walking distance on Bourne Road. There are coach stops on the A2. The site is some 900m walking distance of Bexley railway station – which is close to the limit of a reasonable distance to expect to walk (1km).
Walking and Cycling Analysis	Walking and cycle access can be made to Southwold Road and Farm Vale

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	yes
How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	It does not appear to be able to contribute to local accessibility / permeability

Impact on Transport Network

Impact on Transport Network of Development – Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing specifically
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	None
[Check: are such improvements physically achievable?]	n/a
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	none

What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	none
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Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	Nothing specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions – Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	None
If Yes; provide details	n/a

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	37

Serious	7
Fatal	0

There have been 44 recorded accidents within 500m of the site the majority of which are either along the A2 or clustered at the Gravel Hill / Bourne Road roundabout. There has only been one (slight) accident in the vicinity of the proposed vehicular access. It is not anticipated that this development will cause road safety concerns.

General Transport Analysis: Site CR001 – Tower Retail Park, Crayford

Potential Scale of Development: +384 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	A detailed Transport Assessment would be required to assess the suitability of access arrangements and the local transport network to accommodate trips generated by this development. The nearest junction modelled for the LPTA is Crayford High Street / Crayford Way which is indicating that part of the ring road will be over capacity in the local plan base year (2021) without any additional development traffic. This is likely to be the case with much of the local highway network. In addition, the existing parking provision is known to be used almost to capacity during peak periods. A parking demand survey would be required to assist in identifying the extent of additional car parking required for the development.

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Onto the A207 via Tower Park Road
Public Transport Access	Bus stops are located on Crayford Road and Roman Way. Crayford railway station is within walking distance
Walking and Cycling Analysis	Walking and cycling access onto Crayford Road. Subject to ownership details, useful ped/cycle access could be achievable to Swaislands Drive

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	This depends very much on the nature and layout of the proposed development.
How should barriers/gaps be addressed?	Need to be identified through a detailed transport assessment
How could the site contribute to local accessibility/permeability?	As mentioned above, if access can be made to Swaislands Drive pedestrian/cycle through routes may be possible linking Crayford Road/Tower Park Road/Swaislands Drive.

Impact on Transport Network

Impact on Transport Network of Development – Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing specifically.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	To be identified by a detailed Transport Assessment and parking demand survey. Development proposals will need to be supported by strong evidence that they include measures that will positively support the active travel modes (walking, cycling) and public transport use, to reduce (a) potential on site parking demand; and (b) potential traffic generation.
[Check: are such improvements physically achievable?]	Not known until a TA has identified what is required
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	If elements of retail are to be retained on site, consideration must be given to permeability of the site as a whole by foot and by cycle, with good links towards Crayford High Street. No specific public transport improvements are planned for the Crayford area at present.

What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	A detailed Transport Assessment and parking demand survey would be required in support of any planning application
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Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	Nothing specifically. Through the TA/Parking Survey, timing of any necessary mitigation measures to support the development will need to be determined.
If Yes; provide details and specify potential impact on timing/phasing	To be determined.

Developer Contributions

Developer Contributions – Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	Possible contributions towards public realm improvements plus others which may be identified by the necessary detailed TA. A contribution should be made towards improving nearby pedestrian crossings on the A207 and on the eastern end of the ring road. A contribution could also be sought towards public realm improvements in Crayford High Street/Crayford Road.

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	38
Serious	5
Fatal	0

There are 43 recorded accidents within 500m of the site including 5 serious. There is a cluster of 4 at the Crayford Road/Roman Road junction and 2 at the Crayford Road/Tower Park Road. There are 10 recorded along the length of Crayford Road between the junctions of Tower Park Road and Whitehill Road. This is what would be expected on this type of road.

General Transport Analysis: Site CR003 – Sainsburys, Stadium Way, Crayford

Potential Scale of Development: +388 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	A detailed Transport Assessment would be required to assess the suitability of access arrangements and the local transport network to accommodate trips generated by this development. The nearest junction modelled for the LPTA is Crayford High Street / Crayford Way which is indicating that part of the ring road will be over capacity in the local plan base year (2021) without any additional development traffic. This is likely to be the case with much of the local highway network. In addition, a parking demand survey would be required to assist in identifying the extent of additional car parking required for the development necessary residual parking provision required if it is proposed to remove any existing parking spaces

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Onto Stadium Way (Stadium Way should be included within the red line of any development proposal as it is not adopted public highway).
Public Transport Access	Bus stops are located on Roman Way and Crayford Road. Crayford railway station is within walking distance
Walking and Cycling Analysis	Pedestrian/cycle access via Stadium Way and Roman Way

<p>In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?</p>	<p>The current site access arrangements for general traffic are adequate for their current use but could be improved. The Transport Assessment should consider this in more detail, including whether further traffic access improvements onto the highway network will be needed.</p>
<p>How should barriers/gaps be addressed?</p>	<p>Need to be identified through a detailed Transport Assessment</p>
<p>How could the site contribute to local accessibility/permeability?</p>	<p>Subject to ownership details, a more direct pedestrian connection may be made to the station footbridge adjacent to the site’s southern boundary. A thorough review should be made as part of the Transport Assessment to identify other potential new linkages that could improve local connectivity and secured through the development proposal(s). If at all possible, issues of permeability should be considered in the round, along with site CR003 (Sainsbury’s). Consider improvements to pedestrian/cycle crossing choices across Roman Way.</p>

Impact on Transport Network

<p>Impact on Transport Network of Development – Issues</p>	<p>Impact on Transport Network of Development – Comments</p>
<p>What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?</p>	<p>None specifically.</p>
<p>What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)</p>	<p>To be identified by a detailed Transport Assessment and parking demand survey</p>
<p>[Check: are such improvements physically achievable?]</p>	<p>Not known until a detailed transport assessment has been undertaken</p>

What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	A better connection could be made to the station footbridge as covered above. No specific public transport improvements are planned locally.
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	A detailed Transport Assessment and parking demand survey will be required

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	Nothing specifically at this stage. Through the TA/Parking Survey, timing of any necessary mitigation measures to support the development will need to be determined.
If Yes; provide details and specify potential impact on timing/phasing	To be determined.

Developer Contributions

Developer Contributions – Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	Potential new linkages that could improve local connectivity – subject to feasibility. Possible contributions towards local public realm improvements. Any other mitigation measures that may be identified in the TA.

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	35
Serious	5
Fatal	1

There have been 41 recorded accidents within 500m of the site. This includes 1 fatal on Station Road in the vicinity of the junction with Royston Road, some distance from the site. 4 slight accidents occurred at the Roman Way/Crayford Road junction and 2 slight accidents at the Roman Way / London Road junction. There is just one recorded slight accident on Roman Way at the egress from Stadium Way.

General Transport Analysis: Site CR004 – Greyhound Stadium, Stadium Way, Crayford

Potential Scale of Development: 247 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	A detailed Transport Assessment will be required to assess the suitability of access arrangements and the local transport network to accommodate trips generated by this development. The nearest junction modelled for the LPTA is Crayford High Street / Crayford Way which is indicating that part of the ring road will be over capacity in the local plan base year (2021) without any additional development traffic. This is likely to be the case with much of the local highway network.

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Onto Stadium Way (Stadium Way should be included within the red line as it is not adopted public highway)
Public Transport Access	Bus stops are located on Roman Way and Crayford Road. Crayford railway station is within walking distance
Walking and Cycling Analysis	Pedestrian and cycle access to Stadium Way
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes. However, details will need to be demonstrated in the necessary detailed TA.
How should barriers/gaps be addressed?	None specifically.

<p>How could the site contribute to local accessibility/permeability?</p>	<p>If at all possible, issues of permeability should be considered in the round, along with site CR003 (Sainsbury's). Consider improvements to pedestrian/cycle crossing choices across Roman Way.</p>
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Impact on Transport Network

Impact on Transport Network of Development – Issues	Impact on Transport Network of Development – Comments
<p>What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?</p>	<p>Nothing specifically.</p>
<p>What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)</p>	<p>Nothing known. To be identified through a detailed Transport Assessment</p>
<p>[Check: are such improvements physically achievable?]</p>	<p>Not known until the detailed Transport Assessment has been undertaken</p>
<p>What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?</p>	<p>The adjacent site CR003 may be able to provide a better connection to the station footbridge</p>
<p>What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?</p>	<p>A detailed Transport Assessment will be required in support of any planning application</p>

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	Nothing specifically at this stage. Through the TA, timing of any necessary mitigation measures to support the development will need to be determined.
If Yes; provide details and specify potential impact on timing/phasing	To be determined.

Developer Contributions

Developer Contributions – Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	Potential new linkages that could improve local connectivity – subject to feasibility. Possible contributions towards local public realm improvements. Any other mitigation measures that may be identified in the TA.

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	32
Serious	4
Fatal	1

There have been 37 recorded accidents within 500m of the site. This includes 1 fatal on Station Road in the vicinity of the junction with Royston Road, some distance from the site. 4 slight accidents occurred at the Roman Way/Crayford Road junction and 2 slight accidents at the Roman Way / London Road junction. There is just one recorded slight accident on Roman Way at the egress from Stadium Way.

General Transport Analysis: Site CR005 – Former Electrobase /Wheatsheaf Works, Maxim Road, Crayford

Potential Scale of Development: 259 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	A detailed Transport Assessment would be required to assess the suitability of access arrangements and the local transport network to accommodate trips generated by this development. The nearest junction modelled for the LPTA is Crayford High Street / Crayford Way which is indicating that part of the ring road will be over capacity in the local plan base year (2021) without any additional development traffic. This is likely to be the case with much of the local highway network.

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Onto Stadium Way. Part of the site to the south and Stadium Way should be included within the red line for any development proposals. No vehicular access to be made directly to Roman Way or via Maxim Road
Public Transport Access	Bus stops are located on Roman Way, London Road and Crayford Road. Crayford railway station is within walking distance.
Walking and Cycling Analysis	Pedestrian/cycle access via Stadium Way (red line boundary will need extending to include this), Maxim Road and Roman Way.

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	To be confirmed through the detailed Transport Assessment.
How should barriers/gaps be addressed?	Red line needs extending to include vehicular access. Detailed proposals for alternative site access will need to be set out in the detailed Transport Assessment
How could the site contribute to local accessibility/permeability?	Pedestrian/cycle through routes linking Roman Way, Stadium Way and Maxim Road, and links to/along the River Cray within/close to the site. Consider improvements to pedestrian/cycle crossing choices across Roman Way.

Impact on Transport Network

Impact on Transport Network of Development – Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing known
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	To be identified by a detailed Transport Assessment
[Check: are such improvements physically achievable?]	Not known until a detailed TA is undertaken
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	None known once redline has been extended to include access

What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	A detailed Transport Assessment will be required in support of any planning application
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Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	Nothing known. Any will be identified by the detailed Transport Assessment
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions – Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Nothing known
If Yes; provide details	n/a

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	36

Serious	5
Fatal	0

There have been 41 recorded accidents within 500m of the site. 4 slight accidents occurred at the Roman Way/Crayford Road junction and 2 slight accidents at the Roman Way / London Road junction. There is just one recorded slight accident on Roman Way at the egress from Stadium Way.

General Transport Analysis: Site NEW009 – London Road Crayford

Potential Scale of Development: 57 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The proposed level of development should be acceptable in transport terms.

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	A single point of vehicular access to/from London Road
Public Transport Access	Bus stops are located on London Road, Roman Way and Crayford Road/Crayford High Street. Crayford railway station is within walking distance of the site
Walking and Cycling Analysis	Ped/cycle access can be made to London Road. Additional pedestrian access should be made via the public footpath route which runs north-south along the western boundary providing links to London Road and Bexley Lane.
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	yes

How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	A pedestrian through route could be provided on site linking the public footpath route to London Road

Impact on Transport Network

Impact on Transport Network of Development – Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing specifically associated with this site.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	none
[Check: are such improvements physically achievable?]	n/a
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	There are none
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	none

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	yes
If Yes; provide details	Possible contribution towards public realm improvements in the Crayford area.

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight:	38
Serious:	4
Fatal:	0

There have been 42 recorded accidents within 500m of the site. One slight accident has been recorded at the site's vehicular access on London Road. There have been two slight accidents at the London Rd/Roman Way junction adjacent to the site. The recorded number of accidents is within the levels expected on such roads and there is no reason to suspect that the development would lead to road safety concerns.

General Transport Analysis: Site NEW010 – North End Road Slade Green

Potential Scale of Development: 37 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The assumption is that the PFS and Car Hire uses are to be removed from the site. In which case the level of development should be acceptable in transport terms

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	The opportunity should be taken to remove direct access to/from Northend Road. Vehicular access should be taken from Bridge Road as far away as possible from the junction with Northend Road.
Public Transport Access	Bus stops are within walking distance on Bridge Road currently served by the 89, 428 and N89 routes. Slade Green railway station is within walking distance.
Walking and Cycling Analysis	Ped/cycle access could be made to Northend Road and Bridge Road.
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	yes

How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	It may be possible to provide a pedestrian/cycle link through the site linking Northend Road and Bridge Road

Impact on Transport Network

Impact on Transport Network of Development – Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing specifically associated with this site.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	none
[Check: are such improvements physically achievable?]	n/a
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	none
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	none

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	none
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	no
If Yes; provide details	n/a

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight:	41
Serious:	6
Fatal:	0

There have been 47 recorded accidents within 500m of the site with a cluster of 4 at the Northend Road / Bridge Road signalised junction. There has been just one accident recorded in the vicinity of the site entry / exit on Northend Road. It is not anticipated that the development will lead to road safety concerns..

General Transport Analysis: Site ER006 – Erith Western Gateway

Potential Scale of Development: 326 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
<p>What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?</p>	<p>A detailed Transport Assessment would be required to demonstrate that proposed accesses and the local transport network will satisfactorily accommodate the additional trips likely to be generated by this development. It is noted that the proposed site boundary includes several adopted public highways and public rights of way. These need to be retained unless they are revised or removed through the necessary statutory processes. In such cases any traffic/travel impacts would also need to be included in the TA. In addition, it is noted that surface car parks are included within the site boundary; if these are affected then a parking demand survey will be required to establish a baseline for how much of that parking should be retained.</p>

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
<p>Traffic Access</p>	<p>Various options exist for vehicular access via Walnut Tree Road, Bexley Road, Saltford Close and Erith High Street.</p>
<p>Public Transport Access</p>	<p>Bus stops are located on Walnut Tree Road, Erith High Street and Bexley Road. Erith railway station is within walking distance.</p>
<p>Walking and Cycling Analysis</p>	<p>There are numerous opportunities to provide pedestrian and cycling access to the various streets mentioned above</p>

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes. Full details will need to be set out in the detailed TA.
How should barriers/gaps be addressed?	None known at this stage.
How could the site contribute to local accessibility/permeability?	The pedestrian and cycle accesses could be linked up to provide on-site through routes between Walnut Tree Road, Bexley Road and Erith High Street.

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development - Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing specifically but see below.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	To be identified through a detailed TA.
[Check: are such improvements physically achievable?]	To be confirmed as part of the TA.
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	Queens Rd is a particular barrier to connectivity to the west. Better crossing of Queens Road at the junction with Bexley Road is planned as part of the Erith Links project.

What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	Detailed Transport Assessment and Parking Demand Survey
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Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	Not known in full at this stage. The detailed TA should identify requirements
If Yes; provide details and specify potential impact on timing/phasing	The detailed Transport Assessment will need to assess and identify where local transport works will need to be in place before occupation of new development on the site (whether for transport capacity/mitigation or other reasons). It may, for example, be appropriate to consider delaying development until relevant phases of the Erith Links programme in the immediate vicinity are in place.

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	Contributions may well be justified towards the Erith Links programme and towards delivering Bus Transit.

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	47
Serious	7
Fatal	1

There have been 55 recorded accidents within 500m of the site including 1 fatal (on Bronze Age Way), 7 Serious and 47 Slight. There is a noticeable cluster of 16 accidents at the Queens Rd / Bexley Rd roundabout.

General Transport Analysis: Site ER007 – Erith Town Centre (Pier Road West and Erith House)

Potential Scale of Development: 326 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
<p>What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?</p>	<p>It is likely that the level of development would be acceptable in transport terms. The site includes existing car parking, so a parking demand survey will need to be undertaken to provide background information on the necessary parking provision to support any development proposal.</p> <p>A detailed Transport Assessment will be required to demonstrate the suitability of access arrangements and the local transport network; to identify any necessary network capacity improvements; and identify any other necessary transport mitigation measures. The site includes sections of highway and these will either have to be retained, diverted or stopped up in accordance with the relevant statutory processes and procedures.</p>

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
<p>Traffic Access</p>	<p>Access should be achievable via Erith High Street, Queen Street and Bexley Rd.</p>
<p>Public Transport Access</p>	<p>Bus stops are located on Bexley Rd including at the Riverside bus and coach station and at Erith High Street. Erith railway station is within walking distance</p>
<p>Walking and Cycling Analysis</p>	<p>Walking and Cycling access can be made to Bexley Rd, Erith High Street, Queen Street and Pier Rd.</p>
<p>In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?</p>	<p>Access should be possible but precise arrangements will need to be demonstrated as being suitable through a detailed Transport Assessment.</p>

How should barriers/gaps be addressed?	To be determined.
How could the site contribute to local accessibility/permeability?	New on-site walking and cycling through-routes could be provided and existing links improved

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing specifically but see below.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	To be identified through a detailed TA.
[Check: are such improvements physically achievable?]	To be confirmed as part of the TA.
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	Queens Rd is a particular barrier to connectivity to the west. Better crossing of Queens Road at the junction with Bexley Road is planned as part of the Erith Links project. A potential opportunity for Bus Transit has been identified for staged implementation – initially with a pilot scheme Woolwich-Thamesmead-Abbey Wood (c.2025), with potential to extend east through Belvedere and Erith, and on to Slade Green. Beyond the plan period (c. 2037/38), the C2E (Crossrail to Ebbsfleet) project could provide more train services serving Erith.

What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	A detailed TA and parking demand survey will be required in support of any planning application.
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Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	Not known in full at this stage. The detailed TA should identify requirements.
If Yes; provide details and specify potential impact on timing/phasing	The detailed Transport Assessment will need to assess and identify where local transport works will need to be in place before occupation of new development on the site (whether for transport capacity/mitigation or other reasons). It may, for example, be appropriate to consider delaying development until relevant phases of the Erith Links programme in the immediate vicinity are in place.

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	Contributions may well be justified towards the Erith Links programme and towards delivering Bus Transit.

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
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Slight	49
Serious	7
Fatal	1

There have been 57 recorded accidents within 500m of the site including 1 Fatal (on Bronze Age Way) , 7 Serious and 49 Slight. There is a noticeable cluster of 16 accidents at the Queens Rd / Bexley Rd roundabout.

General Transport Analysis: Site ER008 Erith Town Centre (Riverside Shopping Centre)

Potential Scale of Development: 119 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	<p>It is likely that the level of development would be acceptable in transport terms. The site includes existing car parking, so a parking demand survey will need to be undertaken to provide background information on the necessary parking provision to support any development proposal.</p> <p>A detailed Transport Assessment will be required to demonstrate the suitability of access arrangements and the local transport network; to identify any necessary network capacity improvements; and identify any other necessary transport mitigation measures. The site includes sections of highway and these will either have to be retained, diverted or stopped up in accordance with the relevant statutory processes and procedures.</p>

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Access should be achievable via Erith High Street, Queen Street and Bexley Rd.
Public Transport Access	Bus stops are located on Bexley Rd including at the Riverside bus and coach station and at Erith High Street. Erith railway station is within walking distance
Walking and Cycling Analysis	Walking and Cycling access can be made to Bexley Rd, Erith High Street, Queen Street and Pier Rd.
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Access should be possible but precise arrangements will need to be demonstrated as being suitable through a detailed Transport Assessment.

How should barriers/gaps be addressed?	To be determined.
How could the site contribute to local accessibility/permeability?	New on-site walking and cycling through-routes could be provided and existing links improved

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development - Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing specifically but see below.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	To be identified through a detailed TA.
[Check: are such improvements physically achievable?]	To be confirmed as part of the TA.
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	Queens Rd is a particular barrier to connectivity to the west. Better crossing of Queens Road at the junction with Bexley Road is planned as part of the Erith Links project. A potential opportunity for Bus Transit has been identified for staged implementation – initially with a pilot scheme Woolwich-Thamesmead-Abbey Wood (c.2025), with potential to extend east through Belvedere and Erith, and on to Slade Green. Beyond the plan period (c. 2037/38), the C2E (Crossrail to Ebbsfleet) project could provide more train services serving Erith.

What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	A detailed TA and parking demand survey will be required in support of any planning application.
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Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	Not known in full at this stage. The detailed TA should identify requirements.
If Yes; provide details and specify potential impact on timing/phasing	The detailed Transport Assessment will need to assess and identify where local transport works will need to be in place before occupation of new development on the site (whether for transport capacity/mitigation or other reasons). It may, for example, be appropriate to consider delaying development until relevant phases of the Erith Links programme in the immediate vicinity are in place.

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	Contributions may well be justified towards the Erith Links programme and towards delivering Bus Transit.

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
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Slight	49
Serious	7
Fatal	1

There have been 57 recorded accidents within 500m of the site including 1 Fatal (on Bronze Age Way) , 7 Serious and 49 Slight. There is a noticeable cluster of 16 accidents at the Queens Rd / Bexley Rd roundabout.

General Transport Analysis: Site ER011 – Morrisons James Watt Way Erith

Potential Scale of Development: 405 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	A detailed Transport Assessment will be required, to demonstrate that proposed accesses and the local transport network will satisfactorily accommodate the trips likely to be generated by this development. Existing surface car parks are included within the site boundary: a parking demand survey will be required to establish current levels of use, which will help determine the number of spaces that should be retained/provided to meet the needs of the site overall.

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Vehicular access is currently achieved from James Watt Way and from Colebrook Street. The Transport Assessment will need to demonstrate that all proposed access arrangements will be suitable.
Public Transport Access	Bus stops are located on Manor Rd, Bexley Rd and Erith High Street. Erith station is accessible by foot/cycle by crossing the town centre.
Walking and Cycling Analysis	Pedestrian and cycle access may be possible via James Watt Way, Colebrook Street and Wharfside Close. The required Transport Assessment will need to identify where provision should be made on site and close to the site for people walking/cycling and where additional provision could be made locally (through developer contributions) to encourage walking and cycling as much as possible.

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	To be determined from the TA. Existing access arrangements are satisfactory for the existing use(s).
How should barriers/gaps be addressed?	Nothing specific identified at this stage.
How could the site contribute to local accessibility/permeability?	On-site pedestrian and cycle through routes could be provided linking James Watt Way, Colebrook Street and Wharfside Close. Consideration must also be given to feasible permeability solutions for walking/cycling through/across the proposed development in the Transport Assessment.

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing specifically but see below.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	To be identified through a detailed TA.
[Check: are such improvements physically achievable?]	To be confirmed as part of the TA.
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	Queens Rd is a particular barrier to connectivity to the west. Better crossing of Queens Road at the junction with Bexley Road is planned as part of the Erith Links project.

	A potential opportunity for Bus Transit has been identified for staged implementation – initially with a pilot scheme Woolwich-Thamesmead-Abbey Wood (c.2025), with potential to extend east through Belvedere and Erith, and on to Slade Green. Beyond the plan period (c. 2037/38), the C2E (Crossrail to Ebbsfleet) project could provide more train services serving Erith.
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	A detailed TA and parking demand survey will be required in support of any planning application.

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	Not known in full at this stage. The detailed TA should identify requirements. Provision will need to be made for a reserved alignment for Bus Transit. The alignment and specification have not yet been fixed; further technical work is expected to be undertaken on the Bus Transit corridor requirements by early 2021.
If Yes; provide details and specify potential impact on timing/phasing	The detailed Transport Assessment will need to assess and identify where local transport works will need to be in place before occupation of new development on the site (whether for transport capacity/mitigation or other reasons). It may, for example, be appropriate to consider delaying development until relevant phases of the Erith Links programme in the immediate vicinity are in place.

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
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Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Potentially
If Yes; provide details	Contributions may well be justified towards the Erith Links programme and towards delivering Bus Transit. The developer will be expected to make the land reserved for Bus Transit available to be adopted as public highway, without cost to the Council.

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	43
Serious	6
Fatal	0

There have been 49 recorded accidents within 500m of the site including 6 Serious and 43 Slight. There is a noticeable cluster of 16 accidents at the Queens Rd / Bexley Rd roundabout.

General Transport Analysis: Site ER012 – Erith Riverside (East side) Wheatley Terrace Road Erith

Potential Scale of Development: 664 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	It is likely that the level of development would be acceptable in transport terms. The site includes existing car parking, so a parking demand survey will need to be undertaken to establish a baseline parking provision on which the parking requirements of the new development can be based. In addition, a detailed Transport Assessment will be required to demonstrate the suitability of access arrangements, identify any mitigation needed on the local transport network and to determine what improvements or other transport schemes will need to be in place to support the development.

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Vehicular access to be via James Watt Way (northern part of the site), Appold Street and Wheatley Terrace Road. The existing narrow access onto Manor Road (adjacent house no.151) should not be used as a general vehicular access but could be used as an emergency access and for pedestrians/cyclists. The site area includes sections of highway which may need to be diverted or stopped-up using statutory processes and procedures. Adjacent third party land may have existing access points onto these highways.
Public Transport Access	Bus stops are located on Manor Road. Erith railway station is within walking/cycling distance.
Walking and Cycling Analysis	Access for pedestrians and cyclists could be made to Manor Rd, Appold Street, Wheatley Terrace Road and James Watt Way.

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes
How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	On-site pedestrian and cycle through routes could provide links between adjacent roads. Land should be safeguarded along the riverside for a future footpath/cyclepath.

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing specifically but see below.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	To be identified through a detailed TA.
[Check: are such improvements physically achievable?]	To be confirmed as part of the TA.
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	Queens Rd is a particular barrier to connectivity to the west. Better crossing of Queens Road at the junction with Bexley Road is planned as part of the Erith Links project. A potential opportunity for Bus Transit has been identified for staged implementation – initially with a pilot scheme Woolwich-Thamesmead-Abbey Wood (c.2025), with potential to extend east through Belvedere and Erith, and on to

	Slade Green. Beyond the plan period (c. 2037/38), the C2E (Crossrail to Ebbsfleet) project could provide more train services serving Erith.
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	A detailed TA and parking demand survey will be required in support of any planning application.

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	Not known in full at this stage. The detailed TA should identify requirements. It is essential that provision is made, crossing the site, for a reserved alignment for Bus Transit. The alignment and specification have not yet been fixed; further technical work is expected to be undertaken on the Bus Transit corridor requirements by early 2021.
If Yes; provide details and specify potential impact on timing/phasing	The detailed Transport Assessment will need to assess and identify where local transport works will need to be in place before occupation of new development on the site (whether for transport capacity/mitigation or other reasons).

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	Contributions may well be justified towards the Erith Links programme and towards delivering Bus Transit.

The developer will be expected to make the land reserved for Bus Transit available to be adopted as public highway, without cost to the Council.

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	17
Serious	4
Fatal	0

There are 21 recorded accidents within 500m of the site including 4 Serious and 17 Slight. This includes 8 along Manor Road and 5 at, or close to, the Queens Rd/James Watt Way junction.

General Transport Analysis: Site ER020 – Dynes Vehicle Repair Shop Erith Road Erith

Potential Scale of Development: 33 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The proposed level of development would be acceptable in transport terms

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Single point of vehicular access to Erith Road
Public Transport Access	Bus stops are located on Erith Road. Barnehurst railway station is within walking/cycling distance
Walking and Cycling Analysis	Pedestrian and cycle access to Erith Road
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes
How should barriers/gaps be addressed?	n/a

How could the site contribute to local accessibility/permeability?	There may be limited opportunities for this, but development proposals should consider the issue.
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Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None specifically
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	Consideration to be given to whether the bus stop on frontage (Erith-bound, Stop F) could be retained in situ or would need relocating.
[Check: are such improvements physically achievable?]	Yes
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	None specifically identified.
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	None specifically.

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	If required, the development should pay for the cost of relocation bus stop F, including measures to provide easier accessibility onto/off of buses.

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	27
Serious	2
Fatal	0

There have been 29 accidents recorded within 500m of the site including 2 serious. There have been 14 accidents along Erith Road, all slight. A cluster of 3 slights occurred at the Erith Rd / Littlewood Rd junction. There are no recorded accidents along the site frontage. It is not expected that this development will lead to any additional concerns over road safety.

General Transport Analysis: Site NEW011 – James Watt Way Erith

Potential Scale of Development: 61 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The assumption is that the PFS will be demolished, in which case the proposed level of development should be acceptable in transport terms.

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Entry from the James Watt Way roundabout and left-out exit to James Watt Way. It may be possible to provide a secondary vehicular access on Crescent Road with the site offering the opportunity to improve the junction with Manor Road in terms of layout and visibility to the west. This gives several options for site access that could facilitate different design opportunities, retaining and improving site permeability for walking and cycling.
Public Transport Access	Bus stops are located within walking distance on Manor Road, Erith High Street and James Watt Way. Erith railway station is within walking distance
Walking and Cycling Analysis	Pedestrian and cycle access can be made to James Watt Way and Crescent Road and it may be possible to make a further access to Manor Road.

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	yes
How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	It may be possible to provide ped/cycle through routes on site linking Manor Road, Crescent Road and James Watt Way.

Impact on Transport Network

Impact on Transport Network of Development – Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing specifically associated with this site.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	none
[Check: are such improvements physically achievable?]	n/a
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	No barriers. The site will have the Bus Transit corridor running close by, along the northern edge; it may be appropriate for development proposals to make some provision on site that facilitates delivery of operational priority for Bus Transit.

What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	none
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Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	yes
If Yes; provide details	Contribution towards the bus transit system and integrating the development layout with the transit corridor and pedestrian routes to transit stops.

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)

Slight:	49
Serious:	7
Fatal:	0

There have been 56 recorded accidents within 500m of the site, the majority of which are located along the Queens Rd – Bronze Age Way corridor. There are 8 located along Manor Road but none at the Manor Road / Crescent Road junction. The accident numbers are generally what would be expected on such roads and it is not anticipated that this development would lead to road safety concerns.

General Transport Analysis: Site SID002 – Travis Perkins Hurst Road Sidcup Slade Green

Potential Scale of Development: 43 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The proposed level of development would be acceptable in transport terms

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Vehicular access should be made to/from Hurst Road only
Public Transport Access	Bus stops are located on Hurst Road and Station Road. Sidcup railway station is within walking distance
Walking and Cycling Analysis	Walking and cycling access could be made from Station Rd and Hurst Rd
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes
How should barriers/gaps be addressed?	n/a

How could the site contribute to local accessibility/permeability?	Pedestrian and cycle through route could be provided linking Station Rd and Hurst Rd
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Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None specifically. The Council and TfL have worked on the design of potential bus priority measures at the traffic signal junctions of Station Road/Longlands Road and Station Road/Hurst Road. These proposals are unprogrammed at present. They will reduce bus journey times, lowering operating costs and making bus journey times more attractive (shorter and more reliable).
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	None specifically
[Check: are such improvements physically achievable?]	n/a
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	A desirable connection, if feasible, is to the car park by the Co-op to provide a more direct walking route between the site and Sidcup railway station. The design approach for development proposals on this site should be on the basis of permeability when walking or cycling.
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	None

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	None specifically.
If Yes; provide details	n/a

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	38
Serious	0
Fatal	0

There have been 38 recorded accidents within 500m of the site, the majority along Station Rd to the south of the railway. There is a cluster of 4 accidents recorded at the Station Rd / Hurst Rd junction. Vehicular access should be via Hurst Road, which only has 2 slight accidents recorded (as well as the 4 at the junction with Station Road).

General Transport Analysis: Site SID005 - Old Farm Avenue Car Park, Sidcup

Potential Scale of Development: 56 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	To establish the level of development which may be acceptable in transport terms a parking demand survey will be necessary to determine the level of parking which will need to be retained. Consideration must also be given to the development of the old swimming baths site which has received planning consent and includes part of the land within the red line boundary for SID005

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Via Old Farm Avenue
Public Transport Access	Bus stops are located within walking distance on Station Road and Hurst Road; and Sidcup railway station is within easy walking distance
Walking and Cycling Analysis	Walking and cycling access can be made to Old Farm Avenue
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	yes
How should barriers/gaps be addressed?	n/a

How could the site contribute to local accessibility/permeability?	The site does not appear able to contribute directly towards local accessibility and permeability
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Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	none
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	n/a
[Check: are such improvements physically achievable?]	none
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	none
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	None specifically

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	None specifically.
If Yes; provide details	n/a

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	35
Serious	0
Fatal	0

There have been 35 recorded accidents within 500m of the site all classified as slight. The large majority are located along Station Road with just one in the vicinity of the site access junction on Old Oak Farm Avenue. It is not anticipated that this development will lead to road safety concerns.

General Transport Analysis: Site SID006 – Marlow House Station Road Sidcup

Potential Scale of Development: 213 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The proposed level of development should be acceptable in transport terms but necessary remedials, mitigation and/or contributions will need to be identified through a detailed transport assessment

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Vehicular access should be via Longlands Road only
Public Transport Access	Bus stops are located on Longlands Road and Station Road
Walking and Cycling Analysis	Pedestrian and cycle access can be made to Station Rd and Longlands Road
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes. Access design and any necessary mitigation will need to be demonstrated through a detailed transport assessment
How should barriers/gaps be addressed?	n/a

How could the site contribute to local accessibility/permeability?	Pedestrian/cycle through route could be provided linking Longlands Rd with Station Rd
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Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None specifically. The Council and TfL have worked on the design of potential bus priority measures at the traffic signal junctions of Station Road/Longlands Road and Station Road/Hurst Road. These proposals are unprogrammed at present. They will reduce bus journey times, lowering operating costs and making bus journey times more attractive (shorter and more reliable).
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	To be identified through a detailed transport assessment. Also note the comments below under Road Safety
[Check: are such improvements physically achievable?]	To be confirmed
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	None specifically. No specific uplift in services either by train or bus are programmed at present.
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	A detailed transport assessment would be required in support of any planning application

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically – unless flagged up in the detailed transport assessment.
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	In addition to any mitigation that might be identified through a detailed TA, specific contributions should be expected towards improving links/facilities for pedestrians and cyclists; and to measures that might help to improve the safety record on Station Road particularly.

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	42
Serious	1
Fatal	0

There have been 43 recorded accidents within 500 m of the site including 1 serious. Longlands Road, from which vehicular access is to be made has seen only 2 slight accidents. The majority of accidents are on Station Road, with 12 slight accidents along the section of road between the railway bridge and the Manor Road junction including a cluster of 4 at the Longlands Rd / Station Rd junction. This may suggest a need to look at safety improvement works along this section of Station Rd.

General Transport Analysis: Site NEW012 – Longlands Road Sidcup

Potential Scale of Development: 45 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	The proposed level of development should be acceptable in transport terms.

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Onto Longlands Road
Public Transport Access	Bus stops are within walking distance on Station Road, at the station and on Hatherley Crescent. In addition, hail & ride services stop along Longlands Road, although TfL are currently considering to replacing this service with fixed stops. Sidcup railway station is within walking distance
Walking and Cycling Analysis	Red/cycle access can be made to Longlands Road
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	yes
How should barriers/gaps be addressed?	n/a

How could the site contribute to local accessibility/permeability?	The site is unlikely contribute to local accessibility/permeability
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Impact on Transport Network

Impact on Transport Network of Development – Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	Nothing specifically associated with this site.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	none
[Check: are such improvements physically achievable?]	n/a
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	none
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	none

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	no
If Yes; provide details	n/a

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight:	41
Serious:	2
Fatal:	0

There have been 43 recorded accidents within 500 m of the site including 2 serious. Long Road, from which vehicular access is to be made has seen only 2 slight accidents. The majority of accidents are on Station road with 12 slight accidents along the section of road between the railway and the Manor Road junction including a cluster of 4 at the Longlands Rd / Station Rd junction. It is not anticipated that this development will lead to road safety concerns.

General Transport Analysis: Site TA002 – Crossrail south east section project land Felixstowe Road Abbey Wood

Potential Scale of Development: 77 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	<p>It is important to restore an element of the public parking that used to be on this site (formerly 155 spaces – 125 to be replaced). This can be accommodated in the building(s)/structure to be proposed. Also, under the flyover but within the site boundary, it has been agreed to allocate land to be used as part of the proposed bike hub at Abbey Wood.</p> <p>The proposed level of development should be acceptable in transport terms. But will need to be supported by a detailed Transport Assessment.</p>

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Vehicular access to be via Sedgemere Road in the vicinity of Rushdene
Public Transport Access	Bus stops are located on Harrow Manorway and Sedgemere Road. Abbey Wood railway station is within walking distance of the site
Walking and Cycling Analysis	Pedestrian/cycle access could be made to Sedgemere Rd and Felixstowe Rd. Further pedestrian access may be possible at a higher level onto Harrow Manorway.

In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Yes
How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	It may be possible to link the above mentioned ped/cycle accesses to provide through routes – particularly to improve access between the Felixstowe Road station entrances and the footway on the east side of Harrow Manorway north of the site. There also should be easy access to the proposed, adjacent cycle hub.

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None specifically.
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	Possible review of local waiting restrictions and CPZ.
[Check: are such improvements physically achievable?]	Yes
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	None

What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	Transport Assessment.
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Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	Potential need to expand the local CPZ – to be determined through the TA.
If Yes; provide details and specify potential impact on timing/phasing	Dependent on whether the Council will already have taken steps to expand the Abbey Wood station CPZ, which are under consideration.

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	Potentially: towards CPZ expansion.

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	22

Serious	2
Fatal	0

There have only been 24 recorded accidents within 500m of the site but none in close proximity to the site. It is not anticipated that this development would lead to road safety concerns.

General Transport Analysis: Site TA003 – Lesnes Estate, Wolvercote Road, Thamesmead

Potential Scale of Development: Existing 600+ New 1350 residential units

Acceptability of Development

Acceptability of Development – Issues	Acceptability of Development – Comments
What level of development will be (or could be made) acceptable in transport terms (allowing for different transport assumptions). Can the proposed development be made acceptable in transport terms?	This should be determined in detail through a Transport Assessment. The TA should demonstrate that suitable site access arrangements can be made; provide proposals for delivering less car-orientated mode choice; and test the adequacy of the local transport network to accommodate the additional trips likely to be generated (by mode).

Site Access Arrangements

Site Access Arrangements – Issues	Site Access Arrangements – Comments
Traffic Access	Vehicular access from Wolvercote Road and Lensbury Way. No direct vehicular access to be taken from Yarnton Way.
Public Transport Access	Bus stops are located within walking distance on Yarnton Way and Harrow Manorway and are served by numerous routes. Abbey Wood railway station is within walking distance and by 2021 should be served by the Elizabeth Line in addition to the existing train services.
Walking and Cycling Analysis	Footway/cycle access can be made to Yarnton Way, Harrow Manorway, Wolvercote Road and Lensbury Way
In principle, is there enough evidence now that potential site access arrangements can/will be suitable and sufficient?	Not known at this stage. To be determined through the detailed TA

How should barriers/gaps be addressed?	n/a
How could the site contribute to local accessibility/permeability?	The site provides ped/cycle through routes linking Yarnton Way, Harrow Manorway, Wolvercote Road and Lensbury Way. Such through routes should be retained and improved where possible

Impact on Transport Network

Impact on Transport Network of Development - Issues	Impact on Transport Network of Development – Comments
What mitigation is likely to be in place anyway (general mode shift measures, specific local interventions) during the plan period?	None specifically
What other potential mitigation measures are likely to be required? For vehicles, public transport, walking and cycling (generally, site specific)	To be identified through the detailed TA
[Check: are such improvements physically achievable?]	Not known at this stage
What are the barriers to better connectivity – and are there potential PTAL uplifts that could otherwise be captured?	No barriers
What further work will be needed for assessing impact on the transport network (now or at pre-app stage)?	Detailed TA

Timing and Phasing

Timing and Phasing – Issues	Timing and Phasing – Comments
Transport schemes that must be in place prior to development coming forward?	None specifically
If Yes; provide details and specify potential impact on timing/phasing	n/a

Developer Contributions

Developer Contributions - Issues	Developer Contributions – Comments
Any S106/CIL contributions expected to be required from the development towards specific infrastructure?	Yes
If Yes; provide details	<p>Contribution towards improvements to the ped/cycle routes in the vicinity of the site and any other works identified through the detailed TA.</p> <p>A strip of land along the northern edge of the site will need to be dedicated for adoption to enable delivery of the Bus Transit scheme.</p> <p>A contribution should be sought for the developer to secure and pump-prime the operation of a local Demand Responsive Transport (DRT) bus service.</p>

Road Safety

Severity of Accident	Number of Accidents within 500m of the site (Jan 2016-Dec 2018)
Slight	20

Serious	1
Fatal	0

There have been 21 recorded accidents within 500m of the site with 7 along Harrow Manorway and a cluster of 6 at its junction with Yarnton Way.

With the provision of any necessary remedials identified in the TA, it is not anticipated that this development will lead to road safety concerns.