



Your ref: 19/00114/FULL
Our ref: 19/0176

██████████
City of Westminster,
Planning Department
Sent via email only

25th September 2019

Dear ██████████

Transport for London
City Planning

5 Endeavour Square
Westfield Avenue
Stratford
London E20 1JN

Phone ██████████
www.tfl.gov.uk

TfL Further Comments - The Victoria Tower Gardens, Millbank, London, SW1P 3YB

TfL and WCC have been working with WSP and Dp9 (the applicant team) to understand the highway and transport issues related to the scheme since TfL's initial consultation comments were submitted to WCC in February 2019. WSP submitted an updated TA Addendum to TfL in August and TfL's response to this updated information is detailed below.

1. Coach Drop off / Pick up Location

TfL were initially of the view that a dedicated coach bay should be provided on Millbank adjacent to the site, however, taking on board WCC's comments as the highway authority for this section of Millbank, the suggested use of double yellow lines instead of a coach bay is acceptable in this instance.

TfL require a robust Coach Parking Management Plan to be prepared and secured by Condition. Measures must be included which minimise coach dwell time, ensuring that groups are ready, waiting to board the coach. A maximum coach wait time should be agreed with WCC, TfL suggest no longer than 10 minutes is appropriate. If coaches dwell any longer, this reduces the effectiveness of the double yellow line. Coaches should also have to move on between dropping off and picking up.

The applicant should also include an alternative Coach Management Plan using Millbank South within the Coach Parking Management Plan.

2. Healthy Streets

The assessment of the development against the Healthy Streets criteria concludes that with the proposals in place there is a reduction in the street environment when compared with the existing situation. TfL requested that the Healthy Streets assessment includes Lambeth Bridge and the area south of the site extending to Millbank Pier. When comparing the proposed layout with the existing there is a slight reduction in the following indicators;

- People choose to walk, cycle and use public transport (reduction of 4)
- People feel safe (reduction of 5)
- People feel relaxed (reduction of 5)

The suggested conclusion is that the proposals don't significantly alter how pedestrians interact with Millbank and the existing infrastructure creates a healthy environment for all users. However, the increase in footfall associated with the development must be accommodated for. The Lambeth Bridge Safer Junction programme will enhance the area and a s106 contribution of £1m will be expected.

TfL also expect the applicant to provide protective security both on the north side of Lambeth Bridge as well as the south side, by means of a s278 agreement. Visiting groups may choose the corners of the junction as convenient meeting points before entering the Holocaust museum itself. This raises security concerns at this part of the junction and footways should be protected accordingly.

3. Cycle Parking

TfL require DLP compliant levels of cycle parking for long stay and short stay spaces to meet strategic policy. As WCC are the highway authority and the body responsible for VTG the acceptability of the style and location of short-stay cycle parking should be agreed with them.

TfL would like to reiterate that short stay cycle parking must be in a suitably close location(s) to the site accesses and must not impede on other highway requirements. If the existing sheffield stands cannot be extended on Millbank due to underground constraints then the potential non-intrusive designs suggested within the TA should be discussed with WCC.

4. Summary

To summarise, a Coach Parking Management Plan should be secured by Condition. A s106 contribution of £1m is expected towards the Lambeth Bridge improvements and protective security is required by the applicant to improve safety around the site, this would be secured by s.278 agreement. To reiterate TfL's February 2019 comments a financial contribution toward 'Legible London' signage should be secured and a Travel Plan, Delivery and Servicing Plan and Construction Logistics Plan should also be secured by Condition.

Yours Sincerely,

Chloe Flower

Area Planner (West) | Spatial Planning
[REDACTED]@tfl.gov.uk