



Our ref: STWK/21/112  
Your ref: 21/AP/3469

By email only to:

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Cc:  
Anne Crane, Andrew Hiley

4 March 2022

Dear Gemma

## **Printworks Street, Canada Water Masterplan**

I understand that further information has been requested on the proposed bus services in Printworks Street, so we provide the following information that will hopefully help inform your decision on the Reserved Matters Application (“the RMA”) for Printworks Street (Ref: 21/AP/3469) that has been submitted by British Land as part of the permitted Canada Water Masterplan (“the Masterplan”) (Ref: 18/AP/1604).

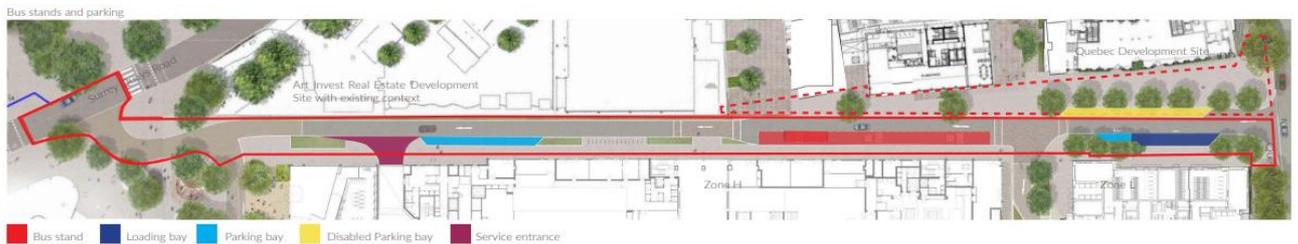
### **Background**

As part of the Masterplan, British Land is committed to providing a new vehicular route, Printworks Street, to connect Quebec Way with Surrey Quays Road.

The planning permission for the Masterplan outlines the requirement for a bus facility, including bus stand and welfare facilities. Printworks Street was identified in the planning permission as a location for the bus facility. This facility is essential to TfL, as it replaces the current bus stand for the P12 bus route adjacent to the Surrey Quays Shopping Centre that will be lost when that part of the Masterplan is delivered. Without a replacement bus stand, this route would not be able to operate as it does currently.

We understand that, due to land constraints, British Land is able to provide a one-way southbound route within its land ownership, but that discussions are ongoing with the Council and neighbouring landowners in relation to the opportunity for a two-way road to be provided, using land outside of the Canada Water Masterplan. Our representation to your consultation on the RMA supported delivery of Printworks Street as a one-way road, but that we would prefer it to be two-way to provide more operational flexibility and robustness for bus operations.

The location of the bus stand on Printworks Street (highlighted with red) is shown in **Figure 1**, as set out in the RMA.



**Figure 1: Printworks Street location**

### Proposed P12 route arrangements

The existing P12 service operates five buses per hour Monday to Saturday, with operational hours at Surrey Quays Shopping Centre between approximately 06:20 and 12:15. On Sunday four buses per hour run, with operational hours 07:00 to 12:10 at the Shopping Centre.

Once the new stand on Printworks Street is available, the revised route of the P12 would utilise Redriff Road and Quebec Way to access Printworks Street from the north, as shown in **Figure 2** below:



**Figure 2: bus routeing to access Printworks Street bus stands**

Bus services are not expected to use Canada Street or seek to alter the existing bollard arrangement on Quebec Way close to its junction with Canada Street. Buses would exit southbound via Surrey Quays Road.

Although currently not planned as such, the routing of the P12 to Printworks Street could enable enhanced connectivity for residents in the local area by providing a 'drop off' bus stop on Quebec Way and a 'pick up' stop on Printworks Street. Note this would be subject to route testing and the identification of suitable locations for bus stops in line with TfL design guidance, as well as business case analysis.

The creation of a two-way route, either on initial construction of Printworks Street or at a later point, could enable bus services to operate in both directions, using the same routing principles of Printworks Street – Quebec Way – Redriff Road in figure 2 above i.e. not requiring use of Canada Street.

### **Potential future bus operations**

The P12 is currently operated by Alexander Dennis Enviro 200 Dart single deck buses certified to Euro6 emission standards, which is currently the best possible emissions standard and as required for exemption from ULEZ charges. The

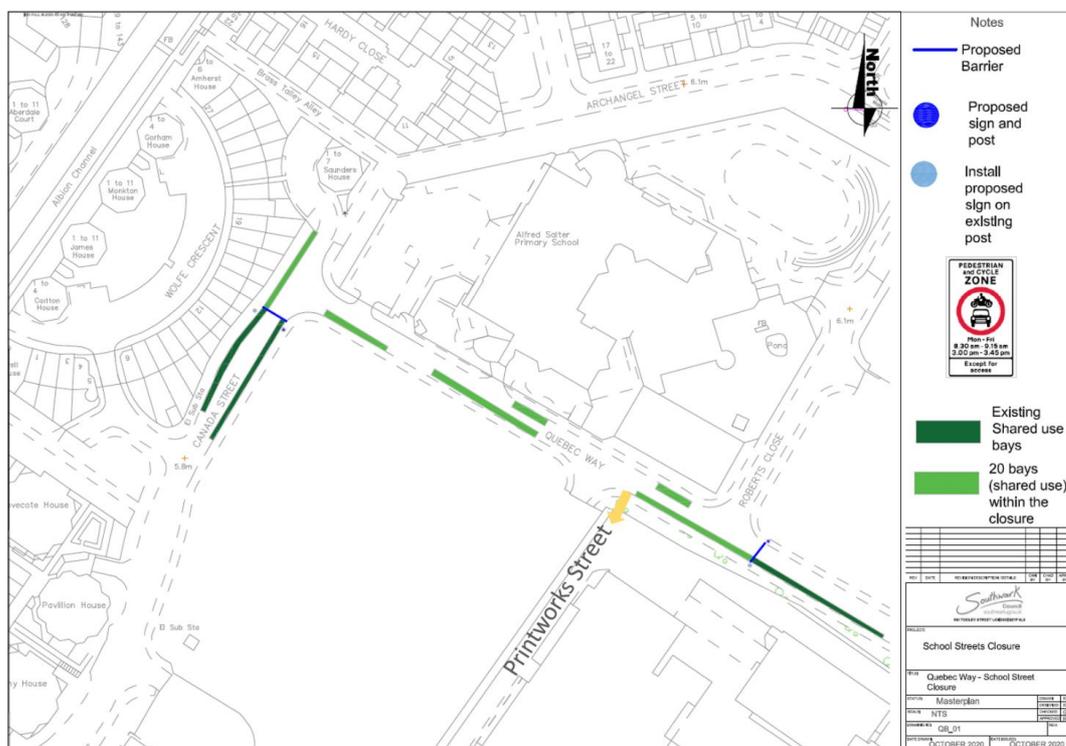
switchover to the Printworks Street bus stand is estimated to take place in 5-10 years. As such the exact type of buses that would serve the Printworks Street are not confirmed at this stage and will be determined when the new route contract is procured.

However, the Mayor and TfL are committed to improving air quality and reducing vehicle emissions. Subject to our funding settlement with government, we have an ambition for a zero-emission bus fleet by 2034 so it is highly likely that future buses using Printworks Street will be zero-emission.

Additionally, as part of TfL's continuing commitment to improving local amenity and air quality, bus drivers will be instructed to switch off their engines whenever possible at the bus stand, through signage and as part of relevant operational contracts. Zero-emission buses are also significantly quieter.

### Relationship with the 'Schools Streets' programme

We understand that there is currently an experimental arrangement implemented by the Council for a timed permeable closure outside the Alfred Salter Primary School as part of its post-pandemic School Streets programme is shown in **Figure 3**. The yellow arrow indicates the approximate location of Printworks Street.



**Figure 3: Quebec Way school street closure (with indicative Printworks Street access location)**

We understand the timed closure is in place between 08:00-09:15 and 14:45-16:15 and, if made permanent, will restrict vehicle access to Printworks Street during these times. To allow access to the bus stand on Printworks Street, the closure at the Quebec Way/ Roberts Close junction would need to be relocated closer to the school gate or management/exemption is put in place to enable bus access to Printworks Street, as applies to other School Streets and Low Traffic Neighbourhoods with bus routes.

We understand the aims of the School Streets programme are to provide more space at school start and finish times for children and for parents/carers dropping off or picking up on foot, to improve road safety outside of the school and to provide a healthier environment and improve local air quality by encourage active travel such as walking and cycling.

Given the buses using Printworks Street are very likely to be zero-emission, that vehicles will not pass the gates of the school, the frequency of the service, and that drivers are trained professionals, we feel that the School Street is not incompatible with the use of Printworks Street by buses.

Further, the potential addition of bus stops on Quebec Way and Printworks Street, subject to the caveats outlined above, would provide a more convenient bus access to the school for parents/carers, children and staff.

I hope you find this information useful and please do not hesitate to contact me or the TfL Spatial Planning case officer for the RMA, Andrew Hiley ([andrewhiley@tfl.gov.uk](mailto:andrewhiley@tfl.gov.uk) or 07545 200056), if you need any further clarifications.

Yours sincerely



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