

<b>Grants Determination Sub-Committee</b>  <b>03/07/2019</b>	 <b>TOWER HAMLETS</b>
<b>Report of:</b> Ann Sutcliffe Corporate Director of Place	<b>Classification:</b> Unrestricted
<b>A12 Acoustic Barrier</b>  <b>Part of the A12 Green Mile Initiative</b>	

<b>Lead Member</b>	Councillor Rachel Blake, Deputy Mayor and Cabinet Member for Regeneration and Air Quality
<b>Wards affected</b>	Bromley South

### **Executive Summary**

To design and install a new innovative acoustic barrier for a section of the A12 with the ability to mitigate noise pollution. This is a pilot scheme in partnership with Transport for London and Poplar HARCA.

Poplar HARCA are the partners on the ground managing and delivering the project and therefore this report is seeking the approval to provide £100,000 to Poplar HARCA as a grant to deliver the project on the partnerships behalf.

### **Recommendations:**

The Mayor is recommended to:

1. Approve to provide £100,000 to Poplar HARCA as a grant to deliver the A12 acoustic barrier project.

### **1. REASONS FOR THE DECISIONS**

- 1.1 Road traffic pollution such as noise and air pollution is a major issue in the borough especially along the A12. The proposed acoustic barrier is a new and innovative solution to mitigate these issues and the first project in the UK of this kind.
- 1.2 The project has already secured a grant of £67,500 from TfL. The remaining monies from the TfL grant, amounting to some £30,000, are likely to be lost and the project will not be progressed if the recommendations in this report are not approved.

## **2. ALTERNATIVE OPTIONS**

- 2.1 The council can deliver this project in house without providing a grant to Poplar HARCA, however as Poplar HARCA are already on the ground delivering and managing this project it makes deliverability easier including the logistics and coordination with various bodies. Delivering the project in house will increase project management costs as we do not have the resources to deliver it within current staff resources. It will be more costly to deliver this project in house.

## **3. DETAILS OF THE REPORT**

- 3.1 This report is seeking approval to grant fund the implementation of a new style acoustic barrier along a section of the A12 Blackwall Tunnel Northern Approach; one of London's most trafficked vehicular routes passing through an increasingly densely populated residential area.
- 3.2 This project was presented to the Grants Determination (Cabinet) Sub-Committee on the 27th September 2018 but was deferred pending further review. Since this meeting additional work has been carried out in response to Members' questions concerning the effectiveness of the Barrier in reducing air pollution, the value for money of the project and the reasons for locating the Barrier at Jefferson Plaza. The further detailed justification is provided in this revised report.
- 3.3 Most of the air pollution in the borough comes from vehicle emissions. The busiest parts of the A12 accommodate more than 100,000 vehicles per day. High levels of traffic congestion leads to high levels of harmful emissions such as nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM).
- 3.4 A new guide '*using green infrastructure to protect people from air pollution*' published by the Mayor of London in April 2019 recognises green infrastructure offers many benefits for the health of both people and the environment. At regional and national scales, vegetation plays an important part in removing air pollutants by the process of deposition to leaf surfaces. However, at street scale deposition is of limited benefit. The main value of green infrastructure for urban air quality is not the ability to remove pollutants, but its ability to control their flow/distribution.
- 3.5 The use of green infrastructure to reduce exposure to air pollutants is a relatively new and fast evolving area of research. Previously it was thought that a barrier would have no impact on mitigating air pollution, however, new research suggests that controlling the flow/distribution of pollutants by controlling their dispersion can reduce exposure to air pollution. This proposal of this acoustic barrier will allow the testing and research of an alternative barrier in its effectiveness to reducing noise and air pollution.
- 3.6 Adjacent to the proposed location of the barrier the Council has already approved a pocket park. The proposed acoustic barrier can provide an

effective barrier between cars and pedestrians to protect people close to the side of open roads.

- 3.7 This proposal is a pilot research project with the specific purpose to test the potential impact/effect of the proposed Acoustic Barrier on air quality, as well as noise reduction and environmental perception/quality. For this reason, the Project Steering Group includes the University of East London and their Sustainability Research Institute (SRI), who have designed a two-part study involving the local community in 'before and after' on-site investigations, as well as technical assessments of both air quality and noise levels in the vicinity of the new barrier.
- 3.8 A series of green walls are proposed at a number of locations along the A12 Road as part of the overall A12 Green Mile initiative. The Acoustic Barrier is one of the projects included within the Green Mile. The initiative has been prepared by LBTH and Poplar HARCA in liaison with TfL and is included as a separate section within TfL's A12 Study (May 2015). The implementation of the A12 Acoustic Barrier shows an early commitment by the Borough to work in partnership with TfL to progress a comprehensive initiative. This will maintain a focus and momentum along this route to tackling poor air quality, high noise levels and poor environmental quality.
- 3.9 In this location a green wall is not suitable as it would take up more pavement space and prove to be more challenging in terms of maintenance requirements including infrastructure to water them.
- 3.10 The Steering Group have engaged architects specialised in both public art and product design to produce a unique solution that exploits the range of possibilities of using a noise absorbent metal in a road-side setting. The brief to the architects is that they produce an arts based solution that responds to this location, but with a set of reproducible design principles that will enable variations of the Acoustic Barrier to be introduced into other locations and settings.
- 3.11 An important part of the project is to test the qualities of a new, light-weight, resilient material to construct the Acoustic Barrier. The barrier will be the first of its kind to be constructed of 'silk metal' in a roadside setting and has had to be designed from first principles. Through this process, it has had to achieve sign-off against a range of performance and safety considerations. This is the reason that this length of Acoustic Barrier is more expensive. The A12 Green Mile proposes to introduce sections of this Acoustic Barrier in other key locations (primarily locations where people dwell) along the A12. With the lessons learned and the design refined, these sections of Acoustic Barrier will be considerably less expensive.
- 3.12 The funding is coming from the London Thames Gateway Development Corporation section 106 for infrastructure projects, whilst London City Island is a large contributor to this pot of section 106 funding the proposed project is within the London Thames Gateway Development Corporation area and this particular project was identified in one of their previous studies.

- 3.13 The siting of the Acoustic Barrier was carefully selected by the Steering Group specifically because the environment of the adjacent small open space (Jefferson Plaza) which has the potential to be enhanced through a reduction in traffic noise. The open space, with its adjacent community building and a small food-store, supports a development of some 2,200 residents. It is also a busy walking route used by people accessing the Bromley-by-Bow LUL Station.
- 3.14 While the day-to-day administration of the project is currently being performed by Poplar HARCA, decision taking is shared between the members of the Steering Group (including LBTH, TfL, and UEL, as well as Poplar HARCA). The matter of which body should manage the project was discussed between Poplar HARCA and the Council before it commenced. At that time, however, there were no Tower Hamlets staff available and so it was decided that Poplar HARCA perform this role. The total project management fee proposed by Poplar HARCA is £7,000 (7%) which is well below the market rate of approximately 10%. In addition, Poplar HARCA is, as is LBTH, committing time to the project in kind.
- 3.15 Funding has already been committed by TfL and significant progress has been made in research and design, this project could also be the catalyst to attract other funding and deliver future projects, the council has the opportunity to lead on an innovative piece of design and technology and halting the project will lose this opportunity and much of the work done by the partnership would be wasted.
- 3.16 Through the innovative design, implementation, and monitoring of this acoustic barrier, the project aims to test its performance; particularly its ability to mitigate noise, and to enhance the quality of the environment along this section of the A12.
- 3.17 In essence, the proposal will deliver a template for reducing the abovementioned effects, as well as improving the real and perceived quality of the street edge for pedestrians and cyclists.
- 3.18 The project is a pilot scheme to showcase a new and innovative design, and its potential ability to mitigate noise pollution. Following testing and refinement, appropriate versions the barrier can be introduced in selected stretches along the rest of the A12 Road, and indeed in similar locations throughout the country. In this respect, the Council is supporting innovation in a field of recognised social importance. Without the Council's support, the initiative will almost certainly not be progressed, and its potential not be realised.
- 3.19 Transport for London (TfL) has already committed £67,500 towards the design, implementation and monitoring of this acoustic barrier. Section 106 monies have also been agreed in principle through the LBTH Pocket Park PID (£30,000) to support the acoustic barrier through the greening of the adjacent open space. This, therefore, is matched funding to this application.

- 3.20 This report will define the A12 Acoustic Barrier project and bring together the key components needed to progress the project to completion. The required funding of £100,000 from the S106 contribution LTGDCG A12 Road Corridor Commitments.
- 3.21 In 2014, the Roads Task Force (RTF) commissioned an exemplar study for the A12 between Bow Interchange and the northern entrance to the Blackwall Tunnel. The A12 Corridor Study (Final Report, March 2015) (the Study) by Jacobs with SKM aimed to tackle the environmental issues facing the A12 corridor and set out options for bold interventions to improve accessibility, (particularly by walking and cycling), overcome severance, mitigate noise and air quality issues, and support the planned regeneration of the area. The A12 Green Mile Report by LBTH and Poplar HARCA formed an appendix to this study and specifically identified short-term options for 'greening' the A12 before the more permanent options could be realised.
- 3.22 The A12 Acoustic Barrier is one of several 'greening' projects identified in the A12 Green Mile Report. The purpose of this project is to complete the design of a prototype acoustic barrier, incorporating a new noise absorbent material 'Silk Metal' (an innovative, self-coloured metal 'fabric'), to manufacture and install this barrier, and to test and monitor the efficiency how this innovative design solution can mitigate noise and enhance the environment.
- 3.23 While 'Bench' testing of the silk metal product is known to achieve good levels of noise reduction; the intention is to produce a 'live' demonstration project with a strong research component where successful trials will result in the knowledge gained and skills learnt being used to extend the successful components into other appropriate locations along the A12 Green Mile project area from the Bow Flyover (A11) to the Blackwall Tunnel, and with the potential for these new ideas to be replicated in appropriate locations throughout the Borough, and indeed the UK.
- 3.24 The location selected for the implementation of the 25-metre-long acoustic barrier is at the roadside edge of the northbound carriageway of the A12, opposite the Sainsbury's Local Food Store and a community building. The footpath is wider at this location (5 metres) and is adjacent to a small public space at Jefferson Plaza. The acoustic barrier implemented at this location will frame the connection for pedestrian and cyclists to Bromley-by-Bow station to the north (see Figure 1). As such, the trial's interventions will perfectly test what can be achieved in a very practical case scenario and in an area where people will both pass-by and dwell.
- 3.25 As mentioned, the A12 Green Mile Report was developed in the context of the work that Transport for London commissioned along the A12, and which itself originated from the work of the Roads Task Force completed in 2013. One of the key projects within the Green Mile report is the development of the acoustic barrier. To date, TfL have contributed £67,500 to the development of the acoustic barrier. Work on the design of the acoustic barrier has

progressed and is at an advanced stage the next stage will be to complete the design, manufacture the components, erect the wall on site and monitor its performance.

- 3.26 The A12 Green Mile report highlights the need to maintain the reliable and efficient movement of vehicles along the A12, highlighting it as an important arterial road with over 15 million vehicular movements each year. Yet, it is subsequently made clear in the report that the A12, particularly the part between the Bow Flyover (A11) and the entrance to the Blackwall Tunnel, is flanked by well-established residential communities. This is also the location of focus on the introduction of a very significant number of new homes (approximately 13,000 more), supported by the designation of the area as LBTH's 'Poplar Riverside Housing Zone'.
- 3.27 This project progresses the Roads Task Force's core aims and the objectives of the A12 Road Corridor Study. The project aims to transform the environment for the pedestrian and thus help create a more connected and safer place along the A12 and the nearby Bromley-By-Bow station. The project also aims to reduce the actual and perceived noise along the A12 road at this location. This potential will be tested and reported by the University of East London, who are a partner in the development of the acoustic barrier.
- 3.28 The project will focus on an arterial road and will emphasise the need to maintain reliable and efficient movement of motor vehicles, whilst introducing and testing innovative solutions aimed at mitigating the roads impacts on communities that live alongside, in terms of noise as well as severance. In summary, the project will create a better quality of life for those who will live in close proximity to the A12.
- 3.29 The project will deliver one of the key components of the A12 Green Mile Report. This being the introduction of a new, purpose built, acoustic barrier designed with the quality of an art-piece along the A12 and adjacent to Jefferson Plaza. The wall will be constructed from an innovative noise absorbent material; 'silk metal' not previously used in the UK for this purpose.
- 3.30 The design lifespan of the Acoustic Barrier is 10 years, however, it is agreed with TfL that, as this is a bespoke project for the purposes of testing the affect and efficiency of the design to achieve noise reduction benefits for the local population, it will be monitored closely over a period of two years. If during this time there are any significant negative impacts, for example; management and maintenance then there is the provision for the Acoustic Barrier to be removed, or relocated.
- 3.31 The project will also involve the testing and monitoring of noise levels with a before and after comparison. The results will be published as a report by the University of East London (UEL).
- 3.32 Perception testing with sample groups of residents will be carried out by the University of East London and Poplar HARCA. This will include before and

after surveys to inform the visual and environmental perceived quality of the final installation.

- 3.33 Designers, manufacturers and highway contractors will be procured in line with the Council's and TfL's established procedures to deliver the infrastructure.
- 3.34 The project will be led by the A12: Green Mile Pilot Project Steering Group with representatives from LBTH, TfL, UEL, Echo Barrier and Poplar HARCA. The Project Steering Group will conform to the agreed Council Directorate project management and financial protocols.
- 3.35 A provisional sum of £10,000 has been accounted for within the TfL committed funding to cover the cost of any repairs and maintenance of the barrier.
- 3.36 Signage will be displayed signifying the use of S106 contributions on the hoarding and/or on street work frames.
- 3.37 Procurement imperative for maximising local benefits as agreed by Members will be integrated into the tendering documentation in consultation with the procurement team. Where we will be using TfL's current term contractors to carry out the associated works.
- 3.38 Transport for London (TfL) on whose road the project is situated and who will be responsible for steering the project through their final approvals process. TfL will also be a critical partner in selecting and managing the site contractor.
- 3.39 The London Borough of Tower Hamlets (LBTH) who will support the trial through their land ownership and experience in developing and implementing features adjacent to highways. Poplar HARCA, through their experience in project management, community liaison and consultation, and the maintenance of the public realm. Echo Barrier through their experience in the design and implementation of external acoustic barriers and the monitoring of noise reduction. The University of East London (UEL) who will record public perception and test potential reduction in pollution levels.
- 3.40 In addition to the Steering Group, the day to day management of the project will be led by David Black of Poplar HARCA (as project manager) with support from the Core Project Team comprising the Design Architects, Echo Barrier and UEL. A total project management fee of £7,000 has been identified.
- 3.41 Manufacturers and highway contractors will be procured in line with the Council's and TfL's established procedures to deliver the infrastructure.
- 3.42 There is currently a clause within the agreement that we have with TfL which notes that should their funding be used in such a way as to develop any Intellectual Property Rights, then the recipient of the funding will protect such rights and grant a perpetual, royalty-free licence to TfL. It had been agreed at the early stages of the project that if LBTH were to contribute funds to this

project then they would receive the exact same protection/benefits, with a similar clause included within the agreement.

- 3.43 There are also opportunities to work with other community groups in the local area. Lansbury Youth Committee has approached the group to explore working with us. The Youth committee has accessed funding to install a moss bench which has the potential to mitigate air pollutants, the youth committee would like to locate the bench adjacent to the acoustic barrier and pocket park.

#### **4. EQUALITIES IMPLICATIONS**

- 4.1 When making decisions, the Council must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who do not (the public sector equality duty). A proportionate level of equality analysis is required to discharge the duty.
- 4.2 An Equity Analysis Quality Assurance Checklist has been completed for this PID Project which confirms the equal benefit created through the introduction of the Acoustic Barrier. The project will positively enhance affect all pedestrians and users of the open space and will be an improvement on the current situation. There is no evidence that the project will have any adverse effects on people who share Protected Characteristics.

#### **5. OTHER STATUTORY IMPLICATIONS**

##### **Best Value Implications,**

Transport for London (TfL) has already committed £67,500 towards the design, implementation and monitoring of this acoustic barrier. Section 106 monies have also been agreed in principle through the LBTH Pocket Park PID (£30,000) to support the acoustic barrier through the greening of the adjacent open space.

Procurement will be carried out in line with LBTH procurement process and TfL procurement framework as this is a bespoke and specialist project. The project management cost has been kept to a minimum as its being managed by Poplar HARCA.

##### **Consultations,**

##### **Key Project Stakeholders**

The principal stakeholders are shown in Table below and will be engaged from the earliest stages of the project and through to project closure. The key stakeholders will be engaged as required, after delivery is completed.



<b>Key Stakeholders</b>	<b>Role</b>	<b>Communication Method</b>	<b>Frequency</b>
Existing and future residents, local business owners and visitors.	Residents, businesses and visitors benefiting from more useful open space, reduced traffic noise, lower pollution levels and a more pleasant and attractive environment in which to walk and dwell.	Meetings Exhibitions Events Emails	Ad-hoc as required
Elected Members	Being accountable for the successful delivery of strategic objectives (some of which this project will deliver against and contribute towards).	Public meetings Briefing sessions	Ad-hoc as required
LBTH	Increased open space and health improvements.	Public meetings Briefing sessions	Ad-hoc as required
TfL	Potential new materials and designs for reducing the impacts of major roads throughout London.	Guidance notes Meetings Presentations	Ad-hoc as required
LBTH Housing Zone	Improved environment for development of residential accommodation and workspace.	Project meetings Planning briefings Application advice	Ad-hoc as required
A12:Green Mile Pilot Project Steering Group	Making informed decisions on the project/programme including reporting outcomes and on-going viability/legacy.	Meetings Email Telephone	Financial year quarters and ad-hoc as required

## Stakeholder Communications

Residents and local businesses will be notified by:

- Meetings and exhibitions
- Emails
- Publicity materials including leaflets, posters, articles and website updates.

Elected Members will be notified through:

- Members Bulletin
- Emails

Steering Group will be notified through:

- Emails
- Meetings
- Reports

Local residents will be involved from the start by comprising a sample group to assess the value of the trial. The local Neighbourhood Forum will also be presented with the scheme.

### **Environmental (including air quality),**

Most of the air pollution in the borough comes from vehicle emissions. The High levels of traffic congestion leads to high levels of harmful emissions such as nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM).

This proposed barrier has the potential to mitigate noise and air pollutants by to control their flow and direction by acting as a physical barrier between the road and pedestrians.

### **Risk Management,**

The key risks to this project are set out in the Table below:

<b>Risk No.</b>	<b>Risk</b>	<b>Triggers</b>	<b>Consequences</b>	<b>Existing Internal Controls – to be confirmed</b>	<b>Likelihood</b>	<b>Impact</b>	<b>Total</b>
1	Works not delivered on time.	Alteration to scope of work.  Unidentified additional work required e.g. underground services	Lose time, pressure on restricted funding.  Additional funding required to carry out work.	Tightly defined plan and agreed delivery programme.	2	3	6
2	Potential costs exceed budgets.	Alteration to scope of work.	Project elements are omitted.  Additional funds are sourced.	Regular project/finance meetings with contractors to manage costs.  Ensure proper financial management in place.  Agree costings and budgets for works with	2	4	8

Risk No.	Risk	Triggers	Consequences	Existing Internal Controls – to be confirmed	Likelihood	Impact	Total
				contractors.			
3	Work not of satisfactory quality.	Visual inspection of works at manufacture stage	Additional costs in rectifying.	Check quality of work at regular intervals.  Set out criteria for quality of work in the specification for contractors.	1	2	2
4	Residents unhappy with the work.	Monitoring programme with residents	Design alterations	Consult with residents prior to implementation	1	2	2
5	Difficulty in finding suitable manufacturer.	Missed tender dates	Delays in completing the delivery of the barrier	Working closely with manufactures to clarify design and test their suitability to deliver	2	4	6

## Crime Reduction

There are no crime reduction implications

## Safeguarding

There are no safeguarding implications

## 6. COMMENTS OF THE CHIEF FINANCE OFFICER

- 6.1 A project to design and install an acoustic barrier on a section of the A12 was approved under authority delegated to the Infrastructure Delivery Steering Group in accordance with the terms of the Council's Infrastructure Delivery Framework. Section 106 resources totalling £100,000 were allocated as a contribution towards the initiative.
- 6.2 The project will be undertaken by Poplar HARCA but delivered in partnership with TfL and the Council at a total cost of £197,500. Although the project and financing has been agreed, because an external partner is leading the scheme the allocation of funding to the works also requires the approval of the Grants Determination Sub-Committee.
- 6.3 The project is being undertaken in conjunction with an adjacent Pocket Parks scheme for which a £30,000 contribution to Poplar HARCA was approved by

the Commissioners on 17th January 2017. The balance of £67,500 will be financed by TfL, with this element being dependent on the approval of the full Council funding.

- 6.4 Commitments to fund schemes are only made following the receipt of the relevant developer contributions. The specific planning contributions associated with the Section 106 funding of the Acoustic Barrier project are detailed in section 2 of the Project Initiation Document that is included as an appendix to this report.

## **7. COMMENTS OF LEGAL SERVICES**

- 7.1 The S106 Agreement for PA/10/01864 required the developer to pay an “Infrastructure Charge” which is to “only be applied towards the provision of Infrastructure in accordance with the Corporate Infrastructure Delivery Plan”. The Corporate Infrastructure Delivery Plan is the Lower Lea Valley Delivery and Investment Strategy dated 20 June 2007 of which relevant extracts have helpfully been provided at Appendix A.
- 7.2 Based on the information provided in this report, Legal Services considers the contribution is being used in accordance with the terms of the S106 agreement. The monies are being used towards making improvements to the A12 corridor which are not only considered to improve the visual environment but will also reduce noise impacts. The outputs therefore align with one of the objectives from the Corporate Infrastructure Delivery Plan as set out in Appendix A.
- 7.3 It is understood that the contributions to be drawn from the S106 agreements are to be paid directly to an external organisation (Poplar HARCA). The terms of these S106 agreements do not specify that the contributions can be paid to Poplar HARCA; therefore such payments are considered to constitute grants. As the Council is under no legal obligation or duty to provide this payment, it is discretionary and considered to be a grant. As such, approval must first be sought from the Grants Determination (Cabinet) Sub-Committee before any payment is made.
- 7.4 Subject to the above comments, we consider the funding for this report to be in accordance with the purposes for the contributions under the S106 agreements.
- 7.5 When approving this PID, the Council must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who do not (the public sector equality duty). A proportionate level of equality analysis is required to discharge the duty.
- 7.6 Having determined that the Council may spend the s.106 money on this scheme, the Council also has the legal power to make the grant, which is the subject of this report.

- 7.7 This grant will be supported by a grant agreement which defines the purposes for which the grant may be used and will also include clear measurable outcomes. This will allow the Council to ensure that the use of the grant represents Best Value.
- 7.7 The works will be performed by TFL's term contractors who were found following a competitive tendering exercise. This will further demonstrate that the subsequent spend of the grant also represents Best Value.
- 

## **Linked Reports, Appendices and Background Documents**

### **Linked Report**

- List any linked reports
- NONE.

### **Appendices**

- Appendix A: LTGDCG A12 Road Corridor Commitments

### **Background Documents – Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2012**

- Lower Lea Valley Delivery and Investment Strategy (2007)
- Using Green Infrastructure to protect people from air pollution (April 2019)
- Approved A12 Acoustic Barrier PID (July 2018)

### **Officer contact details for documents:**

Abdul Khan  
Mulberry Place  
London E14 2BG  
Tel: 0207 364 5816  
Email: [abdul.khan@towerhamlets.gov.uk](mailto:abdul.khan@towerhamlets.gov.uk)

## **Appendix A: LTGDCG A12 Road Corridor Commitments**

# LTGDC: Road Corridor Improvements

## Overview

The Lower Lea Valley is currently dissected by a number of strategic road corridors which run both east-west through the Valley and north-south along its edges. These corridors provide the initial view of the Valley and as such are crucial in relation to raising aspirations and demonstrating the quality environment that is being proposed for the Valley into the future.

Environmental improvements works will be required along the key A11, A12 and A13 corridors to:

- Improve the visual environment for vehicular traffic, pedestrians and cyclists using the transport corridors;
- Improve the streetscape through works to paving, street furniture, signage;
- Implement selective landscaping improvements to introduce additional green buffers to improve visual appearance as well as reduce noise impacts along the transport corridors



## Barriers & Approach to Delivery

A comprehensive approach is required because:

- The current low quality environment along the corridors does little to raise aspirations or stimulate investment;
- The corridors are flanked by multiple land owners and established activities, some of which are coming forward as individual development projects that are not guided by one overarching strategy for consistent environmental works along the roads;

The approach to delivery would remove these barriers by:

- Establishing a consistent and comprehensive strategy to improve the environment along the corridors;
- Provide certainty of investment in implementing improvement works;

## Outputs

Direct Outputs:

Component	Outputs
A11 Corridor (Stratford High St)	1.24km of improved carriageway and footway;
A12 Corridor (BTNA):	
• Northern section	0.25km of improved carriageway and footway;
• Southern section	0.43km of improved carriageway and footway;
A13 Corridor, East India Dock Rd	1.22km of improved carriageway and footway;
<b>Total</b>	<b>3.14km of improved carriageway and footway;</b>

Additional outputs:

- 150 new housing units
- 565 permanent jobs
- Circa 7,000 sq m commercial floorspace
- Improved pedestrian crossings
- Removal & replacement of signage, street furniture, & lighting

(Indirect benefits would accrue along the corridors as development is implemented over time.)

## Partners/ Roles

Organisation	Role
LTGDC	Design Lead, Project Management, Capital Funding
LBN / LBTH	Local Authority
TfL	Transport planning
Private Sector	Developer contributions

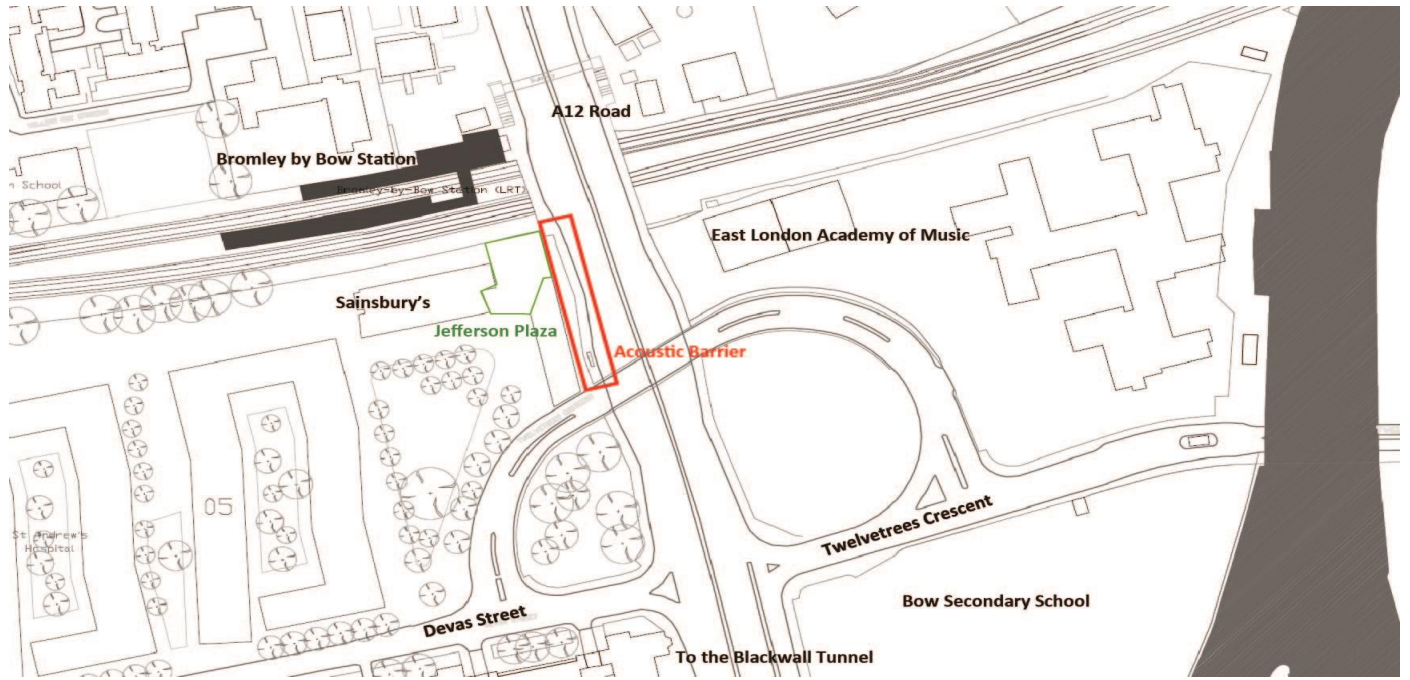
## Costs & Viability

Component	Capital Cost	Fees
Masterplanning & design works	-	-
• A11 Corridor, Stratford High St	£5.95m	£1.25m
• A12 Corridor, Blackwall Tunnel Northern Approach	£3.3m	£1.0m
• A13 Corridor, East India Dock Rd	£4.38m	£1.13m
Professional fees		
Total (v Fees)	£13.63m	£3.38m
<b>Total all</b>		<b>£17.0 m</b>

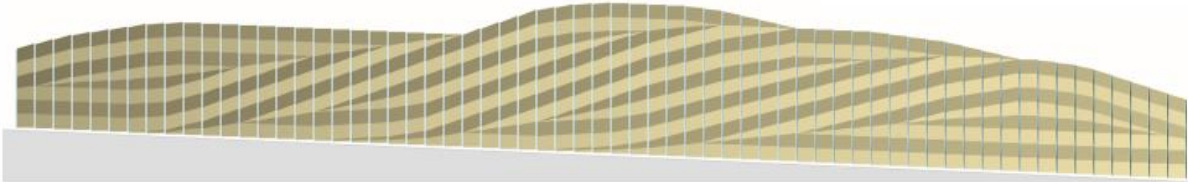
(Totals may not add up due to rounding)

Location of A12 Acoustic Barrier





**Figure 2: Visual Interpretation of the A12 Acoustic Barrier**



3D RENDERED ELEVATION (NTS)  
 illustrated to include vertical offsets of cassettes relevant to site levels

