

From: [Andrew Clarke](#)
To: [Riverside Energy Park](#)
Cc: [Arriva London Directors](#); [John Stokoe](#); [Rob Hudspith \(ALN\)](#)
Subject: Riverside Energy Park, Belvedere - Deadline 5 Submission
Date: 05 August 2019 14:02:27

Dear sirs,

Riverside Energy Park, Belvedere

Ahead of Deadline 5 of the 13th August 2019, please see Arriva London's comments below. Arriva London confirm that they met with Cory Riverside Energy (the applicant) and their Transport Consultant on 2nd July 19. Whilst constructive dialogue occurred, Cory Riverside advised that there is no legal obligation for the Applicant to compensate bus companies for disruption during the installation of the electrical connection route. Furthermore, the Applicant is not seeking to produce a SOCG with Arriva London, although Arriva London understands that one is being sought between the Applicant and our Client Transport for London.

The duration of the works for the electrical connection route was advised by the Applicant as being approximately 15 to 24 months, and the associated traffic disruption is of great concern to Arriva London; this concern was previously detailed in the Relevant Representation (RR-055) by Newell Projects Ltd on behalf of Arriva London.

Referring to the GLA/TfL Deadline 4 submission of 19th July 19 ref GLA/4509/WR, Arriva London note that Transport for London remain unconvinced with regard to the level of traffic modelling undertaken on the route of the electrical connection; TfL specifically have requested to understand the effects of the cable connection construction on bus routes to assist its decisions on route frequency increases and diversions (refer paragraph 2.201). Whilst TfL are our Client, Arriva London would also be very interested to understand the disruption implications to our bus operations over such a long period of time. Any traffic disruption caused by the installation of the electrical connection route will not only reduce the quality of our public transport offering, but will also impact Arriva London financially by reducing our ability to meet key performance indicators. Mitigation measures to overcome any disruption including the use of additional buses will clearly be financially costly, as discussed in Relevant Representation (RR-055). The Applicant states within document 8.02.14 Paragraph 2.1.240 that "It is considered that the construction period for the REP site and the Electrical Connection should not require the diversion or rescheduling of bus services". In light of the TfL's view that inadequate traffic modelling has been undertaken by the Applicant, and the fact that the Applicant has used the word "should" within the above paragraph, Arriva London remain most concerned with regard to the potential for traffic disruption, especially drawing on our experience of the impact of previous much shorter term roadworks in the area. Furthermore, also with the Applicant's document 8.02.14 at Paragraph 2.1.216, it is stated that "The evidence shows that there is sufficient spare capacity within the road network outside of peak periods – currently and as predicted – for further assessment work not to be required". Even if this was true, our bus operations are within peak periods as well so there will undoubtedly be disruption to our operational bus fleet.

Referring again to the GLA/TfL Deadline 4 submission of 19th July 19 ref GLA/4509/WR, Arriva London also note that TfL considers that the Applicant should provide a financial contribution to cover the cost of disruption mitigation to buses via a section 106 planning agreement (paragraph 2.105). Arriva London are very supportive of this proposal.

Arriva London remain most willing to continue engaging with the Applicant in order to minimise

disruption to our bus operations and travelling passengers alike.

Regards,

Andrew Clarke

Projects Portfolio Manager

Arriva London | DD: 0207 302 0651 Mob: [REDACTED] | clarkean.london@arriva.co.uk

Arriva London, 203 Isledon Road, London, N7 7JR | www.arrivalondon.com



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