Odyssey Markides

49 Oxford Road, Finsbury Park
London
N4 3EY

Project No. 15-116
May 2015

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Transport Assessment

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1.0 INTRODUCTION

Preamble

1.1 Odyssey Markides (OM) has been instructed by 68 Halliford St Ltd (the Applicant) to prepare a Transport Assessment (TA) in support of their redevelopment proposals for 49 Oxford Road, a site located within the authoritative boundary of the London Borough of Haringey (LBH).

1.2 The site location is shown at **Figure 1.1**.

1.3 The site is bound to the north by Oxford Road, from which it is accessed, to the east by an operational railway line, beyond which is Finsbury Park, to the south by residential properties fronting Woodstock Road and to the west by 41 Oxford Road. The immediate area is largely residential in nature.

Existing Land Use

1.4 The site accommodates a single building that is currently vacant. It is understood that the most recent occupant was Gemal College, a provider of post-secondary education to domestic and international students. Gemal College commenced operation at the site in 2000 and ceased operation in 2014. Review for Educational Oversight (REO) annual monitoring reports, undertaken by the Quality Assurance Agency for Higher Education (QAA), detailed that student numbers in 2014 were 47, in 2013 were 92 and in 2012 were 162. The 2014 REO stated that the number of permanent staff had not changed since the 2013 REO, which in turn stated that the number of permanent staff had not changed since the 2012 REO. The 2012 REO stated that the number of staff was 20, of which 12 were full-time, representing a total of 15 full-time equivalents.

1.5 Recent prior approval applications for the site (application reference HGY/2014/2934) have identified that, prior to this educational operation, the site operated as a B1(a) office land use, with a total

Gross Internal Area (GIA) of approximately 1,600sqm. The Home and Communities Agency 2010 report on Employment Densities, states that for general B1(a) office land uses, employment densities are typically 10sqm per full time employee equivalents. The existing land use therefore has capacity to accommodate 160 full time equivalent employees.

Development Proposals

1.6 The development proposals are to demolish the existing building and replace this with student accommodation within a building that will accommodate 22 cluster flats, which will contain a total of 132 study bedrooms. Each cluster flat will consist of 4-8 study bedrooms arranged around a kitchen/dining room. Each study bedroom is furnished, has en suite facilities and has access to Wi-Fi. The development also includes a common laundry area, refuse storage area and common storage area, both of which front Oxford Road located at lower ground floor. The proposals include dedicated cycle storage facilities, but no car parking, reflecting the accessibility of the site location. Pedestrian and cycle access will be from Oxford Road. The proposed lower ground floor and ground floor plans are attached as **Appendix A.**

1.7 At this stage no affiliated university has been identified.

Report Aims, Objectives and Structure

1.8 Following this introduction, the remainder of the TA is structured as follows:

- Section Two outlines the relevant transport related national, regional and local policy considerations to ensure they are complemented by the development proposals;
- Section Three describes the site location and existing transport infrastructure that serves the site;
- Section Four describes the development proposals in detail, including scale, layout, and access strategies;

- Section Five details a comparative trip generation assessment; and
- Section Six provides a summary and conclusion

1.9 In addition to this TA, a Travel Plan (TP) has been prepared in support of the proposal, which will be submitted as a standalone document as part of the planning application, with the aim of mitigating the impact of the development as far as possible. The affiliated university will be required to implement a final TP, which can be secured via an appropriately worded clause of a Section 106 Agreement. It is likely that this university will already have a TP in place and so will encompass this site into that strategy, along with any site specific measures identified within the submission document.

1.10 Following this introduction, the remainder of the TS is structured as follows:

- Section Two outlines the relevant transport related national, regional and local policy considerations to ensure they are complemented by the development proposals;
- Section Three describes the site location and existing transport infrastructure that serves the site;
- Section Four describes the development proposals in detail, including scale, layout, and access strategies;
- Section Five details a comparative trip generation assessment; and
- Section Six provides a summary and conclusion

2.0

3.0

4.0 POLICY CONSIDERATION

National Policy

National Planning Policy Framework (NPPF)

2.1 The NPPF, which replaced Planning Policy Guidance 13: Transport 2011, sets out Government planning policy, provides a framework within which local planning policies should be produced, and is a material consideration in planning decisions.

2.2 With regards to transport, the NPPF details that promoting sustainable transport is a way of achieving sustainable development and states that all developments which generate a significant amount of movement should be supported by a Transport Statement (TS) or TA and that planning decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up, depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.3 The NPPF states that planning decisions should ensure that developments generating significant movements are located where the need to travel will be minimised and the use of sustainable modes can be maximised, giving priority to pedestrian and cycle movements and creating safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians. The NPPF also states that key facilities such as local shops should be located within walking distance of most properties.

2.4 With regards to car parking, the NPPF does not include any standards and recommends that local planning authorities should set standards based on the accessibility of the development, availability of public transport and local car ownership levels.

Planning Practice Guidance: Travel plans, transport assessments and statements in decision-taking (PPG)

2.5 PPG provides more detailed planning guidance to support the NPPF and states that transport planning submissions can contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Regional Policy

London Plan

The London Plan (January 2011, including Further Alterations Adopted March 2015 and January 2014)

2.5 The London Plan sets out the integrated economic, environment, transport and social framework for the development of London over the next 20-25 years. It also forms part of the LBH Development Plan. The London Plan was adopted in January 2011, with revised early minor alterations adopted in January 2014 (REMA) and further alterations adopted in March 2015 (FALP).

2.6 Specific transport policies are described within Chapter 6 of the London Plan. Without reproducing the detailed content of each policy,

integrating transport and development is the central theme, with an aspiration to encourage development that reduces the need to travel, especially by car, and locating developments that generate high levels of trips at locations with either current or committed high levels of accessibility to public transport, cycling and pedestrian networks.

2.7 The London Plan identifies that development proposals should support sustainable travel through the inclusion of appropriate cycle parking and facilities, high quality pedestrian environments and details car parking standards for various forms of land use. For student accommodation however, there is no specific car parking standard. In terms of cycle parking, the London Plan sets minimum parking standards for student accommodation developments as follows:

- 1 long-stay space per 2 beds
- 1 short-stay space per 40 beds

2.8 Paragraph 3.10 of the London Plan states that, *'The Mayor has established a forum for higher education institutions and further education establishments to work with boroughs and other stakeholders to plan future developments, including student accommodation in locations with good public transport access…'*

Local Policy

2.6 LBH's current adopted development plan consists of the London Plan described above, the Local Plan: Strategic Policies 2013 and Saved Unitary Development Plan (UDP) Policies. Whilst not adopted, LBH are also preparing a Development Management Plan Document, with the preferred options for public consultation version published in February 2015.

LBH Saved UDP

2.7 Policy UDP3: General Principles, states that *'the council will require development proposals to demonstrate that*:

c) the proposal would not significantly affect the public and private networks, including highways or traffic conditions;
d) there is access to and around the site and that the mobility needs of pedestrians, cyclists and people with difficulties (including wheelchair users and carers with pushchairs) have been taken into account…;

2.8 Policy M10: Parking For Development, states:

'Development proposals will be assessed against the parking standards set out in Appendix 1. Proposals that do not meet these standards will not normally be permitted.

Parking requirement will be assessed on an individual basis as part of the Transport Assessment in cases where this is deemed necessary according to Policy UD1.

2.9 The supporting narrative to this policy states that applying parking standards will:

- Restrain car use
- Reduce congestion
- Improve road safety
- Give priority to essential users and people with disabilities
- Improve the environment
- Improve local accessibility
- Encourage sustainable regeneration

2.10 There does not, however, appear to be a specific parking standard within Appendix 1 for student accommodation. The most representative land use description is C1 Hotels and Sui Generis Hostels, which includes the following parking standards for student hostels:

- A maximum of 1 car parking space per 7 bedrooms
- A minimum of 1 space for 20 students in student hostels

LBH Local plan strategic policies 2013

2.11 LBH's Local Plan Strategic Policies 2013 states, under Policy SP7: Transport that adopting maximum car parking standards and car free housing wherever feasible will be an effective form of travel demand management to assist in achieving wider objectives relating to climate change and environmental quality and safety and that major trip generating developments should be in locations with good public transport accessibility.

LBH Development Management Plan Document

2.12 The preferred options version of this document, published in February 2015, states under Policy DM21 Specialist Housing that student accommodation will be *'supported as part of new major development schemes within Haringey's Growth Areas and Areas of Change and, therein, to locations with good public transport accessibility (normally 4-6) and access to local amenities.'*

2.13 Policy DM21 continues and states, *'Proposals for student accommodation will also need to show that:*

c) There would be no adverse impact on local amenity, in particular, the amenity of neighbouring properties and on-street parking provision;
d) Provision is made for units that meet the needs of students with disabilities;'

2.14 With regards to transport, Policy DM42 Sustainable Transport states:

a) The council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.
b) The Council will support the protection, improvement and creation of pedestrian and cycle routes in the borough to encourage walking and cycling both as a means of transport and as a recreational activity. The Council will also encourage improved links between

pedestrian and cycle routes and public transport facilities, particularly at transport hubs.

c) *The Council will require the submission of Travel Plan and a Transport Assessment/Statement in support of development proposals in accordance with the Transport for London thresholds.*

2.15 With regards to the TfL thresholds, for student accommodation, the thresholds for a Full Travel Plan being necessary is 100 beds, which this proposal exceeds.

2.16 With regards to parking, Policy DM43 Parking states that the Council will support proposals for new development with limited or no on-site parking where:

a) *There are alternative and accessible means of transport available;*
b) *Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;*
c) *A controlled parking zone exists or will be provided prior to the occupation of the development;*
d) *Parking is provided for disabled people; and*
e) *Parking is designated for occupiers of developments specified as car capped*

2.17 The supporting narrative expands the policy and states that the application of restrained parking standards will reduce congestion, improve road safety, give priority to essential users and people with disabilities, improve the environment, accessibility and encourage sustainable regeneration.

Compliance

2.18 In terms of compliance with this identified policy, the TA will identify that the site is located within a highly sustainable location, accessible by sustainable modes of travel that ensures that future occupants are not reliant on travel by private car and will not therefore generate car parking demand with necessary restrictions legally secured.

2.19 The TA will identify that the proposals are accessible to both pedestrians and cyclists and that the servicing strategy reflects that of the existing permitted land use.

3.0 EXISTING TRANSPORT CONDITIONS

Site Location

3.1 The site is located at 49 Oxford Road, shown on **Figure 1.1**.

3.2 The site is bound to the north by Oxford Road, from which it is accessed, to the east by an operational railway line, beyond which is Finsbury Park, to the south by residential properties fronting Woodstock Road and to the west by 41 Oxford Road. The immediate area is largely residential in area, with Stroud Green Primary School located south of the Woodstock Road / Oxford Road junction.

3.3 Within reasonable proximity of the site there are a number of land uses that would act as typical trip attractors for future occupants, including education, leisure, food retail and health. Examples of these sites are as follows:

- Stroud Green and Haringey Library, Quernmore Road, 1km walk distance via Oakfield Road
- Premier Fitness Club, Clifton Terrace, 1km walk distance via Upper Tollington Park and Stroud Green Road
- Tesco Metro, Stroud Green Road, 450m walk distance via Upper Tollington Park
- Finsbury Park, site adjacent park's western entrance.
- Stroud Green Medical Clinic, 300m walk distance via Upper Tollington Park
- Pub, bars, restaurants, numerous sites located off Stroud Green Road

3.4 This close proximity ensures these sites can be accessed by the most sustainable forms of travel, walking and cycling, ensuring no additional pressures on the public transport network and removing any requirement to travel by car.

Permitted Use

3.5 The site is currently vacant. The most recent occupant was Gemal College, a provider of post-secondary education to domestic and international students. In recent years Gemal College accommodated

approximately 160 students with 15 full-time equivalent members of staff.

3.6 Recent prior approval applications for the site have however identified that, prior to this educational operation, the site operated as a B1(a) office land use with a total GIA of approximately 1,600sqm, which based on typical employment densities for B1(a) office land uses would have capacity to accommodate 160 full time equivalent employees.

3.7 The existing land use includes no dedicated car parking and nor would students and staff of Gemal College or employees and visitors to the former B1(a) Office land use have been able to apply for on-street parking permits within the existing Controlled Parking Zone (CPZ).

3.8 Similarly, the existing site does not accommodate off-street delivery and servicing or refuse collection. Given Oxford Road is a cul-de-sac, with no defined turning facilities along its eastern extent, it is assumed that delivery and refuse vehicles would have reversed down Oxford Road to service the site, undertaking all such activity from within the carriageway. Indeed it is assumed that such a practice is followed by all refuse vehicles and delivery vehicles serving the existing residential properties.

Pedestrian Network

3.9 Oxford Road benefits from an established lit footway along the site frontage. To the west this connects with an established footway network along Woodstock Road and to the east this connects with a footpath network that provides a connection to Finsbury Park via an existing footbridge that negotiates the Great North Railway line that runs along the eastern site boundary.

3.10 Pedestrian access to Finsbury Park is only available however between dawn and dusk, with each pedestrian access gate locked outside of these times.

3.11 To the south, Woodstock Road provides pedestrian access to South Green Road, with signalised crossing facilities at this junction, which allow pedestrians to safely cross to the southern side of the carriageway to follow the natural desire line toward the western entrance of Finsbury Park London Underground and National Rail stations.

3.12 From the Oxford Road entrance to Finsbury Park, access to the Parkland Walk is feasible, which is a recreational route toward Alexandra Palace.

Cycle Network

3.13 LBH's 2014 cycle route map confirms that the immediate local highway network around the site, including Upper Tollington Park and Woodstock Road, forms part of the London Cycle Network (LCN). The latter forms part of LCN route 7, which runs between Elephant and Castle, City and Wood Green and consists of a signed route for cyclists on a mixture of quiet and busier roads. Given a number of university campuses are located within central London, the site is therefore well located for cyclists to take advantage of this accessibility.

3.14 Parkland Walk, as described above, is also accessible to cyclists, providing a traffic free route toward Highgate.

3.15 Cyclists are also able to use Finsbury Park to travel east / west, accessing the park via the Oxford Road entrance adjacent to the site.

Public Transport Network

3.16 A general measure of public transport accessibility is achieved using the PTAL rating. This is a calculation based on the proximity, frequency and number of public transport services. All bus routes with stops within 640m and underground/train stations within 960m are taken into account. PTALs are measured on a scale of 1 to 6b, with 1 being the lowest level of public transport accessibility and 6b being the highest.

3.17 A PTAL assessment using the TfL land use planning PTAL assessment tool (http://www.webptals.org.uk/) has therefore been undertaken, using the site centre as the chosen point of interest (POI). The assessment identifies the site as having an excellent PTAL rating of 6a, with output attached as **Appendix B**.

3.18 This PTAL rating is achieved based on the Site being within the walk distance threshold of bus stops along Stroud Green Road, Finsbury Park London Underground and Crouch Hill London Overground stations. Furthermore, whilst not included within the TfL output, Seven Sisters Road, along which alternative bus routes operate to those along Stroud Green Road, can be accessed via the existing footpaths that run through Finsbury Park, with paired bus stops being located at the absolute limit of the 640m walk distance threshold.

3.19 A high level of accessibility such as this is a precursor for a student development, ensuring future occupants are not reliant on travel by private car and providing justification for a car free development. Subsequent paragraphs offer a brief description of each public transport mode of travel, with public transport infrastructure indicated on the attached **Figure 3.1**.

Public Bus

3.20 The site benefits from being located within an acceptable walk distance of existing bus stop provision on Stroud Green Road, immediately west of the junction with Upper Tollington Park. Services that access this stop provide access to north London in a northbound direction and terminate at the Finsbury Park bus depot at Wells Terrace in a southbound direction.

3.21 Whilst just outside the walk distance threshold adopted within PTAL analysis, additional bus stops accessed by other bus routes are found on the eastern side of Finsbury Park Station (700m walk distance) providing access to east and Central London.

3.22 Furthermore, Seven Sisters Road, along which alternative bus routes can be accessed via the existing footpaths that run through Finsbury Park, with paired bus stops being located at the absolute limit of the 640m walk distance threshold. From these stops a number of night buses are also accessible.

3.23 Table 3.1 below summarises the services that are accessible from the site.

Table 3.1 : Existing Bus Services

Link	Service	Route	Daytime Frequency
Stroud Green Lane	W3	Finsbury Park to Northumberland Park	Every 5-7 mins
	W7	Finsbury Park to Muswell Hill	Every 3-6 mins
	210	Finsbury Park to Brent Cross	Every 18 – 12 mins
Finsbury Park Station	4	Archway to Waterloo	Every 9-12 mins
	106	Finsbury Park to Whitechapel	Every7-10 mins
	153	Finsbury Park to Moorgate	Every 9-12 mins
	236	Finsbury Park to Hackney Wick	Every 12 mins
Seven Sisters	29	Trafalgar Square to Wood Green	Every 3-7 mins
	253	Euston to Hackney Central	Every 4-8 mins
	254	Aldgate to Holloway	Every 3-7 mins
	259	Edmonton Green to King's Cross	Every 6-10 mins

3.24 Table 3.1 therefore confirms that a range of high frequency bus routes are accessible from the site, a number of which provide access to Central London.

London Underground

3.25 The site benefits from being located within an acceptable walk distance of Finsbury Park London Underground station, from which both the Victoria Line and Piccadilly Line can be accessed, providing high frequency services into Central London and major transport interchanges including King's Cross and Euston.

London Overground

3.26 The site benefits from being located within an acceptable walk distance of Crouch Hill London Overground station, on the Barking / Gospel Oak Line, the latter of which is two stops west of Crouch Hill and from which access to the orbital London Overground network is achieved, providing direct access to Clapham Junction.

National Rail

3.27 The site benefits from being located within an acceptable walk distance of Finsbury Park National Rail station, providing direct access to Moorgate and King's Cross in central London and regionally toward Welwyn Garden City, Hertford North, Peterborough and Cambridge.

Local Highway Network

3.28 Oxford Road is a 60m long and 7.5m wide cul-de-sac, accommodating parallel parking on each side of the carriageway, leaving an effective carriageway width of approximately 3.5m. This on-street parking encompasses the site frontage.

3.29 To the west, Oxford Road forms a staggered priority junction with Woodstock Road, which also accommodates on-street parking and which benefits from a number of traffic calming measures to reduce vehicle speeds.

3.30 The site is located within the Finsbury Park Controlled Parking Zone (CPZ), which is operational Monday to Saturday 08.30-18.30, 08.30-20.30 Monday to Saturday on match days and 12.00-16.30 on Sundays and public holidays. Within this CPZ there is a 70m long section of dual

use on-street car parking with pay and display parking permitted between 10am-5pm, Monday to Saturday, along Upper Tollington Park, adjacent to the existing health centre, approximately 200m walk distance from the site, with no restriction on Sundays.

Summary

3.31 In summary therefore, the site benefits from being located in close proximity to a range of land uses and sustainable transport infrastructure that ensures future occupants are not going to be reliant on travel by private car. This accessibility helps to remove any latent demand for car parking for this type of land use.

3.32 This accessibility includes an established cycle network that includes direct routes toward central London were a number of university campuses are located.

3.33 Whilst the existing public transport that is accessible from the site provides access into central London, the site also benefits from being accessible to regional locations that would allow future student occupants to travel to/from the site outside of traditional term time without having to be reliant on travel by car.

3.34 The existing site does not benefit from any designated car parking facilities or on-site space for delivery and servicing, with all such activity associated with the permitted land uses occurring from on-street within the Oxford Road carriageway.

4.0 DEVELOPMENT PROPOSALS

Scale and Layout

4.1 The development proposals are to demolish the existing building and replace this with student accommodation within a building that will accommodate 132 study bedrooms, containing 22 cluster flats, which consist of 4-8 study bedrooms, arranged around a kitchen/dining room.

4.2 Each study bedroom is furnished, has en suite facilities and has access to Wi-Fi. The development also includes a common laundry area, refuse storage area and common storage area, both of which front Oxford Road located at lower ground floor.

4.3 The proposed lower ground floor and ground floor plans are attached as **Appendix A.**

Pedestrian and Cycle Access

4.4 Pedestrian access will be achieved from Oxford Road, via two points of access into the building.

4.5 Wider pedestrian access to the site will be via the existing routes through Finsbury Park and/or the local footway network via Oxford Road and Woodstock Road.

4.6 Cycle access will be achieved from Oxford Road, via a dedicated route around the western edge of the building to a lower ground floor cycle storage area. Whilst this route is stepped, the architects Design and Access Statement confirms that the steps are only 75mm, which can be negotiated by someone walking their bike.

4.7 The lower ground cycle storage area is by definition secure and sheltered. The London Plan standards described in paragraph 2.7 identify that for this scale of development a minimum provision of 66 long-term cycle parking spaces and 4 short term spaces will be required, a total therefore of 70 spaces.

4.8 The proposals exceed this requirement, providing a total of 78 spaces.

4.9 Wider cycle access to the site will be via the existing routes through Finsbury Park and/or the local network via Oxford Road and Woodstock Road.

Car Parking

4.10 The development proposals include no dedicated car parking, reflecting the accessibility of the site.

4.11 The Applicant will accept any requirement for the development proposal to be subject to a restriction on future occupants being able to apply for parking permits within the adjacent CPZ.

4.12 Any demand for disabled parking, which is envisaged to be low, is anticipated to be accommodated on-street, with disabled residents being entitled to apply for a blue-badge, which allows them to park within existing CPZ's without restriction.

Servicing

4.13 The development proposals will generate a limited number of delivery and servicing movements typically restricted to post deliveries and refuse collection.

4.14 Given each of the cluster units are self-contained and fully furnished at occupation with laundry facilities on-site, aside from the initial fitting, there are unlikely therefore to be any bulky delivery movements associated with this type of land use.

4.15 In terms of refuse collections, it is proposed to maintain the existing strategy of all such activity occurring from on-street via the Oxford Road carriageway. As a commercial operation, the final operation will organise refuse collections to occur outside of peak periods so as not to inconvenience existing residents and visitors to Oxford Road.

Travel Plan

4.16 The scale of development exceeds the TfL threshold for which a full TP is required to support the planning application. A stand-alone TP has therefore been prepared and will be submitted as part of the planning application.

4.17 As there is no dedicated car parking however, the TP will not identify specific targets for reducing car use. Instead, the TP will focus on promoting the most sustainable forms of travel, walking and cycling and will seek to be the medium through which any access restrictions and access management is promoted and organised.

4.18 A number of management measures will therefore be implemented as follows:

- Prior to being accepted as a future occupant, each student will be required to sign and return a form that acknowledges there is no car parking available.

- Prior to first occupation, each student will be supplied with a Welcome Pack, which will include details on car parking restrictions, sustainable modes of transport that are accessible from the site, adjacent land uses, walking and pedestrian routes etc. The Welcome Pack will also include details on the 'Moving In' strategy.

- The 'Moving In' strategy is envisaged to operate as follows:

    - All students will be informed that as each cluster flat is fully furnished and due to the limited visitor parking within vicinity of the site it is recommended that parents/guardians do not assist their child to move into the site by car

    - Moving In will then occur during a single weekend each year (it is acknowledged that there will be exceptions to this), on the assumption that intake will follow the start of an academic year, between 09.00-17.00 Saturday and Sunday.
    - Groups of students (15 to a group) will then be given allocated 90 minute windows during which they are allowed to move in to their accommodation, with all parents/guardians etc. to have vacated the premises outside of this time.

- A number of Moving In Helpers will be employed on-site to assist with this process.

- Should a student arrive with their parents/guardians via car, the Helpers will request them to park within the pay and display car parking along Upper Tollington Park and away from Oxford Road.

- The operator of the site will appoint a Travel Plan coordinator, who will be responsible for arranging/implementing the following measures, which seek to promote cycling as a key mode of travel:

    - Establish a relationship with an existing local cycle centre to secure discounts on purchase of equipment / maintenance
    - Ensure occupants are aware of Dr Bike Sessions that LBH arrange at Finsbury Park
    - Ensure occupants are aware of free training that LBH arrange via cyclinginstructor.com, or arrange for a group cycle training session
    - Establish a bicycle user group (BUG) and establish if an occupant would be prepared to manage this each year
    - Be the point of contact for students and adjacent residents regarding travel related concerns and queries.

5.0 TRIP GENERATION

Introduction

5.1 This section of the TS details the results of a multimodal trip generation assessment, comparing the anticipated number of trips generated by both the permitted and proposed land uses to infer the scale of impact.

Existing Use Trip Generation

5.2 The site is currently unoccupied. The most recent occupant was Gemal College, a provider of post-secondary education to domestic and international students. In recent years the college accommodated approximately 160 students with 15 full-time equivalent members of staff.

5.3 Unfortunately, there is no information available about how the college operated in terms of timetabling and number of students per class. Similarly, there is no comparable site within the industry standard TRAVL database (now incorporated into TRICS) that can be used to infer the anticipated trip generation.

5.4 Recent prior approval applications for the site have however identified that, prior to this educational operation, the site operated as a B1(a) office land use, with a total GIA of approximately 1,600sqm. Based on typical employment densities for B1(a) office land uses this scale of development would have capacity to accommodate 160 full time equivalent employees.

5.5 In terms of the number of trips that would have been generated by this permitted B1(a) office land use, as no survey data is available, the industry standard TRAVL database has been relied upon. Proxy office sites across London have been selected, with limited access to car parking and with a good accessibility to public transport, reflecting the characteristics of the subject site. A total of 9 proxy sites satisfied these criteria, with the associated peak hour and daily all mode and vehicle trips rates per 100sqm GFA indicated below as Table 5.1,