



LORDSHIP LANE,
London

TRANSPORT ASSESSMENT

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Control Sheet

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1 INTRODUCTION

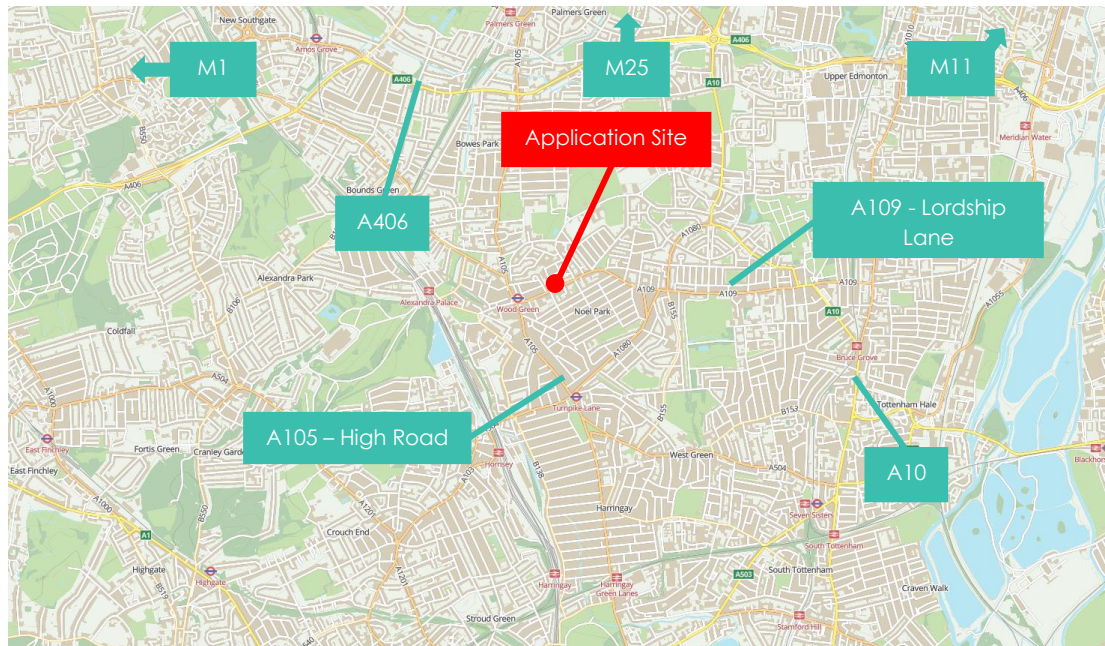
1.1 Background

- 1.1.1 Calibro has been appointed by Atri7 2 Limited & Fusion Global Management LLP (herein referred to as "the Applicants") to provide an appraisal of the traffic and transport implications associated with a proposed redevelopment at 707-725 Lordship Lane, London (currently Sui Generis - Bingo Hall) for a residential & student accommodation scheme comprising 623 student beds, 77 affordable residential dwellings and 796 sqm flexible ground floor commercial (Class E).
- 1.1.2 Given the highly sustainable location in combination with the nature of the proposed development, the proposals incorporate a zero-car approach to maximise the sustainability of the site.
- 1.1.3 This report has therefore been prepared with the purpose of providing the Local Planning and Highway Authorities with an evidence base that established the magnitude and severity of the transport-related development effects.

1.2 Site Location

- 1.2.1 The Site is located in the Woods Green area, in the London Borough of Haringey, some 8-kilometres to the north of the A501 and Central London and circa 1.8-kilometres to the south of the A406 ring road.
- 1.2.2 The site is accessible via the A109 - Lordship Lane which delineates the sites northern boundary and runs through Haringey connecting the A105 to the west to the A10 to the east. With regards to strategic road network, the A406 ring road is located approximately 3.4-kilometres to the north-east, providing onward connectivity to the M1 to the west, the M25 to the north and the M11 to the east.
- 1.2.3 The application site is shown in its strategic context below.

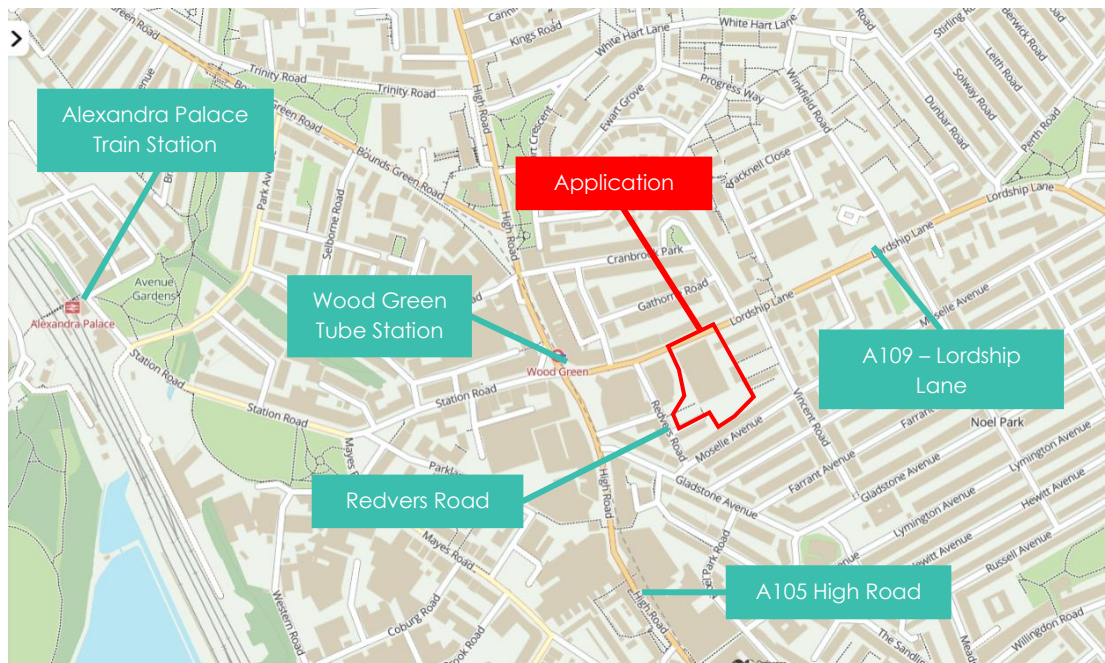
Figure 1-1 Site in a Strategic Context



1.2.4 In a local context, the site is bound by the A109-Lordship Lane to the north, residential dwellings to the east and south, with Redvers Road and residential/commercial to the west. Less than 200-metres to the west of the Site is the Wood Green underground station, whilst the Alexandra Palace Train Station lies circa 1-kilometre to the west.

1.2.5 The application site is shown in its local context below.

Figure 1-2 Site in a Local Context



1.3 Development Proposals

1.3.1 The proposed development comprises redevelopment of what is currently is a Bingo Hall with associated parking into a development comprising 623 student bed spaces, 77 residential dwellings, a 796 sqm flexible ground floor commercial (Class E) use and associated public realm.

1.3.2 A detailed description of the development is provided in the Planning Statement associated with the application. The salient elements of the proposed scheme in respect of traffic and transport may be summarised as follows:

- 623 Student bed spaces
- 75 private residential dwellings in the following mix:
 - 9 x 1 person-1 bedroom units
 - 13 x 2 person-1 bedroom units
 - 8 x 3 person-2 bedrooms units
 - 30 x 4 person-2 bedrooms units
 - 10 x 5 person-3 bedrooms units
 - 7 x 8 person-5 bedroom units
- 796 sqm flexible ground floor commercial (Class E)
- car-free development, with policy compliant levels of blue badge and cycle parking.

1.3.3 A plan showing the site layout is shown below and to scale at [Appendix A](#).

Figure 1-3 Illustrative Masterplan



1.4 Policy Context

1.4.1 This document follows the Healthy Streets Transport Assessment guidance, as published by TfL, dated June 2019. The information within the guidance has led this TA's structure and assessment methodologies and includes an Active Travel Zone (ATZ) assessment of the surrounding area.

1.4.2 The assessment process has been undertaken with due regard to best practice and current policy, particularly in respect of, but not restricted to, the following documents:

- National Planning Policy Framework (July 2021)
- Mayor Of London – New London Plan (March 2021) & Mayor's Transport Strategy (2018)
- Transport for London – Healthy Streets TA (June 2019)
- Haringey Council Local Plan – Development Management DPD (July 2017)

1.4.3 In respect of the Revised National Planning Policy Framework (NPPF), the assessment focuses on the following two principal areas of policy:

- a) **Sustainability** - The stated purpose of the NPPF and the wider planning system is “to help to achieve sustainable development” and is therefore underpinned by a presumption in favour of sustainable development. In this regard, the economic, social, and environment credentials of the development proposals will be considered throughout this report, so far as relevant to transport and highways matters.
- b) **Cumulative Impact** - Paragraph 111 of NPPF states that “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe” and the report therefore seeks to quantify the magnitude of any transport effects (including highway capacity and safety) in order to inform measures of likely severity.

1.4.4 This development has been designed to support the strategic policies of Healthy Streets, Vision Zero and the Mayor's Transport Strategy. The table below outlines the main design aspects and considerations pertaining to these objectives.

Table 1-1 Transport Objectives

Design Aspect	Description	Objectives		
		MTS	Healthy Streets	Vision Zero
Development within high PTAL area	The development site is within a high PTAL zone and therefore promotes public transport usage	✓	✓	✓
Car-free development	The proposal is a car-free development, therefore encourages the use of sustainable transport through its design	✓	✓	
Priority for walking and cycling	The masterplan creates a new public space for people to stop and rest, creating an inviting environment for pedestrians and cyclists	✓	✓	✓
Servicing Strategy	The development and Draft Delivery and Servicing Plan associated with this application have been designed with safety and efficiency in mind, in order to minimise conflict with other users.		✓	✓
Creation of new public realm	The creation of a new public space provides a new space for people to stop and rest and find shelter.		✓	
Active frontages	All of the Lordship Lane facade ground floor will provide an active frontage increasing natural surveillance and therefore perception of safety and active uses providing spaces for people with things to see and do		✓	
Minimising vehicle trips	The proposal minimises the level of vehicular trips through its design, with provision for disabled parking only on-site and restrictions on permit parking for the surrounding Controlled Parking Zone	✓	✓	✓

1.5 Structure of the Report

1.5.1 The structure of this report is as follows:

Section 2. Transport Planning for People - This section of the report outlines information on who the future users of the Site will be, and their expected travel behaviour.

Section 3. Site and Surroundings – This section outlines how the development will operate and integrate with the wider network, be it by sustainable travel or vehicular modes.

Section 4. Active Travel Zone Assessment - This section summarises the Active Travel Zone Assessment that has been undertaken in accordance with the latest TfL guidance.

Section 5. London Wide Network – This section of the report considers the magnitude of multi-modal trips effects resultant from the proposed uses of the site, together with its potential significance in the context of the safe and efficient operation of the local transport network.

Section 6. Additional Transport documents - This section of the report outlines the main elements of the other transport documents accompanying this Transport Assessment – the Framework Travel Plans and the Draft Delivery and Servicing Plan.

Section 7. Summary & Conclusions - The findings of this report are summarised within this section and used to identify an over-arching conclusion on the suitability of the proposals in traffic / transport terms.

2 TRANSPORT PLANNING FOR PEOPLE

2.1 Introduction

- 2.1.1 Adhering with TfL Healthy Streets TA guidance, this Chapter outlines the people envisaged using the application Site, when they travel and the journey purpose.

2.2 Transport Classification of Londoners

- 2.2.1 The Transport Classification of Londoners (TCoL) is a multi-modal customer segmentation tool developed by TfL that has been designed to categorise Londoners on the basis of the travel choices they make, and the motivations for making those decisions.

- 2.2.2 In Haringey, three of the nine identified segments of population stand out:

- Students & Graduates (29%) - Car use low so rely on public transport and active modes for travel, particularly bus and walk
- Suburban moderation (28%) - Car use is high, with use of public transport and active modes below average
- Urban Mobility (16%) - low car use and relatively high levels of cycle use. Bus use is also high, while walking and Underground use is average.

2.3 New development users

- 2.3.1 The proposals have been designed to provide an attractive and permeable improved public realm for all users and promote the use of sustainable travel modes.

- 2.3.2 In addition to students, given the proposed mix identified at section 1.3, future residents are likely to fall under the two categories identified above: suburban moderation and urban mobility.

- 2.3.3 Whilst the 'suburban moderation' segment typically has a high car use, TfL's report also point out that their propensity to change their behaviour to increase cycling is 'well above average'. Therefore, it is anticipated that the car-free nature of the development associated with the generous cycling provision in line with London Plan's guidance will encourage an easy transition onto sustainable modes and respond to the future residents' needs.

- 2.3.4 Recognising the need for families to have the possibility of access to a car, as outlined by DM32 of Haringey's DPD, residents will be offered an improved access to the local car-sharing club – currently Zipcar – which will alleviate the need for the ownership of individual cars.

3 SITE AND SURROUNDINGS

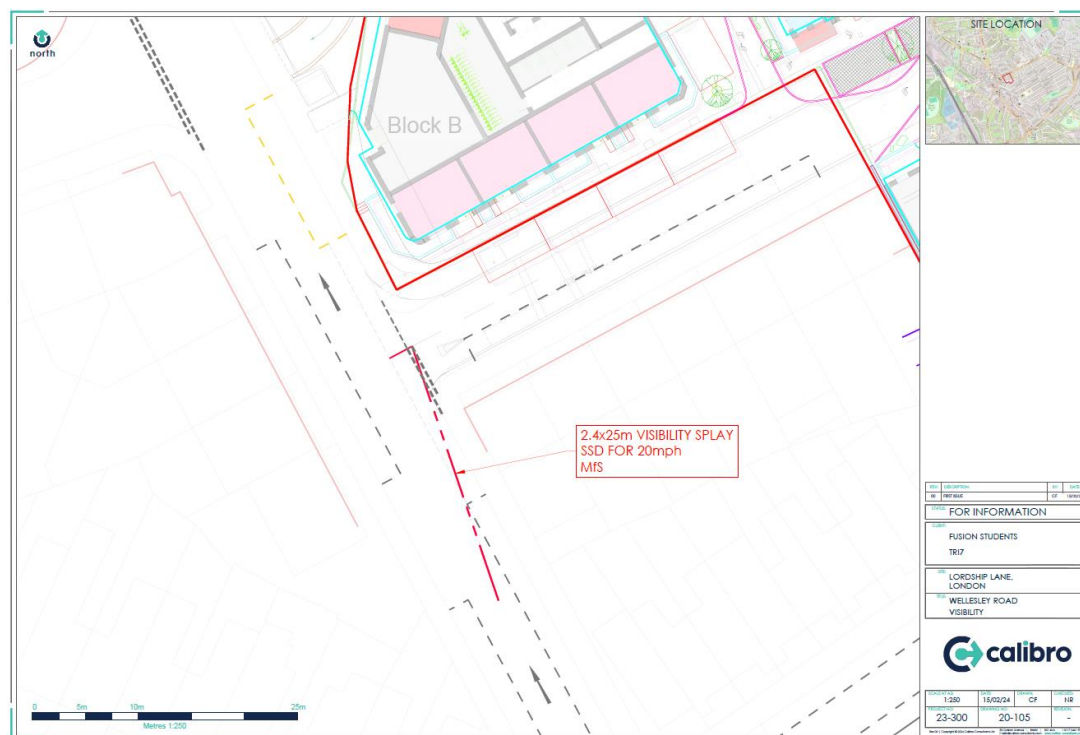
3.1 Introduction

- 3.1.1 This section of the report contains a review of the local study area and the associated highway network and contains a description of the current facilities that promote non-vehicular travel options.

3.2 Means of Access

- 3.2.1 The proposed development will afford separated pedestrian access to each proposed land-use and connect to the wider pedestrian network at:
- Lordship Lane to the north of the Site. The footways measure between 2.5- and 3-metres, and dedicated crossing points are located some 85-metres to the east of the Site and some 150-metres to the west.
 - Wellesley Road to the South. The southern footpath measures circa 2m wide, whilst the northern footpath will measure 1.5-metres in order to accommodate a rank of 4 disabled parking spaces, as detailed further at Section 3. This will be sufficient to accommodate a pushchair and a pedestrian passing each other according to Manual for Streets Figure 6.8.
- 3.2.2 The development proposals comprise two vehicular access points, with access for servicing, emergency vehicles, and student drop-off / collections to take place via the A109 – Lordship Lane directly adjacent to the site's northern boundary and access to the affordable homes taking place via Wellesley Road. Rising bollards (or similar) are proposed within the site to prevent rat-running through the development.
- 3.2.3 As such, the proposed shared-surface area and urban green space throughout the Site will receive a sufficiently low volume of vehicular traffic – which will be considered in detail within the accompanying Draft Delivery and Servicing Plan, including consideration of student drop-off and collection at the start and end of terms.
- 3.2.4 Exit of the Site will therefore always occur via Wellesley Road, where adequate visibility is provided, as shown below and at [Appendix B](#).

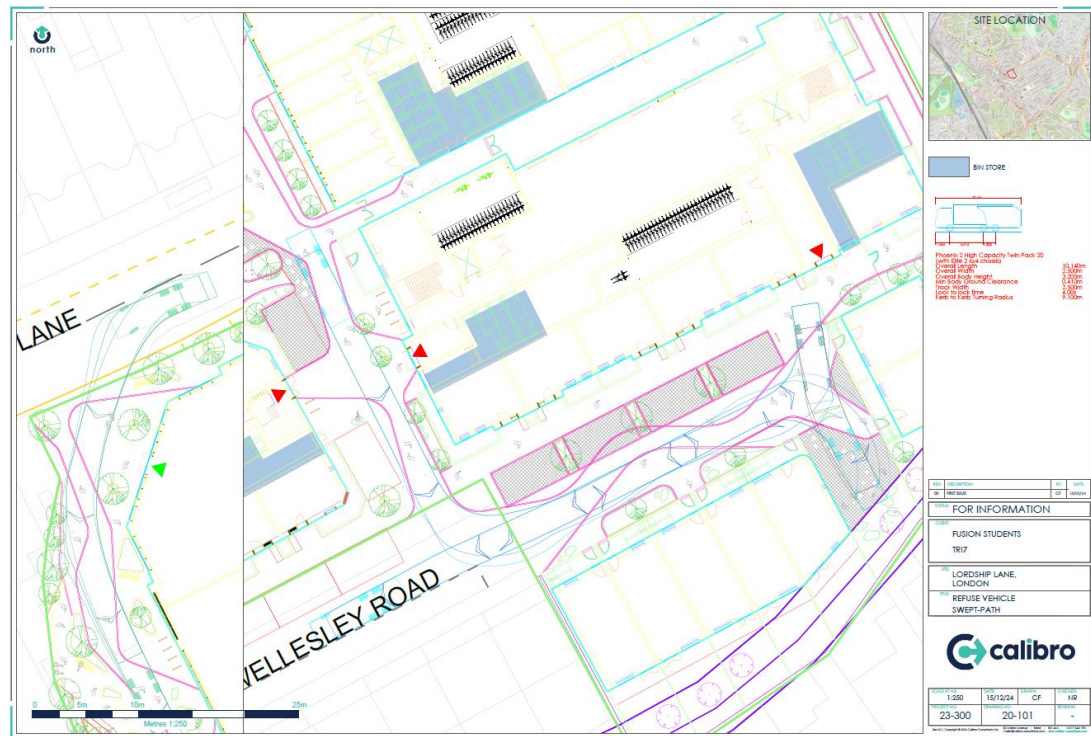
Figure 3-1 Wellesley Road Visibility Splay



3.3 Servicing

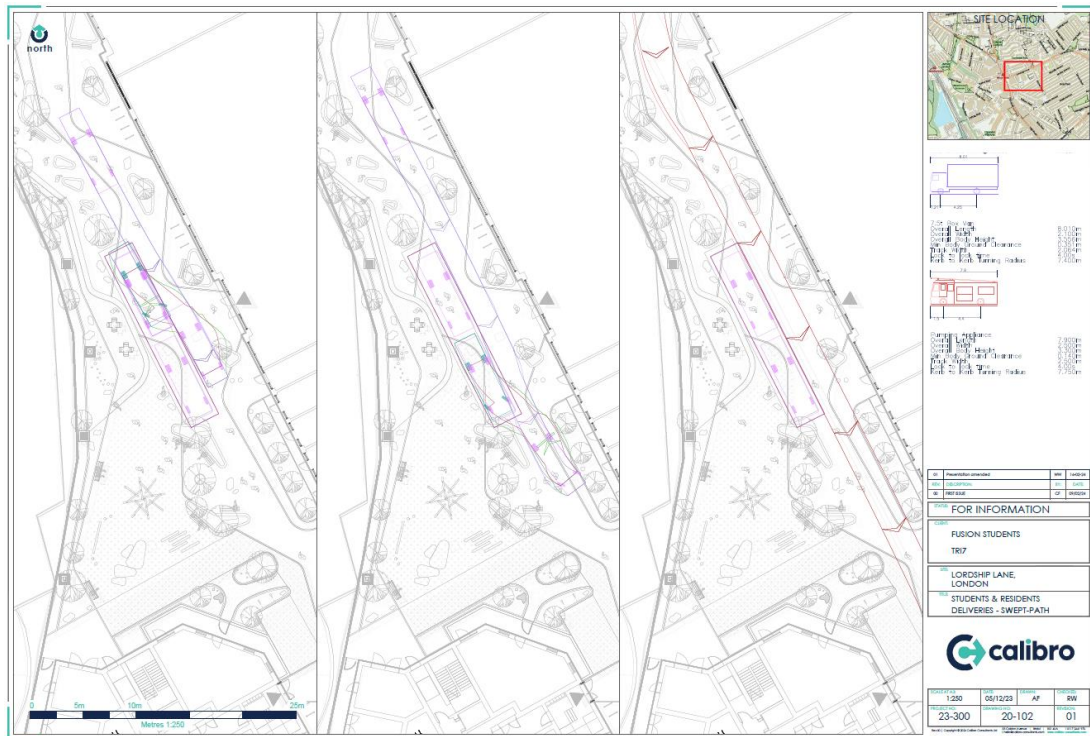
- 3.3.1 Bin stores will be located within each of the blocks shown in the site layout plan. All entries to these stores are located within 10-metres of the vehicular way through the Site, in accordance with Haringey's Sustainable Construction and Design SPD.
- 3.3.2 Refuse collection will follow one-way routing strategy from Lordship Lane southbound to Wellesley Road, where a turning area allows refuse vehicles to U-turn, subsequently ensuring vehicles can enter and exit the site in a forward gear. Swept-path analysis for both refuse vehicles and fire tenders have been undertaken to establish that this manoeuvre is achievable in this location, as shown in the below and to scale at [Appendix C](#).

Figure 3-2 Refuse Swept Path Analysis



- 3.3.3 The low level of vehicular movements associated with the development, limited to those associated with the disabled car parking, mean that any conflict between the service vehicles and cars would be minimal. Also, further space is afforded to pedestrians alongside the proposed vehicular route, creating a safe alternative for pedestrians when service vehicles are present on-site.
- 3.3.4 A loading area is proposed in the centre of the Site, measuring 18-metres in length. It will be used primarily for students and residents' deliveries and occasionally for student drop-off and collections at the start and end of terms. It can accommodate 2 parked vans or 3 parked cars whilst allowing emergency vehicles to drive alongside them. This loading area is shown in the figure below and to scale at [Appendix D](#).

Figure 3-3 On-Site Loading Area



3.3.5 In consideration of emergency vehicle access, the figure below shows that a fire tender can enter and exit the site in a forward gear, whilst navigating the site in a safe and efficient manner. It is also contained to scale at [Appendix E](#).

Figure 3-4 Fire Tender Swept Path Analysis



3.4 Parking Provision

Cycle Parking

- 3.4.1 Cycling parking facilities will be provided in secure bike stores located within each building and will therefore be accessible to all students and residents of the development. Visitor parking will also be provided externally throughout the Site. These locations are shown in the figure below and included to scale at [Appendix F](#).

Figure 3-5 Cycle parking



- 3.4.2 Cycle parking provision for the development has been established from the Mayor of London's The London Plan 2021 which states the following ratios:

- Student Accommodation
 - 0.75 spaces per bedroom,
 - In addition, 1 short stay cycle parking spaces per 40 Beds.
- Residential Dwellings
 - 1 space per studio or 1 person 1 bedroom dwelling,
 - 1.5 spaces per 2 person 1 bedroom dwelling
 - 2 spaces per all other dwellings,
 - In addition, 2 short stay spaces for the first 40 dwellings and 1 short stay cycle parking spaces per 40 dwellings thereafter.

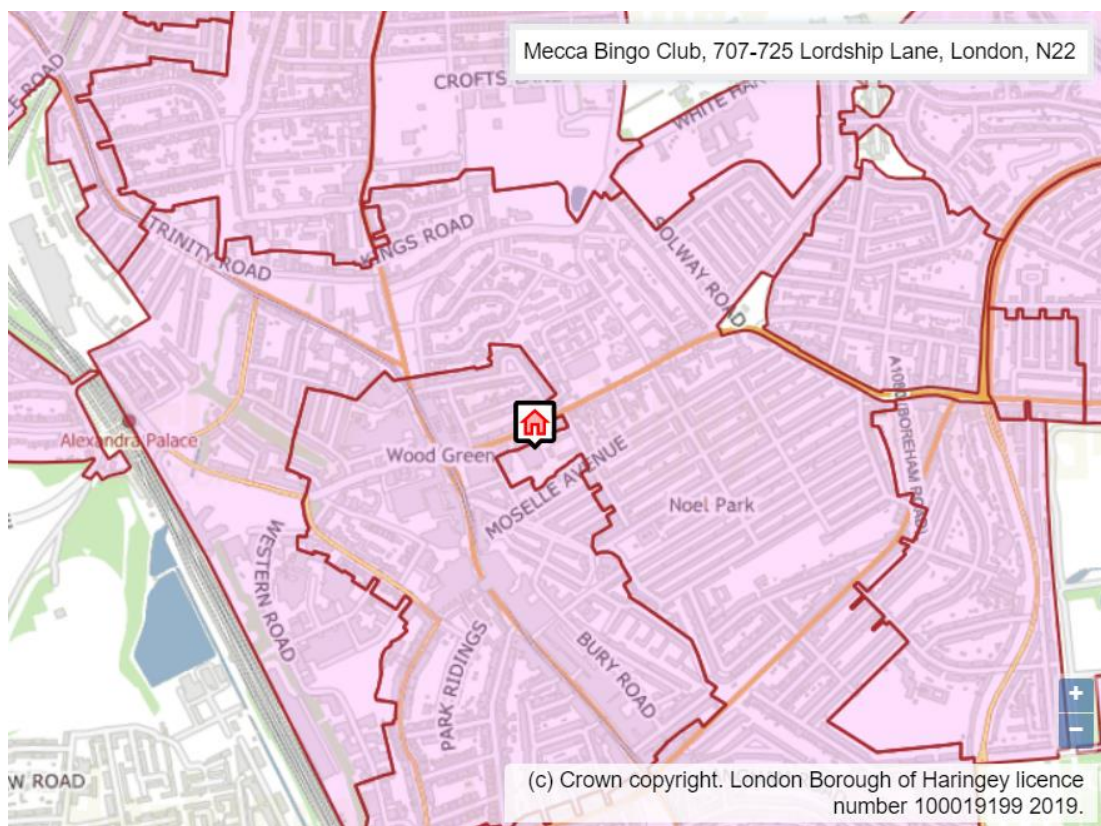
- Commercial (Class E) use - (A2-A5 use considered for calculations as a worst-case scenario)
 - 1 space per 175m² GFA,
 - In addition, 1 short stay cycle parking spaces per 40m² GFA.
- 3.4.3 Based on this requirement, the proposals include the following provision of long-stay spaces:
- PBSA, Block A - 466 long stay parking
 - Residential, Block B - 48 long stay parking
 - Residential, Block C & D - 62 long stay parking
- 3.4.4 12 of these long stay spaces are provided on Sheffield hoops, with the remainder via two-tier racks. It is considered that long-stay spaces for the commercial element of the Site, that is for staff, will be accommodated internally within the premises, as agreed with Haringey Council.
- 3.4.5 20 visitor spaces are provided throughout the Site by the entrances of each blocks for the residential and PBSA elements of the Site, with a further 8 short stay spaces provided to the north of the Site for the commercial element. Whilst this is under the recommended provision of visitor spaces for a café, a large part of the future clientele is expected to be generated from the future students and residents, therefore reducing the need for cycle parking.

Car Parking

- 3.4.6 To reflect the site's highly sustainable location, the proposed development will operate as a car-free development. The only exception to this is the provision of parking for disabled users.
- 3.4.7 During pre-application discussions it has been agreed that the student accommodation element of the proposal be considered differently from standard residential dwellings. Therefore, it has been agreed to provide 1 disabled space for the student accommodation. It has also been agreed that 1 additional disabled space be provided for the town centre space.
- 3.4.8 The residential element of the Site has regard to the London Plan 2021 which suggests 3% of dwellings have a disabled space, and that a further 7% should be deliverable if there is demand from the Site's occupiers.
- 3.4.9 This equates to 8 disabled parking spaces, which will measure 3.6x6.6m, as is recommended in the BS8300-1:2018 guidance, paragraph 7.3.

- 3.4.10 Four spaces (5%) are provided within the Site on the northern extents of Wellesley Road, with a further four spaces to be accommodated on Wellesley Road. This would require bringing the existing footpath back, leaving a 1.5m wide footway between the parking spaces and Block B, which will be sufficient to accommodate a pushchair and a pedestrian passing each other according to Manual for Streets Figure 6.8.
- 3.4.11 This is considered sufficient given the suitable provision on the southern side of Wellesley Road (2m). Especially when the alternative route via the new public realm and Lordship Lane is more likely to be preferred by pedestrians.
- 3.4.12 The car parking provision is highlighted in Figure 3-5 above and included at [Appendix F](#).
- 3.4.13 It is also worth noting that all surrounding streets fall under Controlled Parking Zones, as shown in the figure below.

Figure 3-6 Haringey CPZs



- 3.4.14 The Applicant will request that no parking permits be granted using the postcodes registered for the building. A "no car" clause will be also included in the licence agreement for every resident stipulating that they will not keep a car within two miles of the building, at the exception of blue badge holders.

3.4.15 There are therefore no risk of future students and residents adding pressure onto parking demand of the Site's surroundings, and all residents will rely on Active Travel and Public Transport modes.

3.5 Healthy Streets indicators

3.5.1 The below table provides a Healthy Streets review of the existing site location.

Table 3-1 Existing Healthy Streets Indicators

Indicator	Description
Choose to walk, cycle, and use public transport	Public footways are a good width and public transport stops are close to the site
Pedestrian from all walks of life	Due to some footways in the vicinity having street furniture and utility boxes within the public realm it can make walking a little more problematic for the partially sighted
Easy to Cross	Major road junctions have dedicated crossing facilities
People feel safe	The surrounding highway network has a good level of street lighting and footways are predominantly a generous width
Things to do a see	There are various green spaces and parks in the vicinity of the site, as well as public facilities such as a Library and other leisure facilities
Places to stop and rest	There are very few places to stop and rest, except for benches within the various parks, which tend to be away from pedestrian routes
People feel relaxed	The high traffic flow levels on adjacent roads means it may not be particularly pleasant for some
Noise	High traffic levels means that it is not particularly quiet in the area
Clean air	High traffic levels mean air will not be particularly clean. However, the number of parks in the vicinity does improve the situation. Making this site non-vehicular will help the situation.
Shade and shelter	There are sections where there is no shade or shelter provided. Areas of park provide these facilities.

3.5.2 Whilst the current surrounding area performs well in a number of healthy street indicators improvements could be made to 'Places to stop and rest' and 'Shade and shelter' which this application has sought to address through its landscaping proposals.

3.6 Accessibility by Sustainable Modes

- 3.6.1 The application site is connected via a well-formed and extensive network of footways that provide connectivity to the nearby public transport stops, retail, and university campuses which future residents will likely need to access on a daily basis.

Walking

- 3.6.2 The below table shows that several public transport opportunities, as well as amenities, are easily accessible within close proximity to the site. The presence of well-maintained pedestrian infrastructure ensures that walking trips can easily be undertaken to access surrounding facilities quickly and safely.

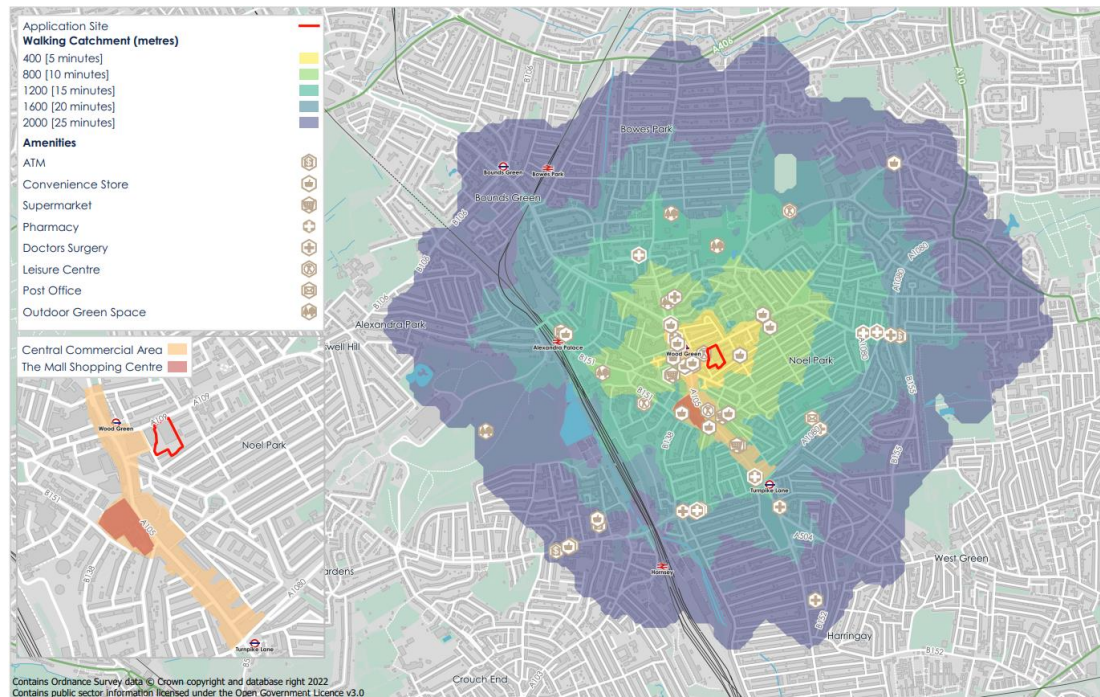
Table 3-2 Distance to Amenities

Amenity Type	Local Amenity	Time to Walk (minutes)	Distance (metres)
Public Transport Opportunities			
Bus Stop	Lordship Lane (Eastbound)	< 1	50
Bus Stop	Lordship Lane (Westbound)	1	105
Underground Station	Wood Green	3	200
Train Station	Alexandra Palace	13	950
Facilities and Amenities			
Convenience Store	Sainsbury's Local (A105)	1	185
Supermarket	Morrisons (Brabant Road)	5	350
ATM	Sainsbury's Local (A105)	1	185
Outdoor Open Space	King George VI Memorial Garden (A105)	8	650
Recreation/Leisure Facility	The Gym Group London Wood Green (Lordship Lane)	<1	100
Post Office	St Johns Post Office (Albion Street)	14	1.1km
Library	Wood Green Library (A105)	5	485
Pharmacy	Greenwoods Pharmacy (A105)	4	320
Doctors Surgery	High Road Surgery (Stuart Crescent)	7	650

Education Facilities			
Nursery	Noah's Ark Day Nursery (Mayers Road)	8	645
Primary School	Alexandra Primary School (Western Road)	9	650
Secondary School	Heartlands High School (Western Road)	11	800

- 3.6.3 It can be seen that a large range of amenities are located within a close distance of the site, ensuring that these trip attractors can be accessed by sustainable modes and most likely by foot or cycle. This reflects the requirements of National, Regional and Local planning policy for creating sustainable communities. The Chartered Institute of Highways and Transportation (CIHT) March 2015 guidance document, 'Planning for Walking', states that 'walkable neighbourhoods' are those with a typical catchment of approximately 800 m. Many of the key facilities identified for this proposal are within this walking distance threshold.
- 3.6.4 On the basis that the above amenities are all within the maximum desirable distances, as advocated the CIHT guidance entitled *Guidelines for Providing for Journeys on Foot* (refer below), it is evident that the application site is located where it would afford future residents with the opportunity to walk to key local facilities.
- Maximum desirable distance to nearest bus stop = 400-metres.
 - Maximum desirable distance to Town Centre = 800-metres.
 - Maximum desirable distance to food shopping = 1-kilometre.
 - Maximum desirable distance to all other uses = 2-kilometres.
- 3.6.5 The accessible areas within the aforementioned thresholds have been identified by way of a GIS-based accessibility model which has been constructed with reference to the available travel infrastructure.
- 3.6.6 Building on the above, a 2-kilometre travel distance has been determined within a GIS-based accessibility model that has been constructed taking into account the available infrastructure surrounding the application site.
- 3.6.7 The resultant geographical catchment area and the amenities located therein is shown in the figure below, whilst a larger scale plan is provided at [Appendix G](#).

Figure 3-7 Walking Catchment

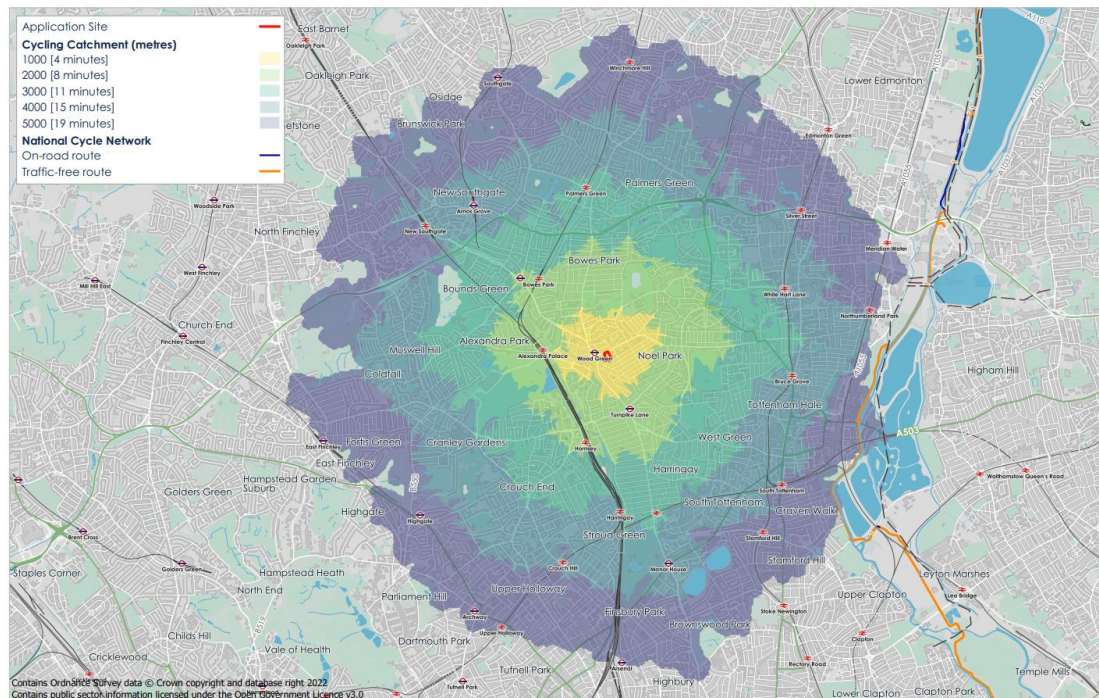


- 3.6.8 The above catchment demonstrates that future residents of the site would be able to access practically all of the Wood Green area of London including all extents of the A105 / High Road shopping areas on foot, which offers a wide and comprehensive range of facilities and amenities that would be used by residents of the proposed development on a daily basis.
- 3.6.9 It is also worth noting that Wood Green + Turnpike Lane have been identified as a recommended walking corridor in Haringey Councils Walking & Cycling Action Plan (WACP) with focus being placed here for future development and improvement.

Cycling

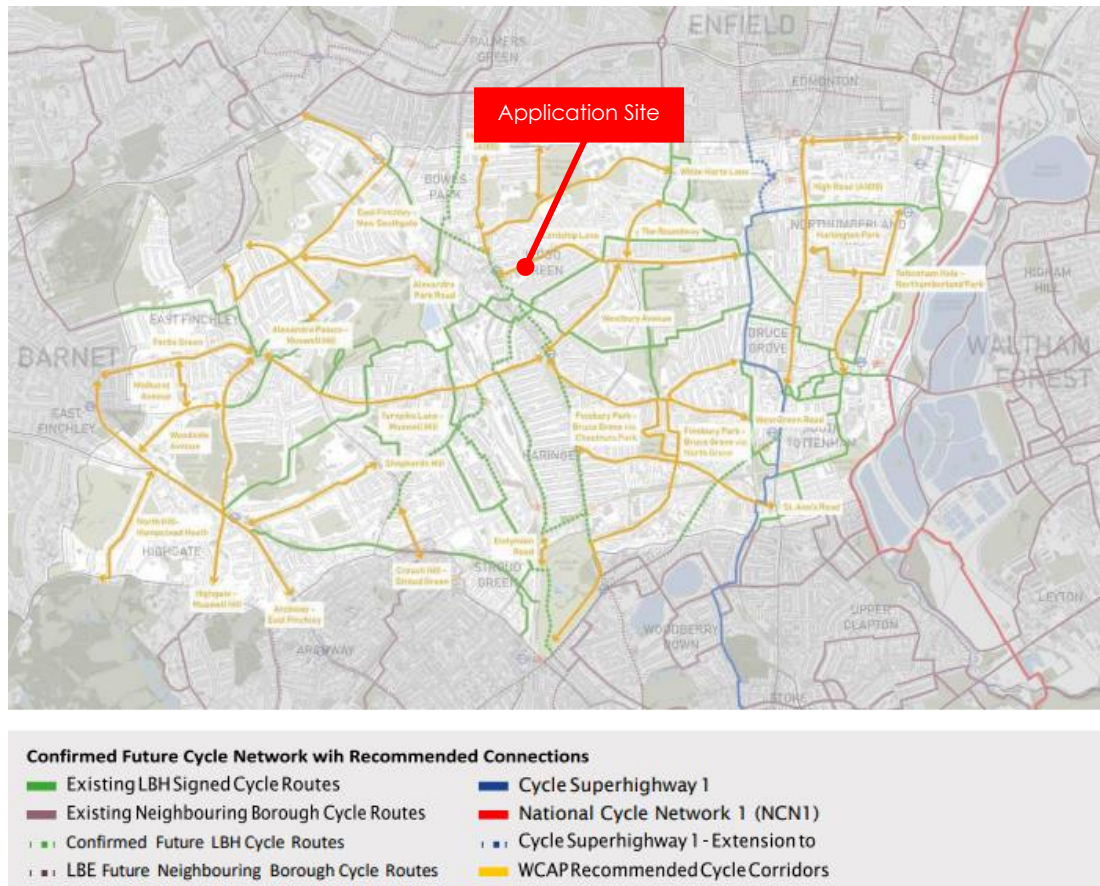
- 3.6.10 With regards to cycle infrastructure, the application site is located 2.5-kilometres west of the C1 Cycleway, linking Tottenham with the centre of London.
- 3.6.11 Further to this, National Cycle Route 1 is accessible within some 5-kilometres east of the site. This route links Dover to the north of Scotland, and more locally links Waltham Cross to Canary Wharf almost exclusively via off-street sections.
- 3.6.12 In consideration of the typical cycling journey, the industry-accepted distance over which cycling is feasible for most of the population is 5-kilometres, although it is noted that there will always be a part of the population that have a natural propensity to cycle and will be willing and able to travel further by bike.
- 3.6.13 The GIS calculated catchment area for cycling is shown in the figure below, and at [Appendix G](#).

Figure 3-8 Cycling Catchment



- 3.6.14 From the above it is evident that a large proportion of North London is accessible within a short cycle ride of the proposed development. Indeed, the catchment extends to include areas such as Finsbury Park to the south, Tottenham Hale to the east, Winchmore Hill to the north and Muswell Hill to the west. As such, the proposed development is acceptable in the context of its credentials to encourage journeys by bike. The high-quality cycle storage provision and zero car development will further encourage cycling as an alternative method of travel.
- 3.6.15 Haringey Council Adopted Walking & Cycling Action Plan (2022-2032) sets out aims and objectives for the future of the borough with regards to enabling more walking and cycling. High Road (A105) & Turnpike Lane have been identified in Haringey Councils Walking & Cycling Action Plan (WACP) for future improvements to cycle routes which would only aid cycling feasibility to and from the site.
- 3.6.16 The figure below shows existing and confirmed future cycle routes around the borough with complete green lines indicating existing cycle routes and dashed green lines indicating future cycle routes. This shows the abundant cycling network in the vicinity of the Site that future residents will be able to use.

Figure 3-9 Haringey WACP – Existing & Future Cycle Network

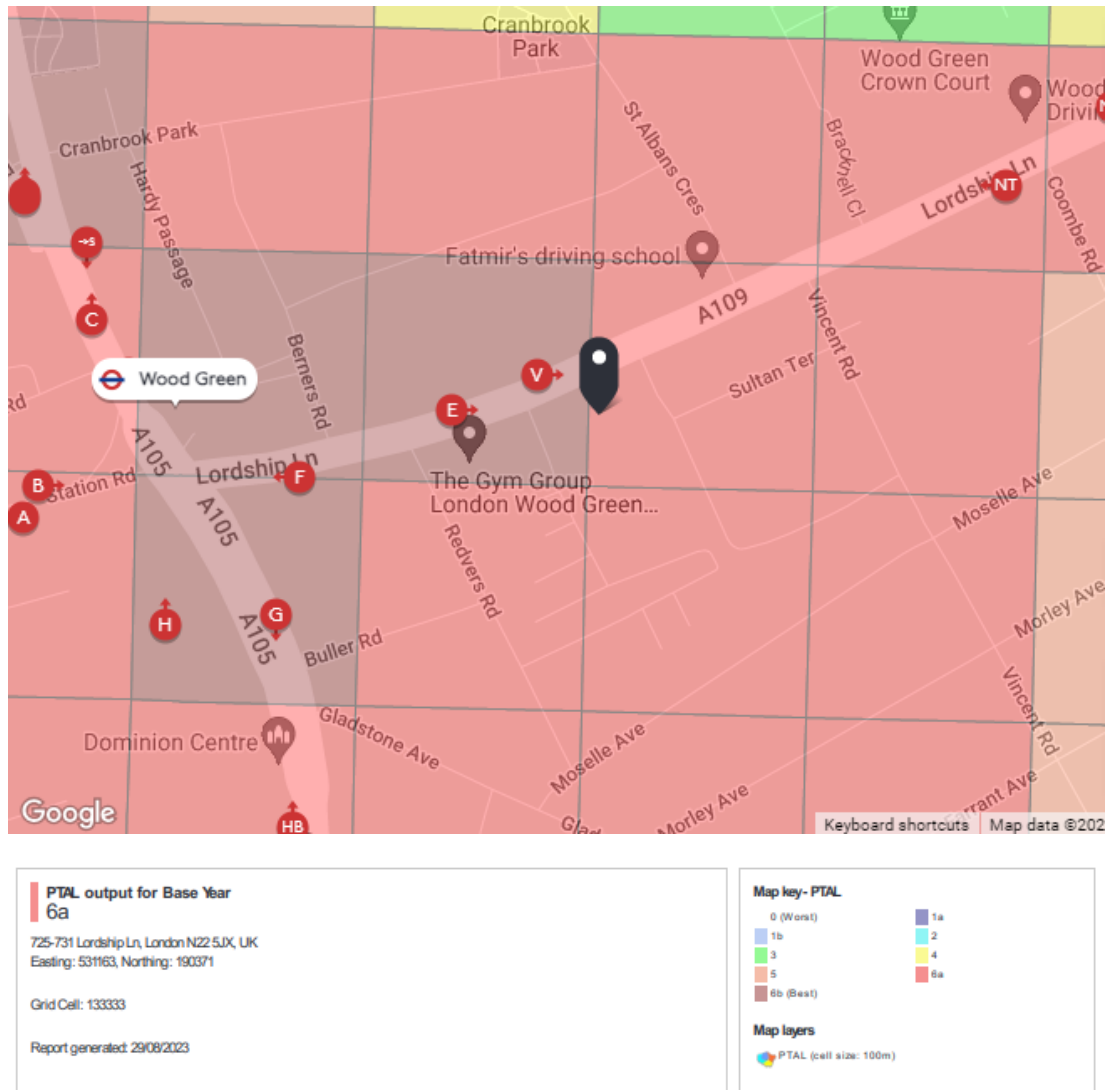


Public Transport

3.6.17 Public Transport Accessibility Level ('PTAL') is a measure of connectivity by public transport from a point of interest (i.e., the site). This measure takes into account the time taken to walk to a station or stop as well as the reliability of and wait time of local transport services. PTAL values are measures from 0-6 (with subdivisions) with the highest value representing the best connectivity, so a value of 1a indicates an extremely poor access to local transport services and a value of 6b represents excellent access to local transport services.

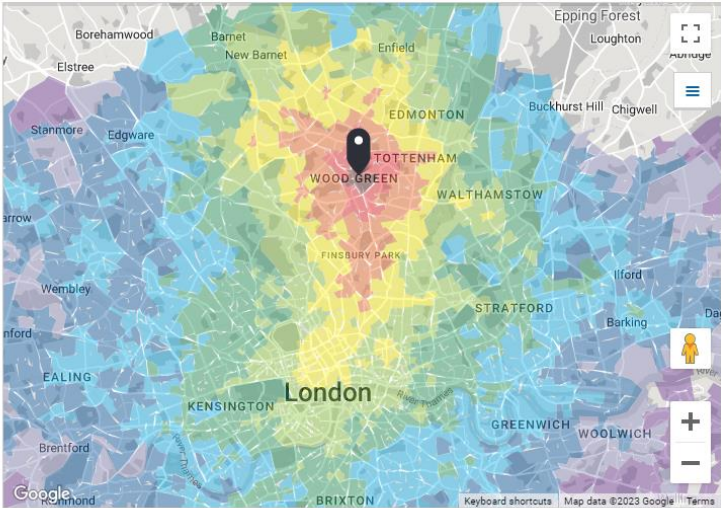
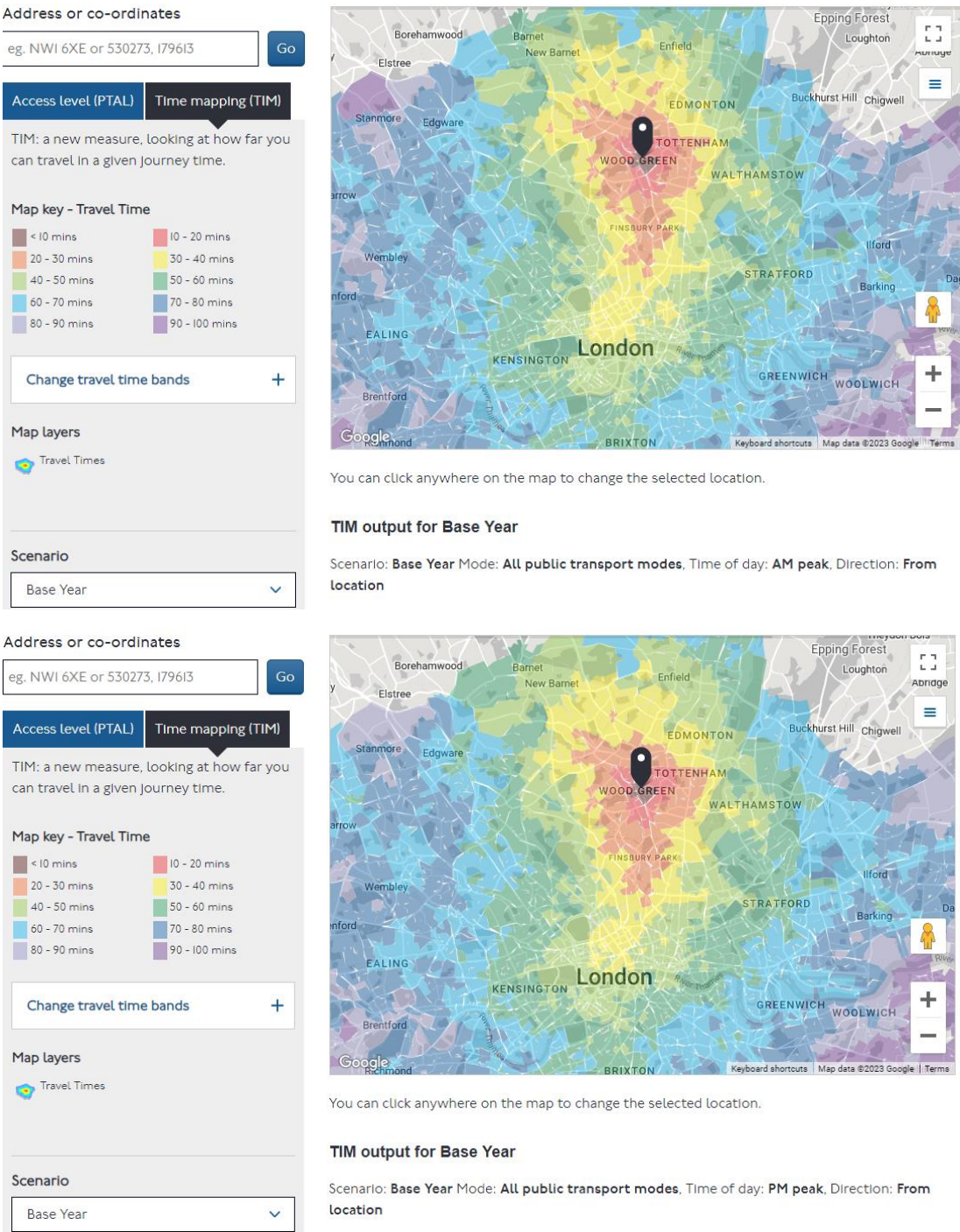
3.6.18 The PTAL of the site has been assessed using Transport for London's WebCAT service. The site has a PTAL rating of 6a, showing that there are ample opportunities for future residents to access local transport services. The figure below is an extract showing the local PTAL rating, with the following link taking you to the TfL calculation webpage, <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat?Type=PTAL&lat=51.59721&lon=-0.10695&scenario=Base%20Year&zoomLevel=17&places=Stations%20stops%20and%20piers%7CTravel%20times>.

Figure 3-10 PTAL Site Extract



3.6.19 Many destinations can be reached between 40 & 60 minutes by public transport, they include but are not limited to; Central London, Stratford, Walthamstow and Barnet. The figure below shows time isochrones of accessible areas from the site from TfL's Time Mapping (TIM).

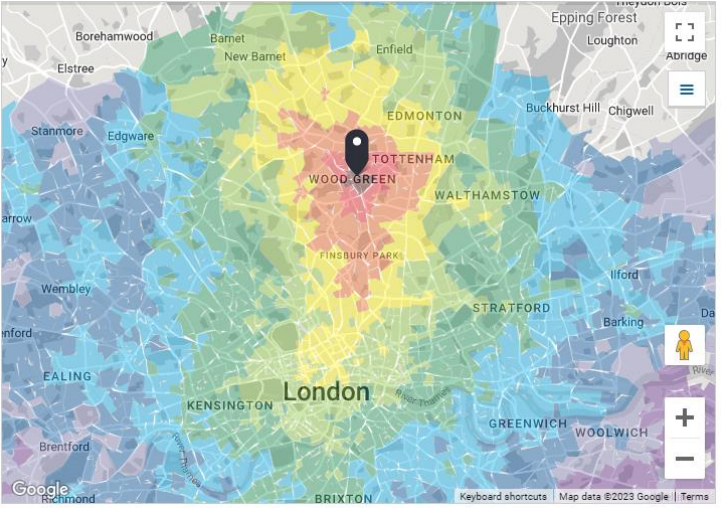
Figure 3-11 AM & PM Peak Public Transport Accessibility (TIM)



You can click anywhere on the map to change the selected location.

TIM output for Base Year

Scenario: **Base Year** Mode: **All public transport modes**, Time of day: **AM peak**, Direction: **From location**



You can click anywhere on the map to change the selected location.

TIM output for Base Year

Scenario: **Base Year** Mode: **All public transport modes**, Time of day: **PM peak**, Direction: **From location**

3.6.20 It can be seen that the high PTAL rating, and thus high level of accessibility to public transport, makes the site very sustainable and enables users to utilise the existing public transport network for their journeys.

Accessibility by Bus

3.6.21 It is accepted that public transport comprises two principal aspects:

1. Access to public transport which is concerned with how far the development is from the public transport network and the level of service on that network; and
2. Access by public transport which takes account of where the services go and the opportunities to access amenities located within the catchment areas served.

3.6.22 In the case of the first criterion, the nearest bus stop is located some 16-metres north of the northern boundary of the site, located on Lordship Lane, this stop is serviced by the W3 service. Two additional bus stops are located on both sides of Lordship Lane, all within 130-metres of the centre of the scheme and providing three different bus services in total within 150-metres from the site.

3.6.23 On the basis of the above, the distance to the nearest serviced bus stops is therefore within the maximum desirable distance of 400-metres identified by the Chartered Institute of Highways & Transportation (CIHT) document entitled Planning for Public Transport in Developments.

3.6.24 In respect of bus frequencies and services, the following table shows services running from near the site to and from the previously mentioned three closest bus stops.

Table 3-3 Local Bus Services

Service	Route	Weekday			Saturday	Sunday
		Start	Freq. (mins)	Finish	Freq. (mins)	Freq. (mins)
Lordship Lane						
W3	Northumberland Park - Finsbury Park	00:00	5 to 10	23:50	6 to >180	10 to >180
	Finsbury Park - Northumberland Park	00:01	5 to 10	23:51	6 to >180	10 to >160
144	Muswell Hill Broadway - Edmonton Green Bus Station	00:03	12	23:51	12	12
	Edmonton Green Bus Station - Muswell Hill Broadway	00:03	12	23:51	12	12
243	Redvers Road - Waterloo Station/Mepham Street	00:02	6 to 35	23:50	3 to 15	8 to 20
	Waterloo Station/Mepham Street - Redvers Road	00:00	6 to 30	23:57	7 to 15	10 to 15

Accessibility By Rail

- 3.6.25 The application site is located approximately 950-metres walking distance from Alexandra Palace Rail Station and as such is well below the maximum walking distance from the site. The Alexandra Palace station is well served with frequent services to Moorgate, Stevenage, Cambridge and London Kings Cross.

Accessibility By London Underground

- 3.6.26 The site is located 200-metres to the east of Wood Green Underground Station with services running approximately every 5-minutes.
- 3.6.27 Wood Green is on the Piccadilly Line, with services northbound towards Cockfosters, via Arnos Grove and southbound towards Kings Cross and Piccadilly Circus which provides onward connectivity to the nationwide destination by rail.

3.7 Section Conclusion

- 3.7.1 Future residents will have the opportunity to walk, cycle or use public transport facilities to travel to and from the site for education, employment, leisure and health facilities located around the site and across Greater London and beyond.
- 3.7.2 The evidence set out within this section of the report confirms that future residents are afforded the opportunity to use non-car modes of travel as genuine alternatives. In this way, the proposals accord with the principals of sustainable development as they relate to transport.

4 ACTIVE TRAVEL ZONE ASSESSMENT

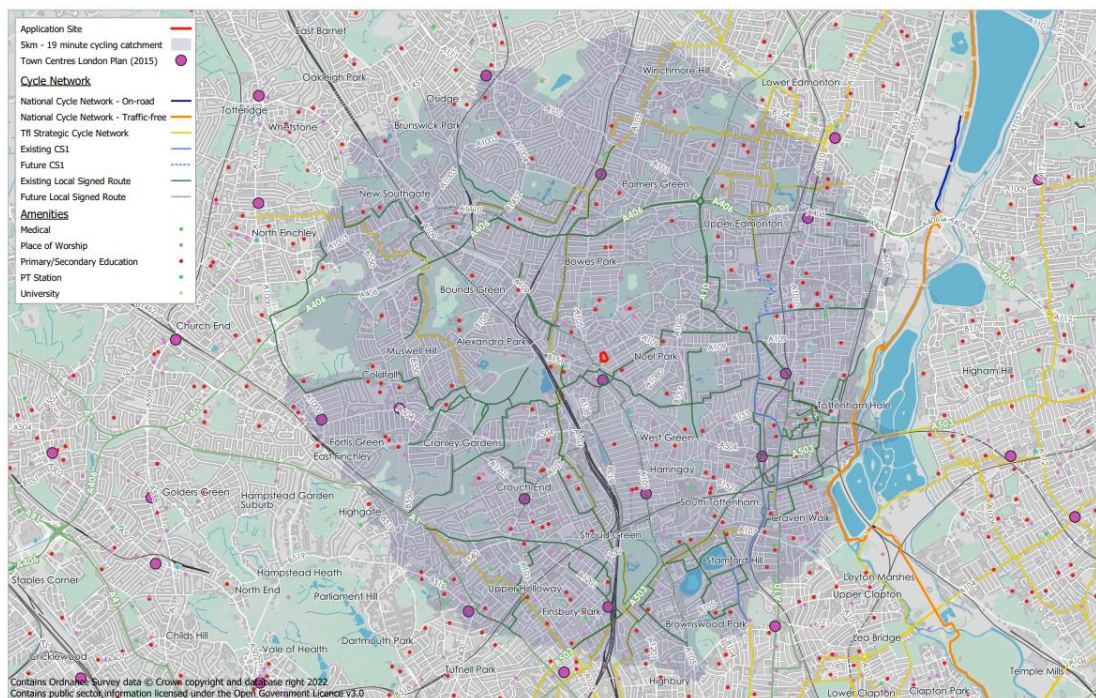
4.1 Introduction

- 4.1.1 This section summarises the Active Travel Zone Assessment that has been undertaken in accordance with the latest TfL Transport Assessment guidance.

4.2 The Active Travel Zone

- 4.2.1 An Active Travel Zone (ATZ) is an area that can be reached within a 20-minute bicycle ride from the site. Within the ATZ for the proposed site there are many points where public transport can be accessed, as well as key land uses/amenities such as educational establishments, doctor surgeries and places of worship, as shown in the table below, included to scale at [Appendix H](#).

Figure 4-1 Active Travel Zone



4.3 Classification of Key Services

- 4.3.1 There are numerous key destinations for active travel purposes within the ATZ and the likelihood of users travelling to these will depend upon the occupiers of the development. The table below classifies each of these destinations according to the anticipated requirements of the site.

Table 4-1 Classification of Destinations in the ATZ

Key Destination	Priority	Description
Rail Stations	High	Given the low level of on-site parking and the high PTAL score for the area public transport will be the main method of transport for all users of the site, therefore rail stations, both overground and underground are classified as High
Bus Stops	High	Bus stops have been classified as High for the same reason as Rail Stations. It is expected that busses will be utilised for shorter journeys
Higher Education Facilities	High	Bearing in mind the majority of the residents of the site will be students access to higher education facilities is classified as High
Food Shopping	High	Access to local shopping facilities is likely to be a high priority for residents as it is likely that they will frequently need to undertake food shopping. Wood Green has a good supply of shopping facilities within close proximity to the site
Library	Medium	Due to the student nature of the residents it is considered a library is an important part of the study process, even if it is just a quiet space for study. It is acknowledged that learning is now undertaken online, which is why this has been classified as Medium rather than High
Parks and Open Space	Medium	Although there is green space proposed within the development, it is likely that residents will also use Barratt Gardens and Alexandra Palace and Park for sporting and leisure activities
Town Centre	Medium	The local town centre is in close proximity to the site and offers a wide range of shops and food facilities
Medical Centres	Medium	It is likely that residents will need to visit a medical centre, such as GP Surgery or Pharmacy. Given the anticipated demographic of the residents (young adults), it is not likely medical centres will be a requirement of most living on the site. Therefore, this use has been classified as Medium
Leisure Centres	Low	Some residents of the development may wish to join a leisure centre, but this is unlikely to be a requirement for most. Therefore, this has been classified as Low priority

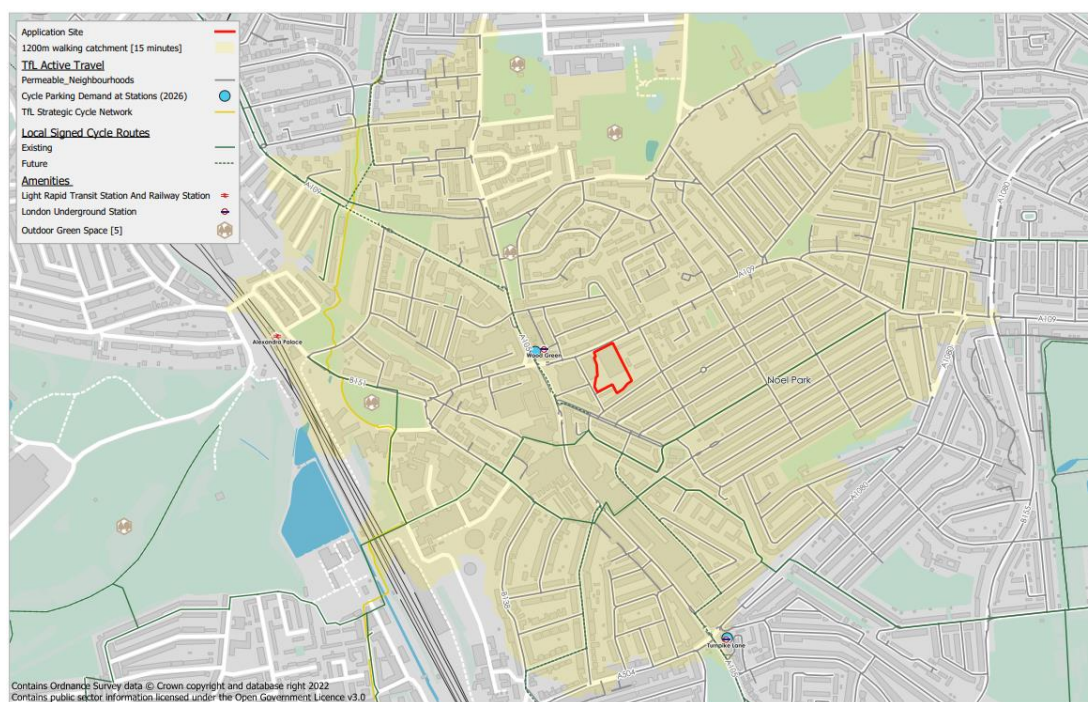
Places of Worship	Low	Some residents of the development may wish to visit a Place of Worship, but this is unlikely to be a necessity for most. Therefore, this has been classified as Low priority
Schools	Low	<i>Due to the nature of the development (primarily student accommodation) it is not envisaged access to nursery, primary or secondary schools is likely for the majority of residents. Therefore, this has been classified as Low priority</i>

4.4 Healthy Neighbourhood Characteristics

4.4.1 The Healthy Neighbourhood Characteristics map is shown in the figure below - also included at [Appendix I](#) - showing:

- Street Density
- Public Transport Facilities
- Green Spaces

Figure 4-2 Healthy Neighbourhood Characteristics



4.4.2 It can be seen there are very few deficiencies within the area regarding walking, cycling and public transport. There is a good range of services and amenities that can be accessed easily on foot or by cycle. Generally, the speeds and volume of traffic on the local highway network within the neighbourhood area allow for crossing of roads without too much difficulty. Those roads with high volumes already have crossing facilities in positions that benefit local users.

4.5 Active Travel Zone Assessment

4.5.1 Based upon the local facilities in the vicinity of the site and the priority of key destinations outlined in Section 3 and Table 5-1; it has been decided to assess eight different active travel routes from the site, which connect to the main trip attractors in the area. The below figure shows the routes assessed as part of the ATZ.

Figure 4-3 ATZ Routes Assessed



4.5.2 These routes link the site to the key destinations identified earlier in the report and are as follows:

- Route 1 – Site to Stuart Crescent Medical Practice, via Lordship Lane, High Road (A105) & Ewart Grove
- Route 2 – Site to Wood Green Underground Station, via Lordship Lane
- Route 3 – Site to Barratt Gardens, Via Lordship Lane & Station Road
- Route 4 – Site to Alexandra Palace Train Station, via Lordship Lane & Station Road
- Route 5 – Site to Sainsbury's Local, Via Lordship Lane & High Road (A105)
- Route 6 – Site to Schools, Via Lordship Lane, Station Road, Mayers Road & Western Road
- Route 7 – Site to Leisure facilities (gym), via Lordship Lane
- Route 8 – Site to Library, via Lordship Lane & High Road (A105)

- 4.5.3 The assessment involved walking along each of the routes, from the site to the key destination, and taking a photograph every 150 metres along the route. The photographs taken during the walking assessment are provided within Appendix *.
- 4.5.4 The routes were assessed with regard to the Healthy Street's Indicators 3-10. If there were concerns about situations along the routes assessed these have been identified and a brief description as to why they raised concern has been given within the below tables, along with reference to relevant photographs, and how it is considered these could be improved in future.
- 4.5.5 It is important to note that the Key Route Assessments have been undertaken in line with the ATZ assessment guidance produced by TfL (2019), and whilst the assessment provides an indication of improvements that could be undertaken, they do not present proposed mitigation measures to be provided on behalf of the applicant.
- 4.5.6 Many of the routes assessed contain sections that are included in other routes, when this is the case the first route is considered fully with subsequent routes only considering the sections that are not covered previously.

Table 4-2 *Route 1: Site to Stuart Crescent Medical Centre*

Healthy Street Indicator	Reason for not meeting	How to Improve
Route 1: General comments upon Route as a whole		
Easy to cross	There are crossing points on the approach to each arm of the signal junction, minor junctions have no control with pedestrians being more vulnerable	No further area of improvement
People feel safe	Street lighting is generally good on the route and footways are generally wide	No further improvement
Things to see and do	There are shops and green spaces along the route which enable social activities. There is limited planting in the vicinity of the Wood Green Underground station.	Introduction of planters at the front of the Underground station may break up the large expanse of paving.
Places to stop and rest	Few places to rest along the route – no formal seating aside from those within the park areas	Increase number and frequency of supportive seating.
People feel relaxed	Pedestrians and cyclists are primarily separated by designated paths	No further improvement
Not too noisy	The high number of road user causes noise, but vehicle speeds are generally low so this is not too excessive, especially when away from the main roads	No further improvement
Clean air	Vehicles stopped at signalled junction, especially HGV's and Busses, worsen the air quality	Encourage electric bus fleet
Shade and Shelter	Many tall buildings and trees can be found bordering this route, providing moderate shade. However, limited shelter from rain or high winds	Covered benching could be used to provide some shelter

Route 1: Photograph Street Clutter (Lordship Lane o/s The Gym Group)		
People feel relaxed	Example of Street furniture clutter within the footway interrupting the free flow of pedestrians, problematic for people with sight difficulties. Instances of this are numerous along all routes	Remove and relocate columns where possible. Align street furniture to minimise points of conflict
Route 1: Photograph Street Clutter (Ewart Grove, both north and south sides of road)		
People feel relaxed	Utility equipment boxes on pavement reduce walking space and make walking more difficult, particularly for those with push chairs or limited mobility	Move utility boxes into park area to increase footway width and remove obstruction

Table 4-3

Route 2: Site to Wood Green Underground Station

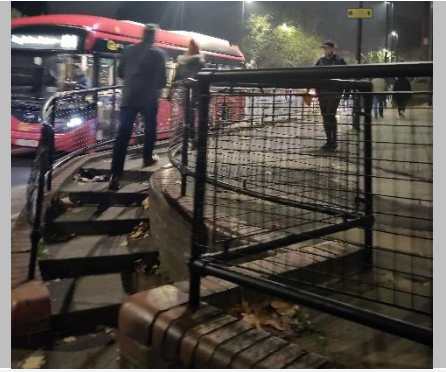
Healthy Street Indicator	Reason for not meeting	How to Improve
Route 2: General comments upon Route as a whole		
Easy to cross	There are crossing points on the approach to each arm of the signal junction, minor junctions have no control with pedestrians being more vulnerable	No further area of improvement
People feel safe	Street lighting is generally good on the route and footways are generally wide	No further improvement
Things to see and do	There is limited planting in the vicinity of the Wood Green Underground station.	Introduction of planters at the front of the Underground station may break up the large expanse of paving.

Places to stop and rest	Due to the shortness of the route it is not considered necessary for rest places to be considered	No further improvement
People feel relaxed	Pedestrian footways are generally wide, but do have instances of street furniture within footway	No further improvement
Not too noisy	The high number of road user causes noise, but vehicle speeds are generally low so this is not too excessive, especially when away from the main roads	No further improvement
Clean air	Vehicles stopped at signalled junction, especially HGV's and Busses, worsen the air quality	Encourage electric bus fleet
Shade and Shelter	Many tall buildings and trees can be found bordering this route, providing moderate shade. However, limited shelter from rain or high winds	Covered benching could be used to provide some shelter

Table 4-4 Route 3: Site to Barratt Gardens Park

Healthy Street Indicator	Reason for not meeting	How to Improve
Route 2: General comments upon Route as a whole		
Easy to cross	There are crossing points on the approach to each arm of the signal junction, minor junctions have no control with pedestrians being more vulnerable	No further area of improvement
People feel safe	Street lighting is generally good on the route and footways are generally wide	No further improvement
Things to see and do	There are shops and green spaces along the route which enable social activities. There is limited planting in the vicinity of the Wood Green Underground station.	No further improvement
Places to stop and rest	Few places to rest along the route – no formal seating aside from those within the park areas	Increase number and frequency of supportive seating.
People feel relaxed	Pedestrian footways are generally wide, but do have instances of street furniture within footway	No further improvement
Not too noisy	The high number of road user causes noise, but vehicle speeds are generally low so this is not too excessive, especially when away from the main roads	No further improvement
Clean air	Vehicles stopped at signalled junction, especially HGV's and Busses, worsen the air quality	Encourage electric bus fleet
Shade and Shelter	Many tall buildings and trees can be found bordering this route, providing moderate shade. However, limited shelter from rain or high winds	Covered benching could be used to provide some shelter

Route 3: Photograph Pedestrian Steps (Station Road/Cumberland Road Junction)



People feel relaxed

Set of narrow pedestrian steps close to the junction with minimal pedestrian refuge whilst waiting to cross junction. Pedestrians likely to feel very vulnerable whilst waiting to cross. Non-step access route is a long detour.

Redesign of pedestrian steps to widen and create a better pedestrian refuge at road level.

Route 3: Photograph Uneven Paving (Station Road/Cumberland Road Junction)



People feel relaxed

Uneven paving slabs in pedestrian footway around trees.

Relay slabs to create flat surface.

Route 3: Photograph (Station Road Elevated Footway)



People feel relaxed

Street light column reduces footway width, which already feels restrictive

Move street column to rear of footway

Table 4-5

Route 4: Site to Alexandra Train Station

Healthy Street Indicator	Reason for not meeting	How to Improve
Route 2: General comments upon Route as a whole		
Easy to cross	There are crossing points on the approach to each arm of the signal junction, minor junctions have no control with pedestrians being more vulnerable	No further area of improvement
People feel safe	Street lighting is generally good on the route and footways are generally wide	No further improvement
Things to see and do	There are shops and green spaces along the route which enable social activities. There is limited planting in the vicinity of the Wood Green Underground station.	No further improvement
Places to stop and rest	Few places to rest along the route – no formal seating aside from those within the park areas. Less protection from rain on Station Road.	Increase number and frequency of supportive seating.
People feel relaxed	Pedestrian footways are generally wide, but do have instances of street furniture within footway	No further improvement
Not too noisy	The high number of road user causes noise, but vehicle speeds are generally low so this is not too excessive, especially when away from the main roads	No further improvement
Clean air	Vehicles stopped at signalled junction, especially HGV's and Busses, worsen the air quality	Encourage electric bus fleet
Shade and Shelter	Many tall buildings and trees can be found bordering this route, providing moderate shade. However, limited shelter from rain or high winds especially on the Station Road section.	Covered benching could be used to provide some shelter
Route 4: Photograph Mini Roundabout Pedestrian Crossings (Station Road/Park Avenue Junction)		
People feel relaxed	Lack of formal crossing facilities at mini-roundabout junction makes pedestrians feel vulnerable.	

Table 4-6

Route 5: Site to Shopping

Healthy Street Indicator	Reason for not meeting	How to Improve
Route 2: General comments upon Route as a whole		
Easy to cross	There are crossing points on the approach to each arm of the signal junction, minor junctions have no control with pedestrians being more vulnerable	No further area of improvement
People feel safe	Street lighting is generally good on the route and footways are generally wide	No further improvement
Things to see and do	There are shops and green spaces along the route which enable social activities. There is limited planting in the vicinity of the Wood Green Underground station.	No further improvement
Places to stop and rest	Few places to rest along the route – no formal seating aside from those within the park areas.	Increase number and frequency of supportive seating.
People feel relaxed	Pedestrian footways are generally wide, but do have instances of street furniture within footway	No further improvement
Not too noisy	The high number of road user causes noise, but vehicle speeds are generally low so this is not too excessive, especially when away from the main roads	No further improvement
Clean air	Vehicles stopped at signalled junction, especially HGV's and Busses, worsen the air quality	Encourage electric bus fleet
Shade and Shelter	Many tall buildings and trees can be found bordering this route, providing moderate shade. However, limited shelter from rain or high winds	Covered benching could be used to provide some shelter

Table 4-7

Route 6: Site to Schools

Healthy Street Indicator	Reason for not meeting	How to Improve
Route 2: General comments upon Route as a whole		
Easy to cross	There are crossing points on the approach to each arm of the signal junction, Junction near to the schools have Zebra Crossings. Minor junctions have no control with pedestrians being more vulnerable	No further area of improvement
People feel safe	Street lighting is generally good on the route and footways are generally wide	No further improvement
Things to see and do	There are shops and green spaces along the route which enable social activities. There is limited planting in the vicinity of the Wood Green Underground station.	No further improvement

Places to stop and rest	Few places to rest along the route – no formal seating aside from those within the park areas. Less protection from rain on Station Road.	Increase number and frequency of supportive seating. Consider covered seating on edge of green spaces fronting Station Road.
People feel relaxed	Pedestrian footways are generally wide, but do have instances of street furniture within footway	No further improvement
Not too noisy	The high number of road user causes noise, but vehicle speeds are generally low so this is not too excessive, especially when away from the main roads	No further improvement
Clean air	Vehicles stopped at signalled junction, especially HGV's and Busses, worsen the air quality	Encourage electric bus fleet
Shade and Shelter	Many tall buildings and trees can be found bordering this route, providing moderate shade. However, limited shelter from rain or high winds	Covered benching could be used to provide some shelter

Table 4-8 Route 7: Site to Library

Healthy Street Indicator	Reason for not meeting	How to Improve
Route 2: General comments upon Route as a whole		
Easy to cross	There are crossing points on the approach to each arm of the signal junction, signalised pedestrian crossings also exist on High Road. Minor junctions have no control with pedestrians being more vulnerable	No further area of improvement
People feel safe	Street lighting is generally good on the route and footways are generally wide	No further improvement
Things to see and do	There are shops and green spaces along the route which enable social activities. There is limited planting in the vicinity of the Wood Green Underground station.	No further improvement
Places to stop and rest	Few places to rest along the route – no formal seating aside from those within the park areas. Less protection from rain on Station Road.	Increase number and frequency of supportive seating.
People feel relaxed	Pedestrian footways are generally wide, but do have instances of street furniture within footway	No further improvement
Not too noisy	The high number of road user causes noise, but vehicle speeds are generally low so this is not too excessive, especially when away from the main roads	No further improvement
Clean air	Vehicles stopped at signalled junction, especially HGV's and Busses, worsen the air quality	Encourage electric bus fleet

Shade and Shelter	Many tall buildings and trees can be found bordering this route, providing moderate shade. However, limited shelter from rain or high winds especially on the Station Road section.	Covered benching could be used to provide some shelter
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Table 4-9

Route 8: Site to Leisure

Healthy Street Indicator	Reason for not meeting	How to Improve
Route 2: General comments upon Route as a whole – Gym immediately next door to site		
Easy to cross	N/A	No further area of improvement
People feel safe	Street lighting is generally good on the route and footways are generally wide	No further improvement
Things to see and do	N/A	No further improvement
Places to stop and rest	N/A	No further improvement
People feel relaxed	Pedestrian footways are generally wide, but do have instances of street furniture within footway	No further improvement
Not too noisy	The high number of road user causes noise, but vehicle speeds are generally low so this is not too excessive, especially when away from the main roads	No further improvement
Clean air	Vehicles stopped at signalled junction, especially HGV's and Busses, worsen the air quality	Encourage electric bus fleet
Shade and Shelter	Many tall buildings found bordering this route, providing moderate shade. However, limited shelter from rain or high winds especially on the Station Road section.	No further improvement

4.6 Vision Zero Analysis

- 4.6.1 The Mayor's Transport Strategy is committed to Vision Zero, to end deaths and serious injury on London roads and transport networks. Vision Zero has a target of stopping all deaths and serious injuries on London's roads by 2041.
- 4.6.2 Casualty data from TfL's collision Map for the 5 year period July 2018 – June 2023 has been obtained for the area around the development site. A review of the recorded casualties has been undertaken for the eight walking routes assessed within Section 5.5 above to determine the number of incidents that have resulted in people being killed or seriously injured (KSI).

- 4.6.3 The review aims to identify whether there are any routes where there appears to be clustering of KSI casualties. A cluster is defined as two or more serious casualties, or one or more fatal casualties.
- 4.6.4 There have been no fatal accidents on the key routes within the past 5 years. There have been 3 locations where there have been clusters of serious accidents. These are the junctions of High Road (A105)/Lordship Lane (A109)/Station Road, High Road (A105)/Watsons Road/Cranbrook Park and Station Road/Park Avenue. The figure below shows where the locations of casualty clusters have occurred, with the number of accidents at this location also being shown.

Figure 4-4 KSI Clusters by Severity



- 4.6.5 The table below lists the location of the casualty clusters, where there have been two or more serious incidents, or one or more fatal incidents, along the walking routes of this assessment. The table also shows the number of KSI's at the location and suggested improvements for making the area safer using the Healthy Streets approach.

Table 4-10 Vision Zero Analysis

Location	Suggested Improvement
High Road (A105)/Lordship Lane/Station Road	No. of KSI's = 6
	None
High Road (A105)/Watsons Road/Cranbrook Road	No. of KSI's = 2
	Improve Pedestrian facilities on Watsons Road
Station Road/Park Avenue	No. of KSI's = 2
	Consider Improvements for pedestrians and cyclists at the junction. Consider signage to warn all users that the Station Road cycle lane ends at the junction.

4.7 Section Conclusion

- 4.7.1 This chapter has provided an ATZ assessment in accordance with the latest TfL guidance (2019).
- 4.7.2 The assessment has identified the key active travel destinations for users of the site and the routes to them. Healthy Street Indicators have been assessed against these routes to identify where improvements could be made.
- 4.7.3 This ATZ assessment provides an overview of improvements that could be undertaken for each element (in accordance with TfL guidelines), none of the above improvements identified are required in order to mitigate the development and are not proposed by the applicant.

5 LONDON WIDE NETWORK

5.1 Introduction

- 5.1.1 The development proposal comprises the demolition of an existing bingo hall, to form a mixed-use scheme comprising of student housing and affordable housing together with active ground floor uses.
- 5.1.2 In this context, the site has an extant trip generation potential which will serve to offset the relative effect of the proposed development, albeit that both existing and proposed developments are car-free, any change would therefore be limited to a change in demand by non-car travel modes.
- 5.1.3 This section of the report considers the trip generation potential of the proposed developments to identify the magnitude of any change in demand by each non-car mode. The resultant change is then used to inform the likely significance of any effect and the potential to impact on highway safety – being the only other reason on which an application may be refused on highway grounds.

5.2 Extant Trip Use Generation

- 5.2.1 The site currently comprises a Mecca Bingo Hall, with a GFA of circa 3430m² and about 2120 seats (530 tables of four).
- 5.2.2 Consequently, the trip generation potential of the extant use has been determined by reference to the industry-standard database (TRICS 7.10.3) to determine the person trip rate for similar sites throughout the United Kingdom. The detailed TRICS outputs are contained at [Appendix J](#) whilst the resulting trips are presented in the table below.

Table 5-1 Existing Trip Generation – Bingo Hall

Time	Arrivals				Departures				Two-Way			
	Car	Walk	Cycle	PT	Car	Walk	Cycle	PT	Car	Walk	Cycle	PT
09-10	2	4	0	2	2	0	0	0	4	4	0	2
10-11	19	19	0	51	11	2	0	2	30	21	0	53
11-12	25	32	0	59	17	11	0	15	42	42	0	74
12-13	38	57	0	85	19	19	0	8	57	76	0	93
13-14	30	34	0	64	11	11	0	4	40	45	0	68
14-15	6	11	0	2	8	2	0	2	15	13	0	4
15-16	28	11	0	0	61	61	0	144	89	72	0	144
16-17	19	17	0	8	36	23	2	87	55	40	2	95
17-18	40	30	0	17	19	11	0	4	59	40	0	21
18-19	127	61	0	53	53	6	0	0	180	68	0	53
19-20	34	21	0	6	13	11	0	2	47	32	0	8
20-21	11	6	0	0	21	11	0	15	32	17	0	15
21-22	36	8	0	0	129	53	0	49	165	61	0	49
22-23	19	0	0	0	28	8	0	15	47	8	0	15
Total	435	312	0	348	428	229	0	348	863	541	0	695

5.3 Proposed Trip Generation Potential

- 5.3.1 The proposed development comprises three trip generating functions - the 623 student bed spaces, 77 residential dwellings, a 796 sqm flexible ground floor commercial (Class E) use. Due to non-car nature of the proposal, the non-vehicular trip generating potential of the proposed development has been considered.
- 5.3.2 The industry standard TRICS (7.10.3) database has been used to calculate average trip rate from a number of similar sites, which have been selected based on a range of characteristics, such as geography, size, and composition.

Proposed Student Accommodation Trip Generation

- 5.3.3 With regards to student accommodation, the RESIDENTIAL > STUDENT ACCOMMODATION category has been considered, selecting sites within TOWN CENTRE & EGDE OF TOWN CENTRE locations, and using sites in London Only. Due to the non-car nature of the development, trip rates for ALL PERSON trips have been assigned to an adjusted mode-share.
- 5.3.4 The detailed TRICS outputs are contained at [Appendix K](#) whilst the resulting trips are presented in the table below.

Table 5-2 Proposed Trip Generation – Student Accommodation

Time Segment	Arrivals			Departures			Two-Way		
	Walk	Cycle	PT	Walk	Cycle	PT	Walk	Cycle	PT
07:00-08:00	3	0	3	8	0	8	11	0	11
08:00-09:00	2	1	2	30	1	28	32	2	29
09:00-10:00	3	0	6	24	1	28	27	1	34
10:00-11:00	6	0	9	26	1	28	32	1	36
11:00-12:00	8	1	11	21	2	18	29	3	28
12:00-13:00	14	1	10	22	1	16	36	1	26
13:00-14:00	18	1	14	28	1	18	46	1	32
14:00-15:00	13	1	12	21	1	16	34	2	28
15:00-16:00	24	1	14	15	1	10	39	2	24
16:00-17:00	23	1	17	13	0	7	36	1	25
17:00-18:00	24	1	21	17	1	9	40	2	30
18:00-19:00	25	2	19	14	1	8	39	3	27
19:00-20:00	25	1	19	11	0	6	37	1	25
20:00-21:00	36	1	30	12	1	6	48	1	36
Total	224	11	187	261	10	206	486	21	393

- 5.3.5 As shown above, the vast majority of trips associated with the proposed development are expected to be walking and public transport trips, reflecting the high PTAL rating and the application site's proximity to surrounding amenities and services. Indeed, some 421 arrivals to the site occur throughout the day, 223 of which are pedestrians.
- 5.3.6 Some 475 departures are generated by the site, 260 of which are pedestrians. A total of 57 departures with 29 pedestrians are forecast during the AM peak period of 0800-0900. A total of 45 arrivals are forecast during the PM peak hour, between 1700-1800, of which 23 are pedestrians.

Proposed Private Residential Dwellings Trip Generation

- 5.3.7 With regards to affordable accommodation, the RESIDENTIAL > FLATS PRIVATELY OWNED / HOUSES PRIVATELY OWNED category have been considered as the worst-case scenario for the proposal, selecting sites within TOWN CENTRE & EDGE OF TOWN CENTRE locations, and using London sites only. Due to the non-car nature of the development, trip rates for ALL PERSON trips have been assigned to an adjusted mode-share.
- 5.3.8 The detailed TRICS outputs are contained at [Appendix K](#) whilst the resulting trips are presented in the table below.

Table 5-3 Proposed Trip Generation - Residential

Time Segment	Arrivals			Departures			Two-Way		
	Walk	Cycle	PT	Walk	Cycle	PT	Walk	Cycle	PT
07:00-08:00	2	0	2	6	1	15	8	1	17
08:00-09:00	3	0	3	13	2	24	16	2	27
09:00-10:00	4	0	3	9	0	12	12	1	15
10:00-11:00	5	0	4	5	1	7	10	1	11
11:00-12:00	7	0	3	5	0	6	13	0	9
12:00-13:00	5	0	4	6	1	5	11	1	8
13:00-14:00	6	1	5	7	0	5	14	1	11
14:00-15:00	6	0	4	6	0	4	12	1	8
15:00-16:00	10	0	5	7	0	5	16	1	10
16:00-17:00	10	1	9	7	0	4	17	1	13
17:00-18:00	11	1	13	7	0	5	18	1	18
18:00-19:00	9	1	20	8	0	6	18	1	26
19:00-20:00	12	1	14	7	0	5	18	1	18
20:00-21:00	8	1	9	6	0	3	14	1	12
Total	99	6	97	98	7	106	197	13	203

Proposed Commercial Space Trip Generation

- 5.3.9 With regards to commercial space, the HOTEL, FOOD AND DRINK/CAFE category has been considered as the worst-case scenario, selecting sites within TOWN CENTRE & EDGE OF TOWN CENTRE locations, and using London sites only. Due to the non-car nature of the development, trip rates for ALL PERSON trips have been assigned to an adjusted mode-share.
- 5.3.10 The detailed TRICS outputs are contained at [Appendix K](#) whilst the resulting trips are presented in the table below.

Table 5-4 Proposed Trip Generation - Café

Time Segment	Arrivals			Departures			Two-Way		
	Walk	Cycle	PT	Walk	Cycle	PT	Walk	Cycle	PT
07:00-08:00	66	0	44	55	0	0	121	0	44
08:00-09:00	34	3	13	17	0	11	51	3	24
09:00-10:00	56	2	22	40	0	3	96	2	24
10:00-11:00	112	0	36	101	2	25	213	2	61
11:00-12:00	55	0	35	65	2	28	120	2	62
12:00-13:00	72	2	17	74	0	16	146	2	32

13:00-14:00	49	0	27	51	2	22	100	2	49
14:00-15:00	52	0	13	64	0	12	116	0	25
15:00-16:00	52	0	15	69	0	17	121	0	32
16:00-17:00	16	0	7	37	0	28	53	0	35
17:00-18:00	15	0	4	16	0	21	31	0	24
18:00-19:00	0	0	0	37	0	18	37	0	18
19:00-20:00	0	0	0	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0	0	0	0
Total	579	7	232	625	7	200	1204	15	432

5.4 Net Impact

5.4.1 Following the trip generations calculated above, the resultant net impact is as follows:

Table 5-5 Net Trip Generation – Two-way Trips

Time Segment	Two-Way			
	Car	Walk	Cycle	PT
07:00-08:00	0	140	1	72
08:00-09:00	0	99	6	81
09:00-10:00	-4	131	4	71
10:00-11:00	-30	234	4	55
11:00-12:00	-42	119	5	26
12:00-13:00	-57	117	5	-26
13:00-14:00	-40	115	4	23
14:00-15:00	-15	150	2	58
15:00-16:00	-89	104	2	-77
16:00-17:00	-55	65	0	-23
17:00-18:00	-59	49	3	50
18:00-19:00	-180	25	5	19
19:00-20:00	-47	23	2	35
20:00-21:00	-32	46	2	33
21:00-22:00	-165	-61	0	-49
22:00-23:00	-47	-8	0	-15
Total	-863	1346	46	332

5.4.2 Based on the above, it can be seen that the redevelopment of the Site will reduce the vehicular trips associated with it by 863 trips across the day, evidently relieving some pressure on the surrounding road network. Whilst the cycling trips increase is minimal, the redevelopment will add a maximum of 234 pedestrians and 81 public transport users within an hour. This is equivalent to 4 additional pedestrians or 1 public transport user per minute, which can evidently incorporate easily in the surrounding pedestrian and public transport networks.

5.5 Section Conclusion

5.5.1 Based on the above, the multimodal trips associated with the proposed development are not considered material nor discernible in the case of highway safety or the capacity on the surrounding pedestrian and cycle network. The proposals are car-free and therefore do not impact upon the operation of the surrounding highway network.

5.5.2 Consequently, the development effects cannot be concluded to give rise to cumulative impacts that are considered to be severe, and the proposals would thus be acceptable under the terms prescribed by the NPPF.

6 ADDITIONAL TRANSPORT DOCUMENTS

6.1 Framework Travel Plan

6.1.1 The Framework Travel Plan is covered in detail under a separate document and covers the following points:

- Commercial and Residential Parking Controls;
- Baseline Travel Behaviour;
- Travel Plan Objectives;
- Travel Plan Targets;
- Travel Plan Management;
- Travel Plan Measures;
- Monitoring and Review; and
- Travel Plan Action Plan.

6.2 Draft Delivery & Servicing Plan

6.2.1 The Draft Delivery and Servicing Plan is covered in detail under a separate document and covers the following points:

- Student Drop-Of Strategy;
- DSP Objectives and Measures;
- DSP Management;
- DSP Targets; and
- Monitoring and Updating.

7 SUMMARY & CONCLUSIONS

7.1 Report Summary

7.1.1 This Healthy Streets Transport Assessment has been prepared on behalf of Atri7 2 Limited & Fusion Global Management LLP to assess the traffic and transport effects of a proposed mixed-use development of 623 student bed spaces, 77 residential dwellings and 796 sqm flexible ground floor commercial (Class E) use. The findings of the report may be summarised as follows: -

- The proposed development is car-free, therefore no parking spaces will be provided, bar from the required blue badge parking provision. Vehicular access through the Site is still secured to allow servicing and emergency vehicles to operate.
- The non-car travel credentials of the application site have been reviewed with the creation of a GIS-based accessibility model for the area, which has determined the accessible catchments for walking, cycling, and public transport, along with the various amenities contained therein. The report concludes that the Application Site is in a location that affords opportunity to travel to a range of destinations by a choice of non-car modes, in accordance with sustainable transport policies.
- The Active Travel assessment has identified the key active travel destinations for users of the site and the routes to them. Healthy Street Indicators have been assessed against these routes to identify where improvements could be made in the future by Transport for London. None of the improvements identified are required in order to mitigate the development and are not proposed by the applicant.
- The proposals are car-free therefore the non-vehicular trip generation proposed land-uses have been considered using industry standard software. Results show that multimodal trips associated with the proposed development are not considered material nor discernible in the case of highway safety or the capacity of the network.

7.2 Report Conclusion

7.2.1 The report confirms that the proposed development complies with and actively supports the principles of sustainable development, and in this way would support the response to the climate emergency and decarbonising transport agenda. The scheme and the movement strategy proposed will encourage and facilitate Active Travel mode choices amongst future residents of the site, ensuring that they are able to efficiently access a range of local facilities without the need of a private car.

7.2.2 This development also helps to meet the Mayors Transport Strategy (2018) which aims for 80% of Londoners trips to be walked, cycled, or use public transport by 2041.

- 7.2.3 Taken together, therefore, this assessment confirms that the development proposals are in accordance with all relevant policy and, given the limiting conditions of paragraph 111 of the Revised NPPF, could not be refused on transport grounds.
- 7.2.4 Respectfully, therefore, the Authorities are urged to accept the proposed development in the context of transport.