

BUILDBASE SITE, PECKHAM

HEALTHY STREETS TRANSPORT ASSESSMENT

PROJECT NO. 25/274 DOC NO. D001

DATE: JULY 2026

VERSION: 2.0

CLIENT: REGAL BLACKPOOL ROAD LTD

Velocity Transport Planning Ltd

www.velocity-tp.com



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DOCUMENT CONTROL SHEET

Document Reference

Project Title	Buildbase Site, Peckham
Document Title	Healthy Streets Transport Assessment
Project Number	25/274
Document Number	D001
Revision No.	2.0
Document Date	JULY 2026

Document Review

	Name	Date completed
Prepared By	MM	10.07.2026
Reviewed By	MD	10.07.2026
Authorised By	MD	10.07.2026

Notes

The document reference number, revision number and date are given on the footer of each page
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1 INTRODUCTION

1.1.1 This Transport Assessment (TA) has been prepared by Velocity on behalf of Regal Blackpool Road Ltd (the 'Applicant') with respect to the proposed redevelopment of the Buildbase Site located at Buildbase, Blackpool Road, Peckham, London, SE15 3SU, within the London Borough of Southwark (LBS).

1.1.2 Full planning permission is being sought for the following:

"Demolition of existing buildings and phased re-development of the site to provide purpose-built student accommodation (Sui Generis), residential dwellings (C3) and a commercial/community unit (E/F.2) alongside the provision of internal and external amenity space, public realm, play space, hard and soft landscaping, cycle parking and other associated works."

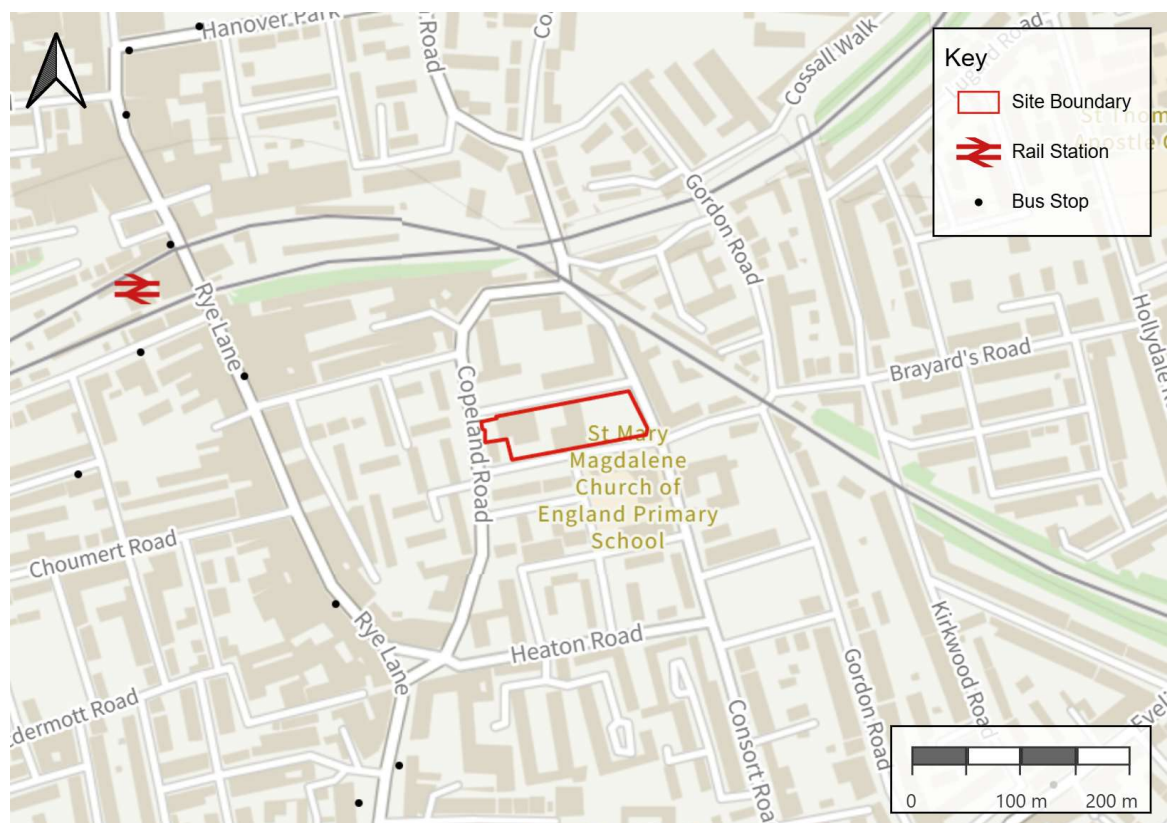
1.1.3 The LBS are both the acting Local Planning and Local Highway Authority for the Site.

1.2 SITE LOCATION

1.2.1 The Site is located within an area of a mix of land uses including residential and commercial space, and is bounded on all sides by carriageways, namely Blackpool Road to the north, Consort Road to the east, Copeland Road (A2215) to the west, and Brayards Road to the south.

1.2.2 Peckham Town Centre, which is located to the north of the Site, is where key day-to-day amenities as well as transport nodes by way of Peckham Rye Station can be accessed. The location of the Site in relation to the surrounding area is shown on **Figure 1-1**.

Figure 1-1: Site Location



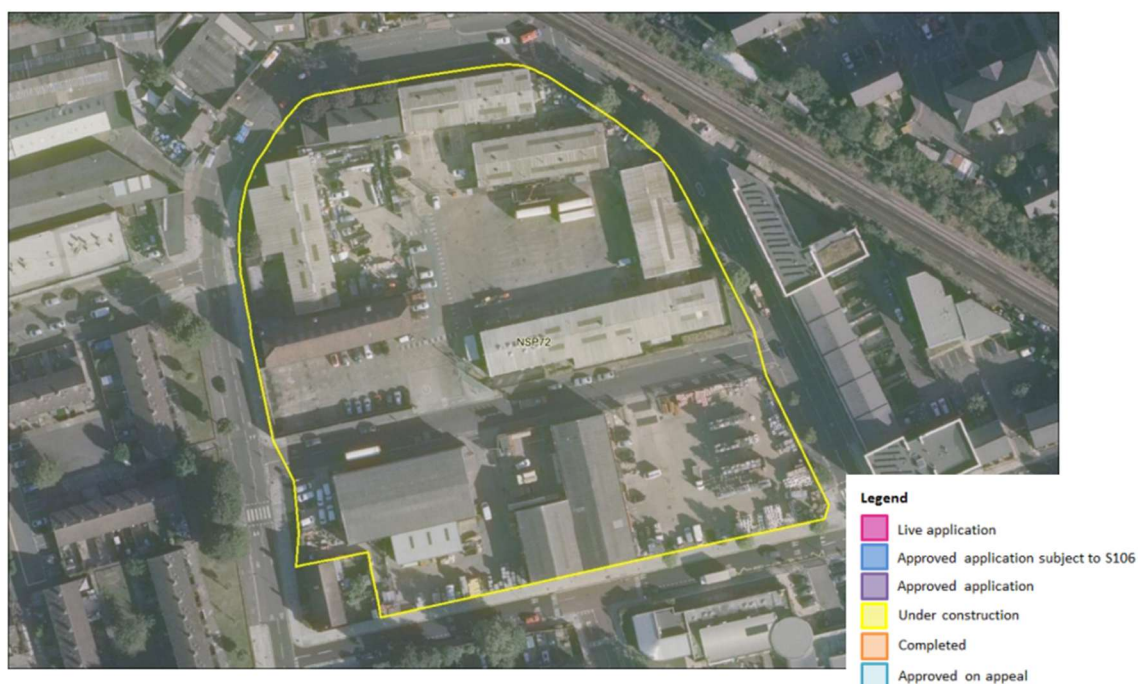
SITE ALLOCATION NSP75

- 1.2.3 The Site is located within a wider site allocation, namely the “NSP75”, which covers the entire Site and surrounding areas for redevelopment which includes the provision of new homes. The NSP75, as per the LBS’s “Site allocations Methodology Report” (2020) states the following:

“any redevelopment proposal must provide the amount of employment floorspace (B use class) currently on the site and re-provide bus garage subject to need. It is suitable for residential development. Development should provide new amenity space and enhance permeability of the site”.

- 1.2.4 The allocation boundary is demonstrated on **Figure 1-2**.

Figure 1-2: Site Allocation NSP75



1.3 EXISTING SITE USES

- 1.3.1 The Site comprises the buildings located at the southern area of the NSP75 site allocation. Existing uses on Site include a builder’s merchant, operated by Buildbase, with an associated yard and open storage space. Comprising B2-B8 land uses at approximately 2,304sqm of Gross Internal Area (GIA).

1.4 PROPOSED DEVELOPMENT

VISION

- 1.4.1 The Site will be redeveloped to replace existing industrial buildings, hardstanding and yard space with a high quality residential-led development that responds to the surrounding urban context and supports the delivery of new student accommodation and affordable homes within Peckham.



- 1.4.2 The Proposed Development will be designed to prioritise walking, cycling and public transport use. Existing vehicular site access points will be stopped up and replaced with a more active travel-led arrangement, opening up the Site and providing improved pedestrian permeability between the northern and southern frontages.
- 1.4.3 The Development will provide new public realm, landscaping, play space and cycle parking, and will be car-free apart from the provision of Blue Badge parking. This approach responds to the Site’s PTAL of 4/5 and the Site’s proximity to Peckham Rye Station, local bus services and the amenities of Peckham Town Centre.

1.5 DEVELOPMENT PROPOSALS

- 1.5.1 The Proposed Development is for the provision of a mixed-use scheme comprising 55 affordable residential homes, (C3) and purpose built-student accommodation creating 516 student homes. 115.5sqm of commercial / community space is proposed, alongside a high-quality landscaping scheme, cycle parking storage and other associated works.

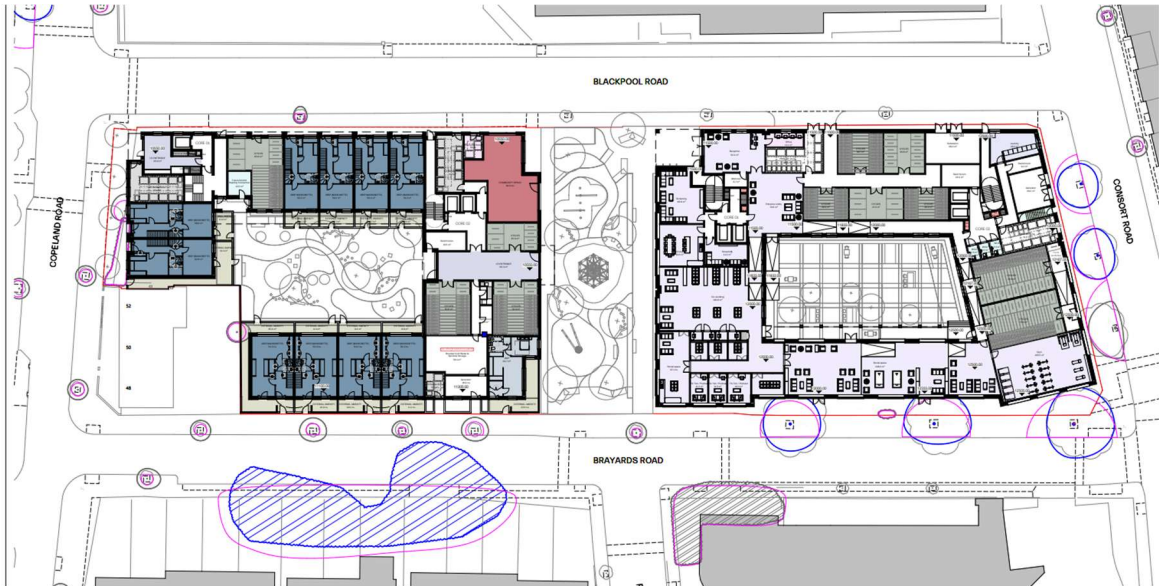
- 1.5.2 A schedule of accommodation is provided in **Table 1-1**.

Table 1-1: Schedule of Accommodation

LAND USE	GROSS INTERNAL AREA (GIA)	UNITS
Residential	6,661 sqm	55
PBSA	16,101.8 sqm	516

- 1.5.3 The proposed ground floor layout is shown on **Figure 1-3**. The scheme is to be car-free, save for the provision of Blue Badge parking for the residential aspect of development. The existing vehicular access points into the Site will be removed, in favour of an active travel led landscape, opening the Site up to permeable movements from the north to south and vice versa.

Figure 1-3: Ground Floor Layout



- 1.5.4 The residential and PBSA buildings will be provided across two separate blocks, with associated amenity use. Full development plans are provided at **Appendix A**.
- 1.5.5 The transport strategy and design of the Proposed Development have been developed following the TfL Healthy Streets approach by prioritising walking and cycling and minimising trips by motorised vehicles. The proposed access, parking and servicing arrangements are detailed in **Section 3**.
- 1.5.6 The Site follows the TfL Healthy Streets transport principles of Good Growth (Set out in the Mayor's Transport Strategy), namely the key areas are as follows:
- ⦿ Provides good access to public transport and amenities given its proximity to Peckham Rye Station (London Overground / Rail Services) as well as nearby bus stops (Peckham Rye Station, Heaton Road);
 - ⦿ Healthy Streets Indicator: Easy to cross – Maintaining existing safe pedestrian crossings around the Site and creating safer routes through it;
 - ⦿ Encourages people to choose to walk and cycle with the provision of new accessible public realm, footways and cycle parking in line with LCDS standards;
 - ⦿ The development will be car-free (with the exception of accessible parking), therefore encouraging no or low carbon travel.
- 1.5.7 This TA has been prepared in accordance with the requirements of National Planning Practice Guidance and TfL Transport Assessment Guidance and is supported by an Outline Travel Plan (TP), Outline Delivery and Servicing Management Plan (DSMP) and an Outline Construction Logistics Plan (CLP). Velocity has also prepared various Waste Management reports including an Operational Waste Management Strategy (OWMS) and an Outline Site Waste Management Plan (SWMP).

1.6 PRE-APPLICATION CONSULTATION

- 1.6.1 Pre-application discussions have been undertaken with LBS and TfL in relation to the transport scope of reports to support the planning submission for the Proposed Development. A Transport Scoping Note was prepared to identify the key transport constraints and opportunities relating to the Site, and to set out the proposed scope of this Transport Assessment.
- 1.6.2 The Transport Scoping Note identified that the following transport and waste documents would be prepared to support the future planning application:
- ⦿ Healthy Streets Transport Assessment;
 - ⦿ Framework Travel Plan;
 - ⦿ Delivery and Servicing Management Plan;
 - ⦿ Operational Waste Management Strategy; and
 - ⦿ An Outline Construction Logistics Plan.
- 1.6.3 A second Transport Note was prepared to enable discussions with LBS Highways regarding the proposed ATZ scope and preliminary trip generation methodology. The note sought confirmation on the proposed ATZ routes and trip generation methodology.



- 1.6.4 The feedback received from officers has shaped the approach to the TA, including the Active Travel Zone assessment methodology, trip generation, car-free nature of the development, Blue Badge parking, cycle parking and servicing strategy.

1.7 TRANSPORT POLICY

Transport planning policy at a range of scales has informed the design of the Proposed Development and its transport strategy. These are summarised below and considered further in Section 7.

ADOPTED POLICY

- 1.7.1 The adopted development plan and relevant transport policy framework for the Site comprises the following:
- ◉ National Planning Policy Framework, as amended February 2025;
 - ◉ National Planning Practice Guidance;
 - ◉ The London Plan, March 2021;
 - ◉ Mayor's Transport Strategy, 2018;
 - ◉ Southwark Plan, 2022;
 - ◉ Southwark Movement Plan 2019-2041;
 - ◉ LBS Sustainable Transport SPD, 2010;
 - ◉ London Cycling Design Standards;
 - ◉ TfL Transport Assessment Guidance; and
 - ◉ TfL Healthy Streets Transport Assessment Guidance.
- 1.7.2 The Development Proposals have been designed to accord with these policy objectives by prioritising walking, cycling and public transport, providing a car-free development, incorporating cycle parking, managing servicing activity and promoting sustainable travel behaviour through a Framework Travel Plan.



2 TRANSPORT PLANNING FOR PEOPLE

2.1 INTRODUCTION

2.1.1 This section summarises who the development will be for as well as when they will travel. The following documents and data have been used and are presented in this section:

- ☉ TfL's Travel in London Reports and Transport Classification of Londoners (TCoL) demographic segments (2017); and
- ☉ London Travel Demand Survey (LTDS).

2.2 WHO IS THE DEVELOPMENT FOR?

TRANSPORT CLASSIFICATION FOR LONDONERS (TCOL)

2.2.1 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 their motivations for making those decisions.

2.2.2 The desire to understand these behaviours and motivations is borne out of a need to plan effectively for London both now and in the future. Understanding who will use the Proposed Development and their expected travel behaviours based on the TCoL's demographic segments has been used to inform the design of the Proposed Development.

2.2.3 The TCoL provides information about the existing demographic segment proportions at borough level and **Figure 2-1** shows the TCoL's identified nine high-level tier demographic segments.

Figure 2-1: TCoL Demographic



2.2.4 **Table 2-1** shows the demographic segment proportions present within LBS.



Table 2-1: LBS Demographic Segment Proportions

AFFORDABLE TRANSITIONS	CITY LIVING	DETACHED RETIREMENT	EDUCATIONAL ADVANTAGE	FAMILY CHALLENGE	SETTLED SUBURBIA	STUDENTS & GRADUATES	SUBURBAN MODERATION	URBAN MOBILITY
1%	7%	6%	12%	1%	0%	23%	7%	42%

- 2.2.5 **Table 2-1** shows that the TCoL profile within LBS is strongly urban in character and is dominated by segments that are typically associated with sustainable travel behaviour. In particular, Urban Mobility accounts for 42% of the borough profile, followed by Students and Graduates at 23% and Educational Advantage at 12%, meaning that around 77% of the local demographic is concentrated within groups that are generally characterised by lower car ownership, higher use of public transport, walking and cycling, and an above average propensity to adapt travel behaviour. By comparison, more car reliant suburban and retirement-based segments form a much smaller proportion of the borough profile, with Settled Suburbia altogether.
- 2.2.6 Overall, this indicates that the Proposed Development is likely to serve a population whose existing travel patterns are already well aligned with a highly accessible urban location, and therefore one that is likely to support lower car trip generation and stronger uptake of sustainable modes.
- 2.2.7 A car-free development with an appropriate transport design and strategy, in line with the Healthy Streets approach, will both enable and encourage future users of the Proposed Development to choose active modes of travel and public transport rather than use of the private car.

2.3 WHEN WILL PEOPLE TRAVEL?

- 2.3.1 TCoL provides a high-level projection of the likely demographic profile and associated travel characteristics of each land use classification. Whilst it is expected that future residents and students at the Proposed Development will share many of the travel characteristics of comparable households and student populations elsewhere in the area, the car-free nature of the development is expected to encourage greater use of public transport and active travel modes, with correspondingly lower reliance on private car travel.

- ☉ Morning:
 - Early servicing and delivery trips associated with parcel deliveries, online food shopping, and other day to day residential requirements;
 - Departures in the weekday morning peak associated with work, education and other onward trips by residents;
 - Departures by students travelling to university campuses, teaching facilities, libraries and other education related destinations, typically concentrated in the morning period but often more dispersed than conventional commuter movements; and
 - Limited visitor and servicing activity associated with the operation and management of the development.
- ☉ Lunchtime:
 - Localised movements by residents, including those working from home, for shopping, leisure and personal business;
 - Movements by students between the accommodation, campus facilities and nearby town centre, retail and food and beverage destinations; and



- A proportion of return trips to the development by students and residents during the inter-peak period.
- Evening:
 - Arrivals in the weekday evening peak associated with work, education and other daytime activities;
 - Return trips by students from campuses, libraries and other education related destinations, which may extend beyond the traditional evening peak period;
 - Leisure, social and shopping trips associated with both the residential and student accommodation elements, including travel to and from local centres and public transport interchanges; and
 - Evening servicing and delivery activity associated with food deliveries, parcels and day to day residential needs.

2.3.2 Weekend movements are expected to be more evenly distributed throughout the day, with a greater proportion of discretionary trips for shopping, leisure and social purposes. Student related travel demand is also likely to be less pronounced in the traditional peak periods at weekends, with activity spread across the day and into the evening.

2.3.3 In addition, student accommodation can give rise to more pronounced seasonal variation in travel demand, particularly at the start and end of academic terms and during holiday periods. These patterns are typically associated with arrivals and departures at the beginning and end of term, although such movements are intermittent and would not generally coincide with typical weekday commuter peak conditions.

2.4 SUMMARY

2.4.1 Overall, the Proposed Development is expected to serve a population whose travel patterns are well aligned with a highly accessible urban location, with the borough profile indicating a strong propensity towards walking, cycling and public transport and a lower reliance on private car use. This, together with the car free nature of the scheme, supports the expectation that the development will generate a high proportion of trips by sustainable modes and limited car-based travel.



3 SITE AND SURROUNDINGS

3.1 INTRODUCTION

3.1.1 This section provides information on the Site's existing connectivity to the local transport network before and after the Proposed Development becomes operational.

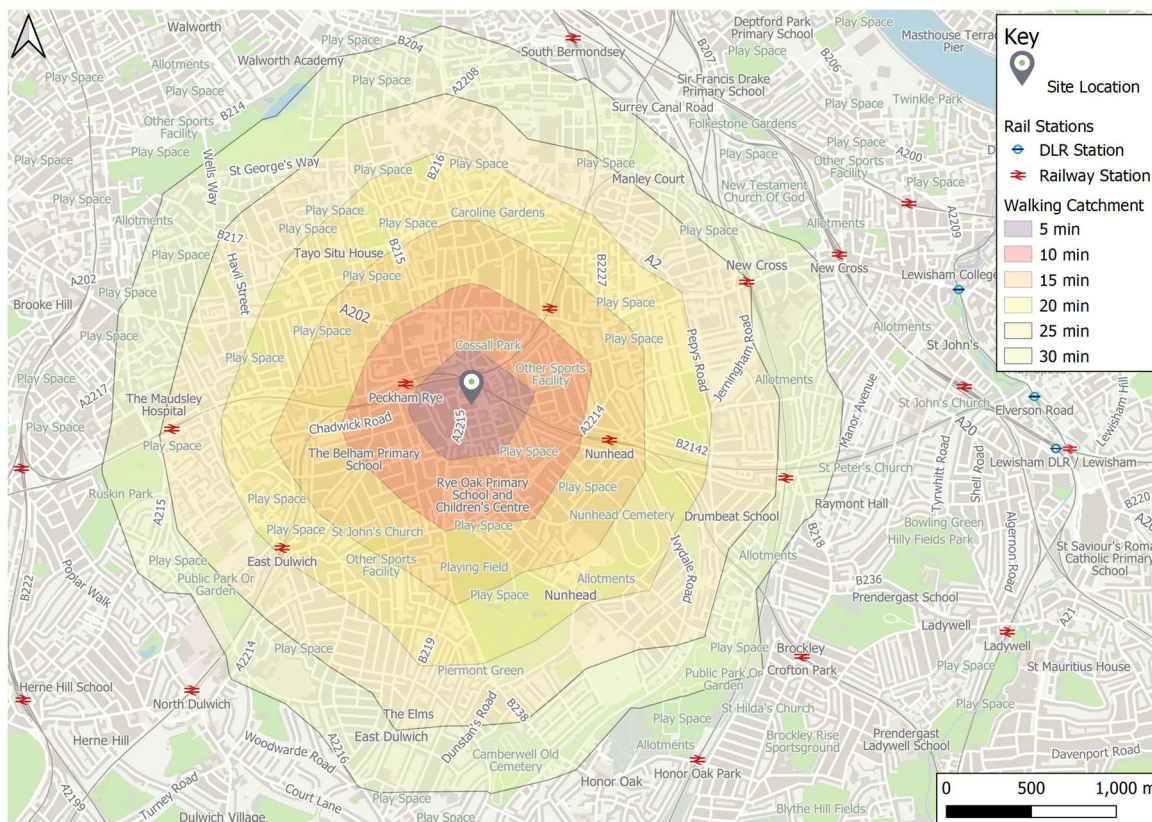
3.2 ACCESS ARRANGEMENTS – BEFORE

PEDESTRIAN ACCESS

3.2.1 The National Travel Survey identifies that walking is the most frequent travel mode used for short distance trips (within 1 mile/1.6 km). Infrastructure that supports travel on foot is therefore of importance to promote sustainable and active travel as a viable alternative to short car trips.

3.2.2 Walking isochrones show what can be reached within a 30-minute walk of the Site, in five-minute increments. **Figure 3-1** demonstrates that Peckham Rye, Queens Road Peckham, Nunhead and East Dulwich Stations, together with Cossall Park and Caroline Gardens, are all accessible within a 20-minute walk. Within a 30-minute walk, it is also possible to reach Denmark Hill, New Cross, New Cross Gate, North Dulwich, South Bermondsey, Brockley and Honor Oak Park Stations, as well as Langford Green, Piermont Green and Ruskin Park.

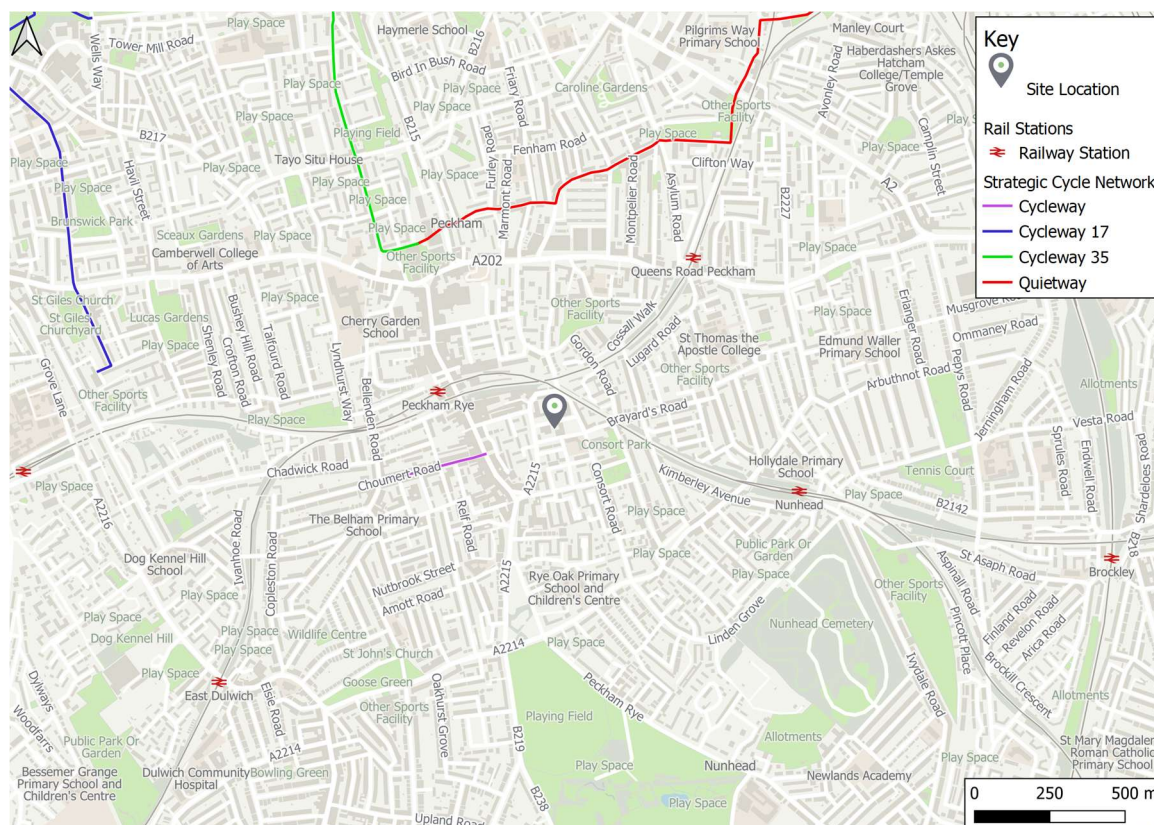
Figure 3-1: Walking Catchment Plan



CYCLE ACCESS

- 3.2.3 The National Travel Survey highlights that the average cycle trip is currently 3.2 miles (5.1km). Transport Note 1/04 identifies the average distance travelled by non-motorised users (NMUs) at the time of publication and suggests that "journeys up to three times (the average distance) are not uncommon for regular commuters" accepting that "fitness and physical ability, journey purpose and conditions" are relevant factors.
- 3.2.4 **Figure 3-2** shows the existing strategic cycle network surrounding the Site.

Figure 3-2: Strategic Cycle Network



- 3.2.5 At present, there are no dedicated cycle access points serving the Site. Cyclists therefore access the Site via the existing shared vehicular and pedestrian access points on the northern frontage from Blackpool Road.
- 3.2.6 Approximately 350m to the west of the Site, Choumert Road provides a useful local cycling connection towards Rye Lane and Bellenden Road. Southwark's Rye Lane Cycle Link measures introduced advisory contra flow cycle lanes on sections of Choumert Road and pedal cycle exemptions at associated no entry points, which improves permeability for cyclists through this part of Peckham. This corridor also forms part of the wider Bellenden and Southwark Spine area, which Southwark describes as a north to south walking and cycling route between East Dulwich and Borough intended to provide quieter, lower traffic conditions.
- 3.2.7 Beyond the immediate area, cyclists can connect into the wider strategic network via nearby borough and TfL routes. Southwark identifies Cycleway 35 as running between Bermondsey and Catford, with the Bermondsey to Peckham section already delivered and further extensions south of Peckham Rye in development. TfL mapping also shows Cycleway 17 providing onward connections towards Denmark Hill and Burgess Park.

Figure 3-4: Existing Vehicular Access Points



3.3 PROPOSED ACCESS ARRANGEMENTS

PEDESTRIAN AND CYCLE ACCESS

- 3.3.1 The Proposed Development has been designed to cater for pedestrians and cyclists as a priority, while accommodating the requirements of Blue Badge parking, servicing, refuse collection and emergency access.
- 3.3.2 Existing vehicular accesses into the Site will be stopped up. The Site will be opened up to provide improved pedestrian permeability from north to south and vice versa, supporting the requirements of the wider site allocation and improving local movement opportunities.
- 3.3.3 Pedestrian access will be provided at all Site frontages with surrounding carriageways, with the main pedestrian access/through-route via a centralised public realm, which has been designed as an attractive, safe route for both existing and future residents of the area. Cycle access will be provided at ground floor level via step-free access points, with long-stay cycle parking located within secure cycle stores and short-stay cycle parking located within the public realm.

PUBLIC REALM IMPROVEMENTS

- 3.3.4 The proposed public realm, which will be a prominent feature at the centre of the Site, is shown on **Figure 3-5**.



Figure 3-5: Proposed Public Realm



- 3.3.5 The proposed public realm extending through the Site from its southern and northern boundaries responds to the wider aspiration of the NSP75, which is to redevelop the Site and its surroundings for high-quality housing. The proposed public realm will provide the initial stage to which further development can continue on from, especially at the existing bus garage to the north of the Site. This will facilitate an attractive, safe, car-free public realm enabling both pedestrian and cyclist movements. This aligns with feedback received from LBS Highways, who stated:

“The proposed ground floor layout and provision of the green/play street is broadly welcomed. There is an opportunity for this to link with the school and Pilkington street to the south (which operates as a ‘school street’) and the bus depot site to the north should this ever come forward.”

VEHICULAR ACCESS AND SERVICING

- 3.3.6 The Proposed Development will not provide standard car parking and will not provide general vehicular access into the Site. Delivery, servicing and refuse activity will take place on-street from either Blackpool Road, Brayards Road or Consort Road, at the existing double and single yellow line restricted kerb space. This has been confirmed as acceptable by LBS Highways, stating:

“It is currently proposed that deliveries and servicing will be undertaken on-street, utilising existing single and double yellow line restricted kerb space. This is acceptable in principle, however the applicant should confirm the likely servicing trip generation in the first instance to demonstrate it can be accommodated on surrounding streets.”

- 3.3.7 To satisfy the above, the Proposed Development’s likely servicing trip generation profile is shown in **Table 6-10**.



3.3.8 Blue Badge parking will be provided on-street, along Blackpool Road at the Site frontage, in close proximity to the relevant residential entrance. The location of the proposed 2 Blue Badge spaces has been identified due to the existing Bus Lane along Blackpool Road, which remains in operation, while remaining in close proximity to the residential block. This quantum of Blue Badge parking was confirmed as acceptable by LBS Highways, stating:

“The Site is proposed to be car-free, with the exception of Blue Badge parking, which is acceptable and consistent with adopted policy. In terms of Blue Badge parking, two spaces should be provided for the proposed 66 residential units [previous development quantum – now 55 units] which equates to the 3% of units required by London Plan policy.”

3.3.9 Refuse stores will be provided at ground floor level and will be accessible to waste operatives on collection days. Bin stores will be located to minimise bin drag distances for waste operatives and carry distances for residents.

3.3.10 Swept path analysis has been prepared to demonstrate the accessibility of the refuse collection arrangement. The full swept path drawings are provided at **Appendix B**. A separate Operational Waste Management Strategy has been prepared and should be read in conjunction with this report.

BUS GARAGE

3.3.11 It's worth noting that there is an existing bus garage, owned and operated by TfL, which is currently in operation. Velocity has commissioned traffic video surveys of at the bus garage, to better understand existing movements at the bus garage, as well as the utilisation of the bus stand along Blackpool Road. These were undertaken on the 14th May 2026 (Thursday).

3.3.12 Upon review of the video surveys, it is clear that the bus stand is frequently utilised by TfL buses when egressing from the bus garage. Although not a bus stop, it was observed to be utilised as a bus stand before buses continued on a journey or commencing a route. An excerpt of the bus lane in use is shown on **Figure 3-6**.



Figure 3-6: Blackpool Road Bus Lane - Video Surveys



- 3.3.13 The Proposed Development responds to the retention of the bus stand by ensuring that it is still able to be accessed and utilised once the Site is operational. All swept path analysis assessments have been undertaken considering its use, ensuring that refuse collection and delivery / servicing of the Site do not impact the bus lane. The proposed Blue Badge bays have also been located away from the bus lane, for improved safety and accessibility.

CYCLE PARKING

- 3.3.14 The Site is to provide cycle parking in line with the standards set out within the recently adopted “Support for Housebuilding LPG” (March 2026). The standards set out within the LPG are minimum standards and supersede those contained within the London Plan. The revised standards group London Boroughs into bands, similar to parking zones. The use of the LPG guidance has been confirmed by LBS Highways, stating:

*“The application of cycle standards provided in the GLA 'Support for Housebuilding' LPG is acceptable for the proposed residential units. Based on the schedule of accommodation provided in the Scoping Note (**noted this is subject to change**), a total of 108 long-stay spaces must be accommodated for the 66 residential units.*

The GLA LPG states that 0.7 spaces per PBSA bedroom must be provided, which would equate to 389 spaces for the proposed 556 bedrooms. A potential reduction in the PBSA cycle parking provision was raised by the applicant during the pre-application meeting. Any reduction must be accompanied by a strong complimentary pool/shared bike offer for PBSA residents, to be included in the s106 agreement. Should this offer be met, a reduction in the standards to 0.5 spaces per unit (in addition to the hire spaces) could be acceptable, subject to further discussions between the applicant and LBS officers.”

- 3.3.15 While the proposed development quantum has since changed, as acknowledged by LBS Highways, the principles of cycle parking remain as agreed. This includes a reduction in standards to 0.5 spaces per unit for the PBSA land use.



3.3.16 The Site is located within Band 1, with the relevant requirements set out within **Table 3-1**.

Table 3-1: Support for Housebuilding LPG - Band 1 Requirements

USE CLASS	BAND 1 REQUIREMENT
Dwelling: Studio or One Bedroom	1.0
Dwelling: Two Bedroom	1.5
Dwelling: Three or More Bedrooms	1.9
Purpose Built Student Accommodation Bedroom	0.5*

*As agreed with LBS Highways

3.3.17 Based on the accommodation schedule outlined within **Table 1-1**, and the minimum standards outlined within **Table 3-1**, the Site would be expected to provide the following level of cycle parking, as per **Table 3-2**.

Table 3-2: Proposed Cycle Parking Provision

LAND USE	LONG STAY PROVISION	SHORT STAY PROVISION
C3 Residential	92	2
Student Accommodation	258	13
Total	350	15

3.3.18 The proposed development is to provide cycle parking in excess of the required standards, at 360 long-stay and 16 short-stay spaces. Long-stay parking will be provided as a mix of two-tier racks, Sheffield stands and enlarged Sheffield stands, split between 75% two-tier racks, 20% Sheffield stands and 5% enlarged Sheffield stand, which is expected by TfL. Short-stay cycle parking will be provided in the form of Sheffield stands. This has also been confirmed as acceptable by LBS Highways, stating:

"The scoping note states that long-stay cycle parking will be provided in the form of 75% two-tier racks, 20% Sheffield stands and 5% enlarged Sheffield stands, which is welcomed."

3.3.19 The provision of cycle spaces by type is shown within **Table 3-3**.

Table 3-3: Cycle Parking Per Land Use - By Type

USE	ACCESSIBLE	SHEFFIELD	TWO-TIER	TOTAL
%	5%	20%	75%	
Affordable Residential	5	18	69	92
%	5%	20%	75%	Total
Student Accommodation	13	13	241	268
Total	18	32	311	360

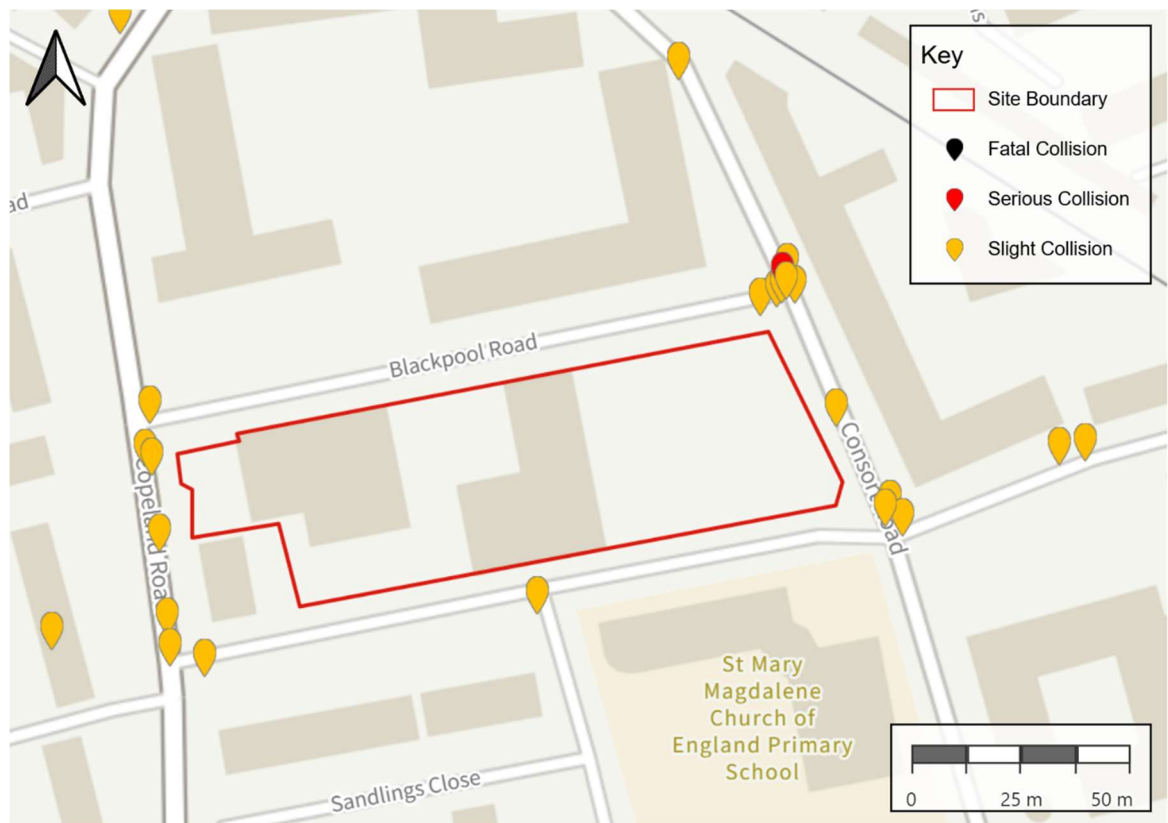
3.3.20 The locations of the internal cycle stores are shown on the Site layout plans at **Appendix A**.



3.4 PERSONAL INJURY COLLISION DATA (PIC)

3.4.1 In line with the Healthy Streets guidance, a review of PIC data for routes included within the ATZ assessment is outlined within the following Section. For robustness, a review of collisions has been undertaken in the more immediate vicinity, utilising statistics obtained from the Department for Transport (DfT), for the most recently available 5-year period. The resultant collision data and locations are shown on

Figure 3-7: PIC Data - Vicinity of the Site



3.4.2 The following number of collisions were recorded at junctions surrounding the Site.

- Blackpool Road / Consort Road Junction: 7 collisions (incl. 1 serious);
- Blackpool Road / Copeland Road Junction: 3 collisions.

3.4.3 Seven collisions are acknowledged as not insignificant; however, the record does not appear to show a recurring or development-related safety issue. The incidents are spread across several years, only one was serious, and there is no clear peak-hour pattern. Importantly, the proposals would reduce traffic generation compared with the existing / former Buildbase use, remove existing operational access movements, and manage servicing through the accompanying DSMP.

3.4.4 In summary:

- A total of seven collisions were recorded at the junction over the review period.
- Only one collision was recorded as serious, with the remaining six recorded as slight in severity.
- The collisions are spread across several years, rather than being clustered within a short timeframe.



- A number occurred during the evening / night-time period, including three at around 9pm and one at 3am, so there is no clear pattern linked to typical weekday highway peak periods.
- These incidents indicate driver error as opposed to highway layout deficiencies.

3.4.5 As outlined in latter sections of this TA, the Site is expected to reduce vehicle movements in the area given it is a car-free scheme (excluding Blue Badge parking) and the development will also be removing vehicle trips with the removal of the existing Buildbase.



4 ACTIVE TRAVEL ZONE ASSESSMENT

4.1 INTRODUCTION

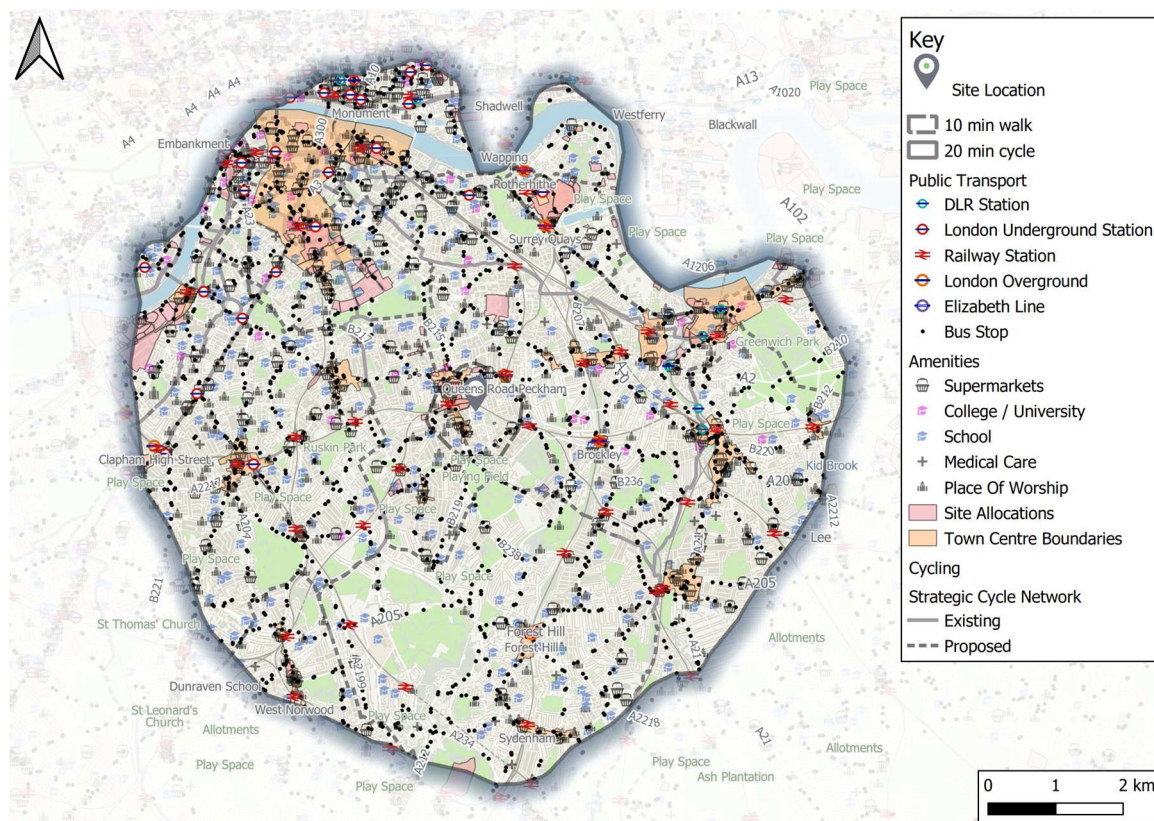
- 4.1.1 This Active Travel Zone (ATZ) Assessment has been carried out in line with TfL Transport Assessment guidance, which aims to show how the Proposed Development supports Vision Zero and the Healthy Streets policies.
- 4.1.2 The ATZ assessment has been prepared using the 'ATZ assessment instructions' obtained from TfL's Transport Assessments webpage.
- 4.1.3 There are three parts to the ATZ assessment process, which are as follows:
1. **Map One:** The ATZ and all potential key active travel destinations;
 2. **Map Two:** Neighbourhood safety and the most important journeys with supporting text, including a Vision Zero analysis and safety improvement ideas; and
 3. **Map Three:** ATZ Neighbourhood healthy characteristics check including text on severance, deficiency, local change, the development.
- 4.1.4 The Neighbourhood Photo Survey site visit was undertaken on Thursday 12th March 2026 and considered how pedestrians and cyclists would feel travelling on these routes. An additional assessment was also undertaken on the same day to assess how users would feel about travelling via the key routes during evening hours when daylight is significantly reduced. This night-time ATZ assessment was included at the request of the LBS and TfL during pre-application discussions. It should be noted that the scope of the ATZ has been confirmed with the LBS.

4.2 MAP ONE

- 4.2.1 Map One shown in **Figure 4-1** and in **Appendix C**, displays all the key destinations within a 20-minute cycle catchment of the Site. These destinations include:
- ⦿ Public transport station and stops;
 - ⦿ London's existing and proposed strategic cycle network;
 - ⦿ Town centres;
 - ⦿ Supermarkets;
 - ⦿ Pharmacies and Medical centres;
 - ⦿ Schools; and
 - ⦿ Places of worship.



Figure 4-1: ATZ Map One



4.2.2

Table 4-1 ranks the key destinations by priority (i.e. high priority destinations are expected to be used by an individual daily).

Table 4-1: Key Destinations by Priority

KEY DESTINATION	PRIORITY	JUSTIFICATION
Railway Stations	High	High rail and underground mode share is expected for residents travelling to/from the Proposed Development. Railway stations are therefore classified as high priority.
Bus stops	High	The Site is situated near a number of bus stops which provide access to local bus routes. Bus stops are considered to be a high priority destination, as it is expected a significant proportion of residents will use buses as they travel to and from the development.
Strategic Cycle Network	High	The strategic cycle network will allow future Site users to access local facilities easily using active travel. Therefore, the cycle network is classified as a high priority.
Schools	High	There are likely to be a significant number of school-aged children on-site. The nearest schools have therefore been included as key destinations.
Medical Centre	Medium	As most people generally do not need to go to a medical care facility on a daily basis, and people who do require medical care are less likely to be able to walk and cycle to this care, this category has been labelled as medium priority.
Places of Worship	Low	These have been determined as low priority as the religious beliefs of future occupants are unknown, and for most residents, their local place of worship will not usually be a daily destination.



4.3

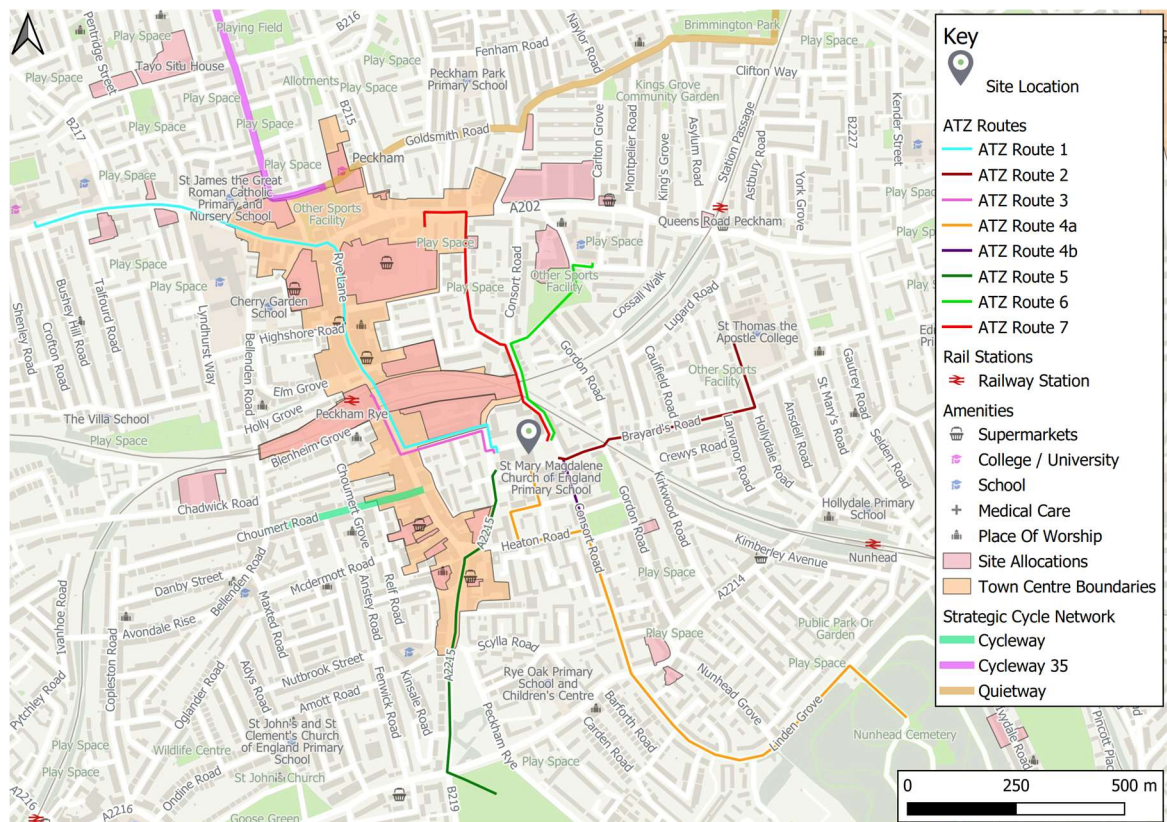
MAP TWO

4.3.1

Figure 4-2 shows the key destinations that have been extracted from **Figure 4-1** using the prioritisation set out in **Table 4-1**. Considering that the Proposed Development is residential in nature, the Site is expected to primarily generate walking trips between the Site and a number of destinations, including transport stations and stops, schools, healthcare centres, local amenities and recreational/leisure space. Routes were initially consulted with LBS and subsequently amended to address their pre-application feedback, to include the following seven routes:

- **ATZ Route 1:** A202 Peckham High Street, Restaurants, The Aylesham Centre, The Lister Practice (Doctors) University of Arts London.
- **ATZ Route 2:** Brayards and Standbury Space (recreation, sports cages) and St Thomas the Apostle School and Sixth Form.
- **ATZ Route 3:** Rye Lane bus stops and Peckham Rye Rail and Overground Station.
- **ATZ Route 4a/4b:** Heaton Road Church, Linden Dentist, Sparkling Minds Nursery / Pre-school, Nunhead Cemetery (recreation).
- **ATZ Route 5:** Tesco Express, Nigel Road bus stops and Peckham Rye Park and Common.
- **ATZ Route 6:** Cossall Park and John Donne Primary School.
- **ATZ Route 7:** Peckham Bus Station.

Figure 4-2: ATZ Map Two

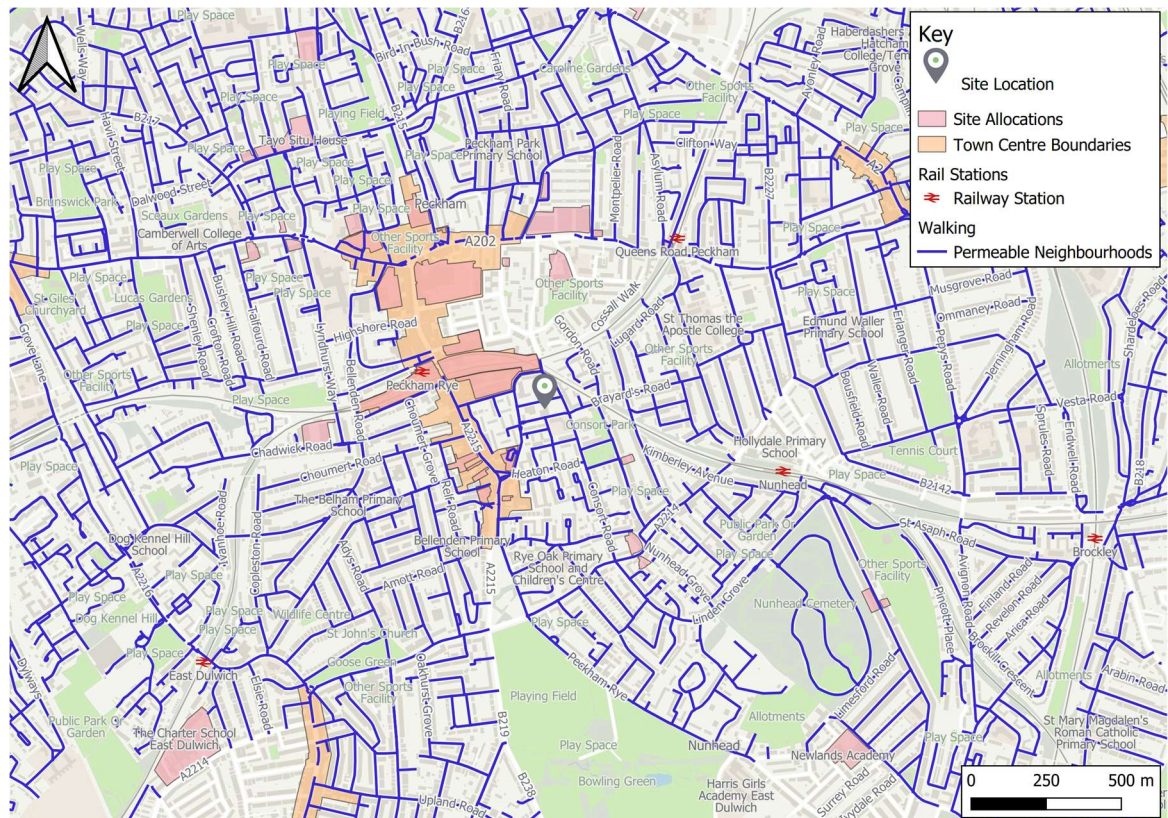


4.4 MAP THREE

4.4.1 Map Three, shown in **Figure 4-3** and also in **Appendix C**, highlights the characteristics of a typical healthy neighbourhood including:

- Street density;
- Public transport;
- Green spaces; and
- Other development and regeneration projects.

Figure 4-3: ATZ Map Three



STREET DENSITY

4.4.2 The Site sits within a notably dense and highly connected urban street network. The surrounding area is characterised by a fine grain pattern of short residential streets, frequent junctions and multiple route choices, particularly to the north, west and east towards Peckham town centre, the A202 Queen's Road and the wider residential neighbourhoods. This indicates strong local permeability for walking, with very few large blocks or barriers immediately around the Site. Street density becomes slightly less intense to the south and south-east where larger open spaces such as Peckham Rye Park and Common and Nunhead Cemetery reduce the continuity of the grid, although the overall network remains well connected. In transport terms, the Site benefits from a compact and legible street pattern that should support convenient pedestrian access to nearby services, bus corridors and rail stations.



GREEN SPACES

- 4.4.3 The Site is located close to a number of green spaces including Peckham Rye Park and Common, Consort Park and Dr Harold Moody Park. These spaces are ideal for walking, exercise, playing or relaxing.

4.5 KEY ROUTE ASSESSMENT

- 4.5.1 As set out previously as part of this ATZ, seven key routes have been identified and agreed between the Site and several key destinations within the Site's ATZ. As per the ATZ guidance, a site visit was undertaken to assess each of the key routes identified as part of the desk-based stages of the ATZ assessment. These routes have been walked to understand the quality of the most important active travel routes from the Site. The Site visit took place on Thursday 12th March 2026.
- 4.5.2 During the Site visit, the worst point of each route was identified. 'Worst' is defined as that deemed to be the most unpleasant or potentially unsafe part of a route for pedestrians and/or cyclists.
- 4.5.3 The worst part of each route has been reviewed and assessed against eight of the 10 Healthy Streets Criteria (criteria 3 -10), in line with TfL's ATZ and Healthy Streets TA Guidance. The following eight criteria have been assessed:
- ⦿ Easy to cross;
 - ⦿ People feel safe;
 - ⦿ Things to see and do;
 - ⦿ Places to stop and rest;
 - ⦿ People feel relaxed;
 - ⦿ Not too noisy;
 - ⦿ Clean air; and
 - ⦿ Shade and shelter.
- 4.5.4 Improvements identified in this assessment should be reviewed by the local authority, and appropriate funding streams or mechanisms for implementation should be identified if appropriate as part of borough wide improvements. Suitable channels include local, regional or national government funding; CIL contributions; and/or S106 contributions (subject to the standard legal tests as to whether they are necessary, relevant, enforceable. Precise and reasonable).

ATZ ROUTE 1

- 4.5.5 ATZ Route 1 connects the Site with University of the Arts London. The worst part (**Figure 4-4** and **Figure 4-5**) was identified as a crossing point on Rye Lane at the junction with Highshore Road, which lacks tactile paving and includes poorly positioned bollards on both sides of the crossing. These features reduce accessibility and make movement more difficult, particularly for mobility impaired users, visually impaired pedestrians and those pushing buggies. Potential measures that may merit consideration by the highway authority could include tactile paving and a review of bollard positioning.
- 4.5.6 **Table 4-2** assesses the worst part of the journey against eight of the 10 Healthy Streets Criteria.



Figure 4-4: ATZ Route 1 – Worst Point – Lack of Tactile Paving and Inappropriately Positioned Bollards at Crossing on Rye Lane



Figure 4-5: ATZ Route 1 – Worst Point (Night) – Lack of Tactile Paving and Inappropriately Positioned Bollards at Crossing on Rye Lane



Table 4-2: ATZ Assessment Route 1 | Healthy Streets Indicator Analysis

HEALTHY STREETS INDICATOR	DAY /NIGHT	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	Day/Night	No	The crossing point lacks tactile paving and includes poorly positioned bollards on both sides. This reduces accessibility and makes movement more difficult, particularly for mobility impaired users, visually impaired pedestrians and those pushing buggies.	Potential measures could include tactile paving and a review of bollard positioning, subject to separate consideration by the highway authority.
People feel safe	Day	Yes	The area benefits from a good degree of passive surveillance due to its town centre location, surrounding active frontages and pedestrian activity associated with Rye Lane and Peckham Rye Station.	N/A
	Night		Passive surveillance remains reasonably strong into the evening, although activity levels will reduce later at night.	
Things to see and do	Day/Night	Yes	There are several shops and other active frontages in close proximity to this point on Rye Lane.	N/A
Places to stop and rest	Day/Night	No	There is no public seating at or close to this location. While Sheffield stands are provided nearby, these do not address the need for pedestrian resting provision.	Public seating could be considered by the relevant authority where sufficient footway width is available, having regard to pedestrian flows and the need to avoid additional obstruction.
People feel relaxed	Day/Night	Yes	Vehicle speeds are moderated by the 20-mph speed limit and turning movements into Highshore Road are restricted from motor vehicles. However, this remains a crossing point on a busy high street and cyclists are still able to turn into Highshore Road, which can reduce pedestrian comfort.	Potential measures could include tactile paving and a review of bollard positioning in order to improve legibility and pedestrian comfort, subject to separate consideration by the highway authority.
Not too noisy	Day/Night	No	This section of Rye Lane experiences notable traffic and bus activity, which contributes to elevated noise levels.	Potential environmental enhancements could include additional planting, where feasible and subject to separate consideration by the relevant authority.
Clean Air	Day/Night	No	According to the London Air Quality Network, this section of the route fails the annual mean objective for NO2 air pollution.	
Shade and shelter	Day/Night	Partly	Buildings on either side of the street provide some shade. However, there is no formal shelter at this location. Additional shelter at this point is unlikely to be feasible given the constrained footway environment.	N/A

ATZ ROUTE 2

4.5.7 ATZ Route 2 connects the Site with St Thomas the Apostle School and Sixth Form. The worst part (**Figure 4-6** and **Figure 4-7**) was identified as a narrow section of footway and pinch point on the southern footway of Brayards Road. This is caused by the presence of a street tree and utility cabinet, which reduce the effective footway width, hinder pedestrian movement, particularly for mobility impaired users, and may result in pedestrians stepping into the carriageway. Potential measures that may merit consideration by the highway authority and relevant statutory undertaker could include a review of opportunities to improve the effective footway width, such as local adjustment to street furniture or apparatus, subject to feasibility and separate approvals.

4.5.8 **Table 4-3** assesses the worst part of the journey against eight of the 10 Healthy Streets Criteria.



Figure 4-6: ATZ Route 2 – Worst Point – Narrow Section of Footway and Pinch Point on Southern Footway of Brayards Road Caused by Street Tree and Utility Cabinet



Figure 4-7: ATZ Route 2 – Worst Point (Night) – Narrow Section of Footway and Pinch Point on Southern Footway of Brayards Road Caused by Street Tree and Utility Cabinet



Table 4-3: ATZ Assessment Route 2 | Healthy Streets Indicator Analysis

HEALTHY STREETS INDICATOR	DAY /NIGHT	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	Day/Night	Yes	At the junction of Brayards Road and Consort Road, there is a modal filter comprising a splitter island with dropped kerbs and tactile paving, which facilitates pedestrian crossing.	N/A
People feel safe	Day/Night	Yes	The modal filter and splitter island improve pedestrian safety by shortening the crossing distance, slowing vehicles, and providing a clearer and more accessible crossing point. It also improves cyclist safety by reducing through traffic and potential conflict with vehicles.	N/A
Things to see and do	Day/Night	Yes	A mature street tree at this point is visually appealing and the residential apartment building opposite features green space.	N/A
Places to stop and rest	Day/Night	No	There are no places to stop and rest, however, this not considered a suitable location to implement public seating due to the residential nature of the area.	N/A
People feel relaxed	Day	No	The narrow footway and pinch point, caused by the street tree and utility cabinet, reduce the effective walking width, hinder pedestrian movement, particularly for mobility impaired users, and create a risk that pedestrians may need to step into the carriageway.	Potential measures that may merit consideration by the highway authority and relevant statutory undertaker could include review of opportunities to improve the effective footway width, such as local adjustment to the utility cabinet and street tree arrangement, subject to feasibility and separate approvals.
	Night		Reduced visibility at night exacerbates this issue.	
Not too noisy	Day/Night	Yes	This route is residential in nature and lightly trafficked. Speed calming measures in the form of a 20 mph speed limit and speed humps reduce vehicle speeds and associated noise.	N/A
Clean Air	Day/Night	No	According to the London Air Quality Network this section of the route fails the annual mean objective for NO2 air pollution.	Potential environmental enhancements could include additional planting, where feasible and subject to separate consideration by the relevant authority.
Shade and shelter	Day/Night	Yes	The canopy of the mature street tree provides shade and shelter onto the footway below. Shade is also provided in part by the adjacent residential apartment building.	N/A

ATZ ROUTE 3

4.5.9 ATZ Route 3 connects the Site with Peckham Rye Rail and Overground Station. The worst part (**Figure 4-8** and **Figure 4-9**) was identified as a crossing point on Rye Lane at the junction with Bournemouth Road, where a modal filter is in place. The crossing does not include tactile paving, and the paving surface on the southern side is cracked. This presents a hazard for visually impaired pedestrians and creates a trip risk. Potential measures that may merit consideration by the highway authority could include tactile paving and local resurfacing. No off-site works are proposed as part of the development.

4.5.10 **Table 4-4** assesses the worst part of the journey against eight of the 10 Healthy Streets Criteria.



Figure 4-8: ATZ Route 3 – Worst Point – Lack of Tactile Paving and Cracked Paving Surface at Crossing on Rye Lane



Figure 4-9: ATZ Route 3 – Worst Point (Night) – Lack of Tactile Paving and Cracked Paving Surface at Crossing on Rye Lane

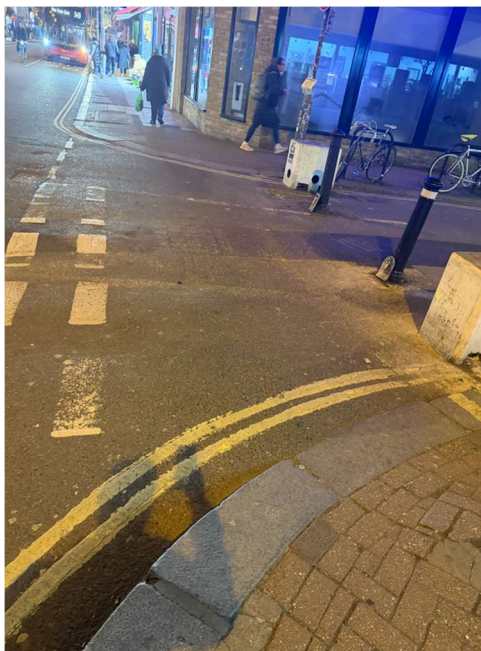


Table 4-4: ATZ Assessment Route 3 | Healthy Streets Indicator Analysis

HEALTHY STREETS INDICATOR	DAY /NIGHT	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	Day/Night	No	The crossing lacks tactile paving, and the paving on the southern side is cracked, creating a hazard for visually impaired pedestrians and a trip risk.	Potential measures could include tactile paving and local resurfacing, subject to separate consideration by the highway authority.
People feel safe	Day	Yes	There are several high street stores and high footfall which provides passive surveillance due to the town centre location. The modal filter increases safety by removing through traffic at the junction, which reduces vehicle movements and speeds and in turn cuts conflict risk for people walking and cycling.	N/A
	Night		Passive surveillance remains reasonably strong into the evening, although activity levels will reduce later at night.	
Things to see and do	Day	Yes	There are several high street stores and retail units in close proximity of this point.	N/A
	Night		These stores have late closing times.	
Places to stop and rest	Day/Night	No	There are no public seating facilities. However, footway widths are insufficient to allow the implementation of these.	N/A
People feel relaxed	Day/Night	Yes	Speed calming measures in the form of a 20-mph speed limit is in place and there are zebra crossings equipped with dropped kerbs, tactile paving and belisha beacons are in close proximity which establish pedestrian priority.	N/A
Not too noisy	Day/Night	No	The route is heavily trafficked and frequented often by buses.	Potential environmental enhancements could include additional planting, where footway widths allow and subject to separate consideration by the relevant authority.
Clean Air	Day/Night	No	According to the London Air Quality Network, this section of the route fails the annual mean objective for NO2 air pollution.	
Shade and shelter	Day/Night	Partly	Buildings on either side of the street provide some shade. However, there is no formal shelter at this location. Additional shelter at this point is unlikely to be feasible given the constrained footway environment.	N/A

ATZ ROUTE 4A

- 4.5.11 ATZ Route 4a connects the Site with Nunhead Cemetery. The worst part (**Figure 4-10** and **Figure 4-11**) was identified as a crossing point on Consort Road at the junction with Manaton Close which lacks dropped kerbs and tactile paving. Potential measures that may merit consideration by the highway authority could include dropped kerbs and tactile paving, subject to feasibility and separate approvals.
- 4.5.12 **Table 4-5** assesses the worst part of the journey against eight of the 10 Healthy Streets Criteria.



Figure 4-10: ATZ Route 4a – Worst Point – Lack of Tactile Paving and Dropped Kerbs at Crossing on Consort Road



Figure 4-11: ATZ Route 4a – Worst Point (Night) – Lack of Tactile Paving and Dropped Kerbs at Crossing on Consort Road



Table 4-5: ATZ Assessment Route 4a | Healthy Street Indicator Analysis

HEALTHY STREETS INDICATOR	DAY /NIGHT	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	Day	No	A lack of tactile paving may fail to warn people with a visual impairment that this is a crossing point. There are also no dropped kerbs which hinders mobility impaired pedestrians	Potential measures could include tactile paving and dropped kerbs, subject to separate consideration by the highway authority.
	Night		Reduced visibility at night exacerbates these issues.	
People feel safe	Day	Yes	Residential properties overlook this point which provide passive surveillance.	N/A
	Night		Street lighting columns are provided at regular intervals along the length of Consort Road.	
Things to see and do	Day/Night	Yes	A variety of mature street trees line the footways along Consort Road, together with street planting within residential front gardens which are visually appealing.	N/A
Places to stop and rest	Day/Night	No	There are no places to stop and rest. However, due to the residential nature of Consort Road and that this is a crossing the provision of public seating is not considered necessary.	N/A
People feel relaxed	Day/Night	Yes	The road is generally well maintained and clean.	N/A
Not too noisy	Day/Night	Yes	There is a moderate level of vehicular traffic but speed calming measures in the form of a 20 mph speed limit reduce vehicle speeds and noise.	Potential environmental enhancements could include additional planting, where feasible and subject to separate consideration by the relevant authority.
Clean Air	Day/Night	No	According to the London Air Quality Network, this section of the route fails the annual mean objective for NO2 air pollution.	
Shade and shelter	Day/Night	No	There is no shade or shelter, however, due to the location on a crossing this is not considered necessary.	N/A

ATZ ROUTE 4B

- 4.5.13 ATZ Route 4b connects the Site with Dr Harold Moody Park. The worst part (**Figure 4-12** and **Figure 4-13**) was identified as obstruction of the western footway on Consort Road caused by overgrown vegetation and brambles, materially reducing the effective pedestrian width and constraining safe passage along this section of the route. Potential measures that may merit consideration by the relevant landowner or highway authority could include vegetation clearance and ongoing maintenance to restore the effective pedestrian width.
- 4.5.14 **Table 4-6** assesses the worst part of the journey against eight of the 10 Healthy Streets Criteria.



Figure 4-12: ATZ Route 4b – Worst Point – Obstruction of Western Footway on Consort Road caused by Overgrown Vegetation and Brambles



Figure 4-13: ATZ Route 4b – Worst Point (Night) – Obstruction of Western Footway on Consort Road caused by Overgrown Vegetation and Brambles



Table 4-6: ATZ Assessment Route 4b | Healthy Streets Indicator Analysis

HEALTHY STREETS INDICATOR	DAY /NIGHT	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	Day/Night	Yes	A zebra crossing equipped with tactile paving, dropped kerbs and belisha beacons is situated in close proximity and establishes pedestrian priority in this area and is in accordance with desire lines leading to Dr Harold Moody Park.	N/A
People feel safe	Day	No	The overgrown vegetation and brambles obstructing the western footway on Consort Road reduce the usable width to such an extent that pedestrians may feel unsafe and be forced into the carriageway to pass.	Potential measures could include vegetation clearance and ongoing maintenance by the relevant landowner and or highway authority in order to restore the effective pedestrian width.
	Night		This issue is exacerbated at night, when reduced visibility makes the narrowed footway harder to negotiate and increases the perceived and actual risk for pedestrians having to step into the carriageway.	
Things to see and do	Day/Night	Yes	A variety of mature street trees line the footway which is visually appealing and Dr Harold Moody Park is located opposite.	N/A
Places to stop and rest	Day/Night	Yes	Public seating in the form of benches are located throughout Dr Harold Moody Park located opposite this point.	N/A
People feel relaxed	Day/Night	Yes	The road is generally well maintained and clean, and speed calming measures in the form of a 20 mph speed limit lowers vehicle speeds in the area.	N/A
Not too noisy	Day/Night	Yes	The route is moderately trafficked but a 20-mph speed limit and zebra crossing helps lower vehicle speeds and associated noise.	Potential environmental enhancements could include additional planting, where feasible and subject to separate consideration by the relevant authority.
Clean Air	Day/Night	No	According to the London Air Quality Network, this section of the route fails the annual mean objective for NO2 air pollution.	
Shade and shelter	Day/Night	Yes	The canopy of a mature street tree at this point provides shade and shelter onto the footway during the summer.	N/A

ATZ ROUTE 5

- 4.5.15 ATZ Route 5 connects the Site with Peckham Rye Park and Common. The worst part (**Figure 4-14** and **Figure 4-15**) was identified as a section of cracked paving on the western side of the A2215 Peckham Rye caused by tree root growth, which presents a trip hazard. Potential measures that may merit consideration by the highway authority could include local repair or resurfacing, together with review of tree root management where necessary, subject to feasibility and separate approvals.
- 4.5.16 **Table 4-7** assesses the worst part of the journey against eight of the 10 Healthy Streets criteria.



Figure 4-14 ATZ Route 5 – Worst Point – Cracked Paving Surface on Western Side of A2215 Peckham Rye caused by Tree Root Growth



Figure 4-15: ATZ Route 5 – Worst Point (Night) – Cracked Paving Surface on Western Side of A2215 Peckham Rye caused by Tree Root Growth

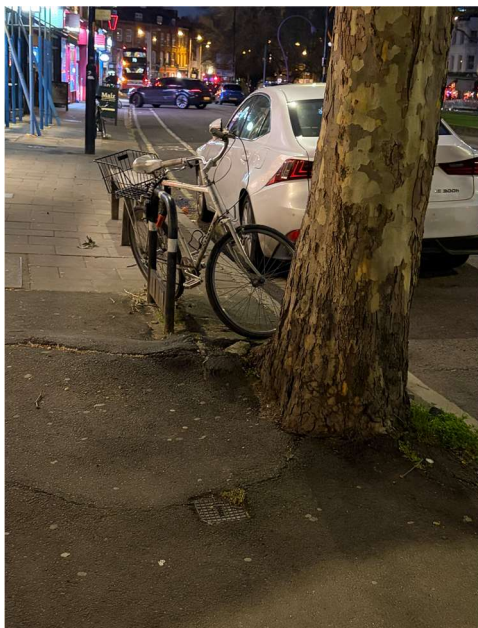


Table 4-7: ATZ Assessment Route 5 | Healthy Streets Indicator Analysis

HEALTHY STREETS INDICATOR	DAY /NIGHT	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	Day/Night	Yes	Adjacent to this is an informal pedestrian island crossing equipped with dropped kerbs, tactile paving and a refuge island and positioned in accordance with the desire line into Peckham Rye Park and Common.	N/A
People feel safe	Day	Yes	Several high street stores overlook this point and a high pedestrian footfall provides passive surveillance.	N/A
	Night		The high street stores have late closing times which ensures that passive surveillance is provided throughout the night.	
Things to see and do	Day/Night	Yes	A mature street tree is situated at this point in which its canopy is visually appealing. Due to its town centre location there are various high street stores and retail units.	N/A
Places to stop and rest	Day/Night	No	There are no places to stop and rest.	Public seating could be considered by the relevant authority where footway widths are sufficient.
People feel relaxed	Day/Night	No	The cracked paving surface creates an uneven trip hazard that can make pedestrians feel less safe, less comfortable and less relaxed.	Potential measures could include local repair or resurfacing, together with review of tree root management where necessary, subject to separate consideration by the highway authority.
Not too noisy	Day/Night	Partly	This route is moderately trafficked and frequented by buses which create noise. However, the 20-mph speed limit reduces vehicle speeds and associated noise along this section.	Potential environmental enhancements could include additional planting, where feasible and subject to separate consideration by the relevant authority.
Clean Air	Day/Night	No	According to the London Air Quality Network this section of the route fails the annual mean objective for NO2 air pollution.	
Shade and shelter	Day/Night	Yes	A mature street tree is situated adjacent to this point from which its canopy provides shade and shelter.	N/A

ATZ ROUTE 6

4.5.17 ATZ Route 6 connects the Site with Peckham Rye Rail and Overground Station. The worst part (**Figure 4-16** and **Figure 4-17**) was identified within the shared footway and cycleway through Cossall Park, where the paving surface is cracked and uneven, creating a trip hazard. Although this audit was undertaken in spring, when the trees were not in leaf, during the summer months tree canopy growth may obstruct the adjacent lighting column and worsen this issue during hours of darkness. Potential measures that may merit consideration by the relevant landowner or highway authority could include local resurfacing and routine canopy maintenance, subject to feasibility and separate approvals.

4.5.18 **Table 4-8** assesses the worst part of the journey against eight of the 10 Healthy Streets Criteria.



Figure 4-16: ATZ Route 6 – Worst Point – Cracked and Uneven Paving Surface along Shared Footway/Cycleway through Cossall Park



Figure 4-17: ATZ Route 6 – Worst Point (Night) – Cracked and Uneven Paving Surface along Shared Footway/Cycleway through Cossall Park

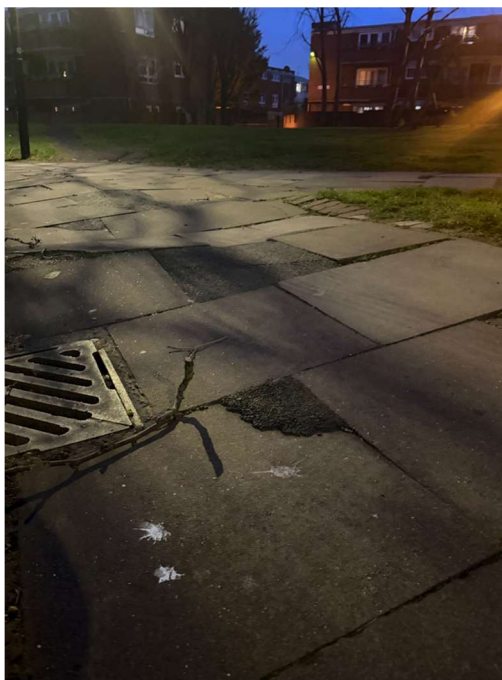


Table 4-8: ATZ Assessment Route 6 | Healthy Streets Indicator Analysis

HEALTHY STREETS INDICATOR	DAY /NIGHT	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	Day/Night	Yes	This is shared footway/cycleway which removes conflict with motorised traffic.	N/A
People feel safe	Day	Yes	There is a high pedestrian footfall during the day particularly in school pick-up/drop-off period, which increases footfall and passive surveillance.	Routine canopy maintenance may merit consideration by the relevant landowner in order to maintain adequate illumination.
	Night		During the night there is a lower pedestrian footfall which limits passive surveillance. In addition, whilst the lighting columns are spread at regular intervals and provide adequate illumination, the time of this survey was in the spring where there is no leaves, however, during the summer months with leaves the lighting columns could become blocked resulting in less illumination and providing potential ambush points for crime.	
Things to see and do	Day/Night	Yes	A variety of mature street trees line the shared footway/cycleway which are visually appealing and there is also a play area for children and basketball court.	N/A
Places to stop and rest	Day/Night	Yes	Public seating in the form of benches are provided throughout Cossall Park.	N/A
People feel relaxed	Day	No	A section of cracked and uneven paving surface creates a trip hazard.	Potential measures could include local resurfacing and routine canopy maintenance, subject to separate consideration by the relevant landowner and or highway authority.
	Night		Although this audit was undertaken in spring, when there were no leaves on the trees, during the summer months tree canopy growth may obstruct the adjacent lighting column and worsen this issue during hours of darkness.	
Not too noisy	Day/Night	Yes	Due to the absence of motorised traffic noise generated by vehicles are reduced throughout this area.	N/A
Clean Air	Day/Night	Yes	According to the London Air Quality Network, this section of the route passes the annual mean objective for NO2 air pollution.	
Shade and shelter	Day/Night	Yes	The canopies of mature street trees which line the shared footway/cycleway provide shade and shelter.	N/A

ATZ ROUTE 7

4.5.19 ATZ Route 7 connects the Site with Peckham Bus Station. The worst part (**Figure 4-18** and **Figure 4-19**) was identified as a vehicle crossover on the northern side of Consort Road. Although the western side of the crossing is flush, which is appropriate in principle for pedestrian movement, the crossing lacks dropped kerbs on the eastern side and tactile paving on both sides. It also has no edge definition on the western side, which reduces legibility for pedestrians. In addition, the paving surface across the crossing is cracked and may present a trip hazard. Potential measures that may merit consideration by the highway authority could include review of dropped kerbs, tactile paving, edge definition and local resurfacing, subject to feasibility and separate approvals.

4.5.20 **Table 4-9** assesses the worst part of the journey against eight of the 10 Healthy Streets Criteria.



Figure 4-18: ATZ Route 7 – Worst Point – Lack of Tactile Paving, Cracked Paving Surface and Lack of Edge Definition on Western Side of Vehicle Crossover on Consort Road



Figure 4-19: ATZ Route 7 – Worst Point (Night) – Lack of Tactile Paving, Cracked Paving Surface and Lack of Edge Definition on Western Side of Vehicle Crossover on Consort Road

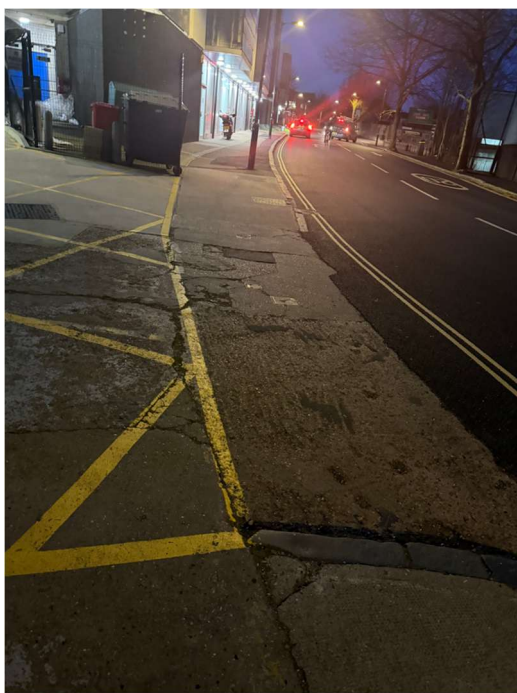


Table 4-9: ATZ Assessment Route 7 | Healthy Street Indicator Analysis

HEALTHY STREETS INDICATOR	DAY /NIGHT	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	Day/Night	No	The crossing is only partly accessible. The western side is flush, but the eastern side has no dropped kerbs, tactile paving is absent on both sides, edge definition is lacking on the western side, and the cracked surface may create a trip hazard.	Potential measures could include review of dropped kerbs, tactile paving, clearer edge definition and local resurfacing, subject to separate consideration by the highway authority.
People feel safe	Day	Partly	There is a moderate level of pedestrian footfall and associated passive surveillance.	N/A
	Night		Street lighting columns are provided at regular intervals along Consort Road and also lighting is provided within the underpass underneath the railway lines in close proximity.	
Things to see and do	Day/Night	Partly	Due to the industrial nature of the area there is little to see and do. However, mature street trees are provided on the southern footway of Consort Road which are visually appealing.	N/A
Places to stop and rest	Day/Night	No	There are no places to stop and rest. However, due to the industrial character of this location this is considered unnecessary.	N/A
People feel relaxed	Day/Night	Yes	The area is moderately trafficked however speed calming measures such as a 20 mph speed limit and slow road markings reduce vehicle speeds in the area.	N/A
Not too noisy	Day/Night	Partly	This area is moderately trafficked and frequented by HGVs which create a lot of noise. However, this is an industrial setting.	Any further traffic calming would be a matter for the highway authority.
Clean Air	Day/Night	No	According to the London Air Quality Network, this section of the route fails the annual mean objective for NO2 air pollution.	Potential environmental enhancements could include additional planting, where feasible and subject to separate consideration by the relevant authority.
Shade and shelter	Day/Night	No	There is no shade or shelter. However, due to this point on a vehicle crossover this is considered unnecessary.	N/A

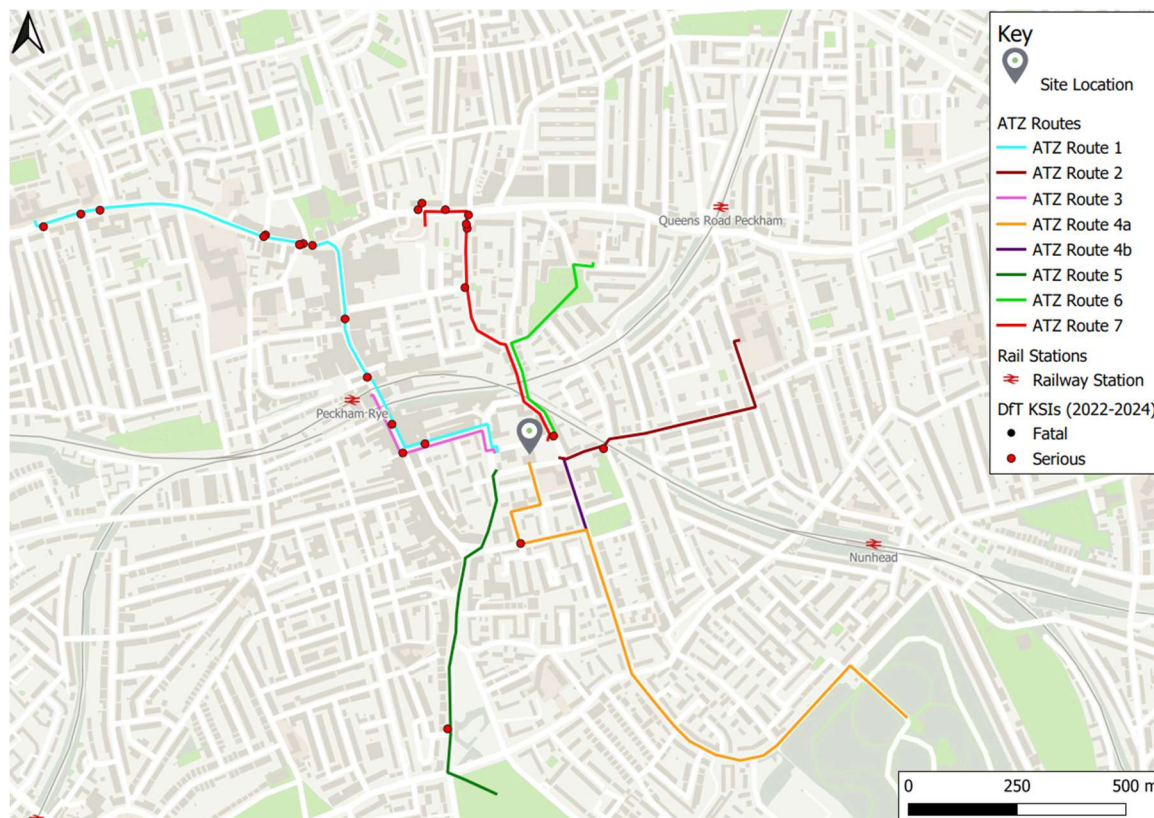
4.6 PERSONAL INJURY ACCIDENT DATA

4.6.1 Department for Transport (DfT) personal injury collision (PIC) data for the Site has been reviewed for the most recent three-year period, 2022-2024 (the latest data available). The collision data has been plotted to show all collisions that resulted in killed or seriously injured (KSI) severity injuries along any of the routes between the Site and key destinations.

4.6.2 The recorded survey area and associated collisions are presented in **Figure 4-20** and **Appendix C**.



Figure 4-20: Personal Injury Accident Data



KILLED OR SERIOUSLY INJURED

4.6.3 As part of this assessment, a Vision Zero analysis has been undertaken. The locations of collisions that occurred during the most recent three-year period have been plotted by severity in **Figure 4-20**. **Table 4-10** presents the number of collisions and their severity in each individual year. The collision pattern indicates that risk is concentrated principally at larger signal-controlled junctions and along heavily trafficked arterial corridors where turning movements and interactions between general traffic and vulnerable road users are greatest.

Table 4-10: KSI Analysis

SEVERITY	2022	2023	2024	TOTAL
Fatal	0	0	0	0
Serious	4	13	8	25
Total	4	13	8	25

4.6.4 Across the 25 recorded serious injury collisions, a total of 20 vulnerable road users sustained serious injuries, comprising 12 pedestrians, four motorcyclists and four cyclists. No fatalities were recorded during the study period.

KSI CLUSTERS

4.6.5 **Table 4-11** summarises the KSI clusters identified within the study area, where more than one collision has occurred at the same or closely related location, together with the key details of each recorded collision.



Table 4-11: KSI Clusters Summary

KSI CLUSTER LOCATION	COLLISION DATE	COLLISION DETAILS
A202 Peckham High Street / Sumner road	3rd June 2024	Occurred on A202 Peckham High Street near the junction with Sumner Road in fine weather on a dry surface. It involved a car and a motorcycle over 500cc. the casualty was a 26 year old male motorcyclist who sustained serious injuries.
	8th October 2024	Occurred on A202 Peckham High Street near the junction with Sumner Road in fine weather on a dry road surface. It involved a car and a motorcycle between 50cc and 125cc. The casualty was a 24 year old male motorcyclist who sustained serious injuries.
A202 Peckham High Street / Melon Road / Bellenden Road	4 th October 2023	Occurred on A202 Peckham High Street near the junction with Bellenden Road in fine weather on a dry road surface. It involved a car and a pedal cycle. The casualty was a 33 year old female cyclist who sustained serious injuries.
	11 th July 2023	Occurred on A202 Peckham High Street near the junction with Bellenden Road in fine weather on a dry road surface. It involved a car and a pedestrian. The casualty was an 18 year old male pedestrian who sustained serious injuries.
	27 th June 2022	Occurred on Peckham High Street near the junction with Bellenden Road in fine weather on a dry road surface. It involved a car and a pedal cycle. The casualty was a 31 year old male cyclist who sustained serious injuries.
A202 Peckham High Street	13 th August 2023	Occurred on A202 Peckham High Street, 20m east of the junction with Marmont Road, in fine weather on a dry road surface. It involved two cars. The casualty was a 52 year old male car occupant who sustained serious injuries.
	10 th July 2023	Occurred on A202 Peckham High Street near the junction with Peckham bus garage in fine weather on a dry road surface. It involved a car and a pedestrian. The casualty was an 84 year old female pedestrian who sustained serious injuries.
A2215 Clayton Road / A202 Peckham High Street	3 rd December 2023	Occurred on A2215 Clayton Road near the junction with A202 Peckham High Street in other weather conditions on a dry road surface. It involved a car and a pedestrian. The casualty was a 28 year old male pedestrian who sustained serious injuries.
	13 th January 2023	Occurred on A2215 Clayton Road near the junction with A202 Peckham High Street in unknown weather conditions on a wet road surface. It involved a pedal cycle and a pedestrian. The casualty was a 23 year old male pedestrian who sustained serious injuries.

LOCAL ROAD IMPROVEMENT SCHEMES

- 4.6.6 A number of implemented and proposed local highway improvement schemes have been identified within, or immediately adjacent to, the corridors where KSI clusters have been recorded. The principal published schemes relate to TfL proposals on the A202 Peckham High Street, Southwark's delivered Southwark Spine South and Bellenden Gyratory works Bellenden Village improvements, and current design work on Rye Lane and the wider Peckham corridor.
- 4.6.7 TfL has published proposals for the A202 Peckham High Street between Basing Court and Mission Place. These include a new 20 mph speed limit, raised carriageway at the crossing near Bellenden Road, Sumner road and Rye Lane, an upgraded walking and cycling crossing between Peckham Square and Rye Lane, significant footway widening on the northern side of the A202 Peckham High Street, widened pedestrian crossings near Sumner Road and Bellenden Road, an upgraded crossing at Bellenden Road for cyclists, additional cycle parking, and side road kerb changes intended to reduce vehicle speeds. TfL has also stated that this forms the first phase of wider proposals for Peckham town centre, with further design work to follow at the A202 Peckham High Street and the B215 Peckham Hill Street.



- 4.6.8 These TfL proposals are directly relevant to the KSI clusters recorded on the A202 Peckham High Street corridor, particularly at Sumner Road and at the Melon Road and Bellenden Road junction, because they are focused on the principal issues evident in the collision record, namely pedestrian crossing provision, cyclist movement through junctions, vehicle speed and the interaction between turning traffic and vulnerable road users.
- 4.6.9 LBS has also delivered the Southwark Spine South and Bellenden Gyratory scheme. LBS states that work on the Bellenden Road section was completed in 2023, following earlier consultation, approval and implementation. The approved measures included improvements to the Melon Road, A202 Peckham High Street and Bellenden Road signalised junction for safer cycle access, raised tables on Bellenden Road between Peckham High Street and Highshore Road, segregated and contraflow cycle lanes within the Bellenden Gyratory, new raised junctions and zebra crossings, and footway widening and cycle parking within Bellenden Village.
- 4.6.10 In addition, Southwark approved a further Bellenden Village package in 2022 on Bellenden Road between Chadwick Road and Danby Street. The approved measures comprised conversion of single yellow lines to double yellow lines, footway widening on the eastern side of the road, raised crossings on Bellenden Road and Choumert Road, and a footway buildout at the junction with Danby Street. Southwark's report states that these measures are intended to facilitate safer walking and cycling and that reduced traffic speeds are anticipated as a result of the raised pedestrian crossings and narrowed traffic lanes.
- 4.6.11 Further related schemes are also being progressed nearby. Southwark states that Rye Lane, between Peckham High Street and Hanover Park, is one way north for buses and two-way for cyclists under a permanent traffic order, and that a further scheme is being designed to improve cycle safety and the street environment following consultation in 2024. Southwark and TfL are also progressing the Peckham Rye Gyratory improvement scheme, with a stated emphasis on road safety, enhanced cycling, wider footways and public transport, and with works programmed to begin in late summer 2026.
- 4.6.12 These schemes are relevant to the collision patterns identified in **Table 4-10**. A notable proportion of the recorded KSIs involve pedestrians, cyclists and motorcyclists at busy junctions and along the Peckham High Street corridor. Measures such as reduced traffic speeds, raised crossings, widened footways, upgraded crossing facilities, revised signal layouts and dedicated cycle provision are all consistent with interventions that can reduce conflict and improve conditions for vulnerable road users.
- 4.6.13 The Bellenden Road and Melon Road cluster should particularly benefit from the Southwark Spine, Bellenden Gyratory and Bellenden Village measures, which are focused on junction treatment, pedestrian crossing upgrades and cycle access through the corridor. Similarly, the A202 Peckham High Street clusters at Sumner Road and within the wider town centre are directly aligned with TfL's Peckham High Street proposals, especially those relating to lower traffic speeds, raised crossing points and improved pedestrian and cycle crossing provision. The A2215 Clayton Road and A202 Peckham High Street cluster sits within the same town centre corridor and would also be expected to benefit from broader corridor improvements to speed management, junction layout and crossing conditions.
- 4.6.14 Overall, the delivery and progression of these schemes should help reduce both the frequency and severity of collisions on the surrounding highway network. This is particularly relevant to the identified KSI clusters, where the implemented and proposed measures respond to the principal movement conflicts evident in the recorded collision data and are consistent with the Vision Zero objective of reducing road danger for vulnerable road users.



5 LONDON WIDE NETWORK

5.1 INTRODUCTION

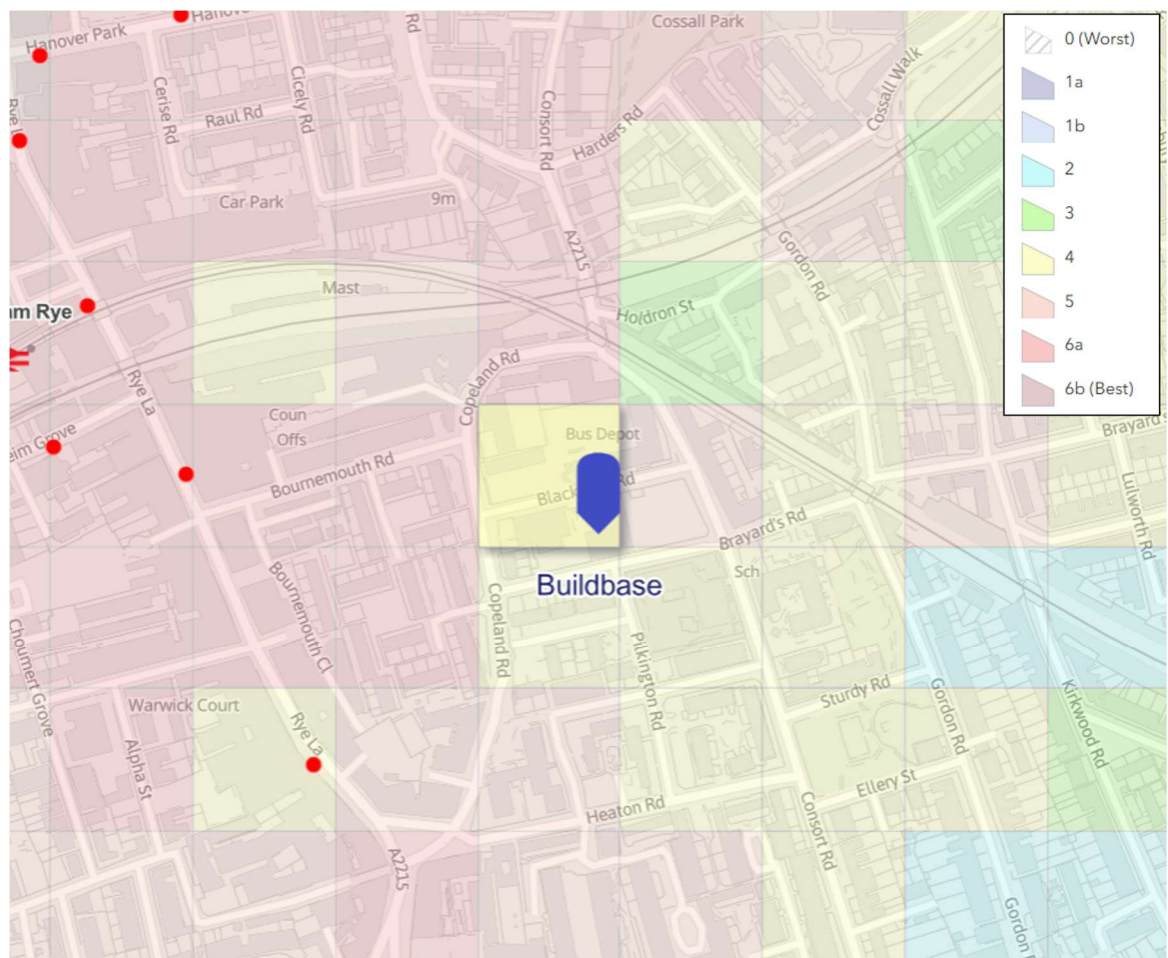
5.1.1 This section of the TA describes the surrounding public transport network and outlines the proposed travel demand and distribution of the development.

5.2 PUBLIC TRANSPORT ACCESS LEVEL

5.2.1 Public Transport Access Level (PTAL) is used to assess the connectivity of a site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the Site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services. An Access Index (AI) score is calculated that is used to define a PTAL score.

5.2.2 The WebCAT tool shows that the Site lies within an area with a PTAL of 4/5, which represents a moderate level of public transport accessibility. The WebCAT PTAL output is summarised in **Figure 5-1**.

Figure 5-1: PTAL Mapping



LOCAL BUS NETWORK

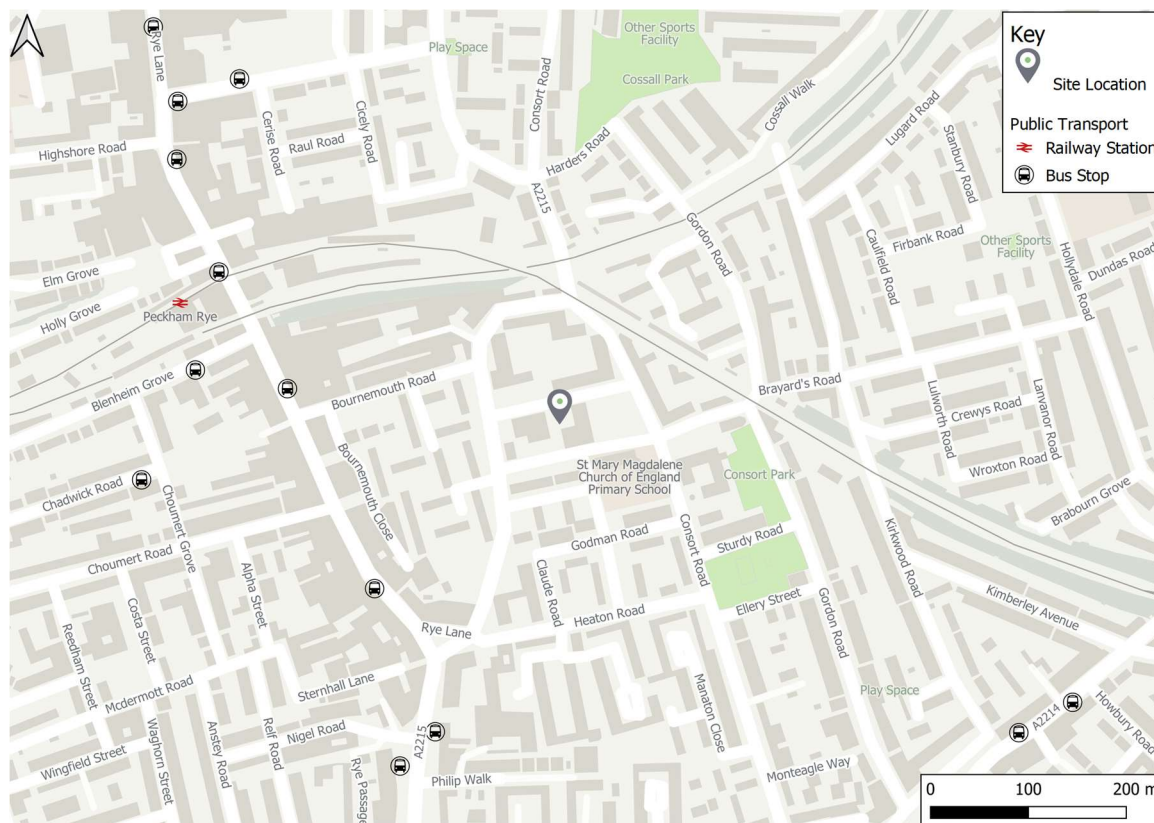
- 5.2.3 The Site is well served by the local bus network, with several bus stops located on Rye Lane in the surrounding area. The nearest bus stop to the Site is Peckham Rye Station Stop V, which is located approximately 400m to the north-west. This stop can be reached on foot via the eastern footway along Rye Lane, with crossing opportunities provided by nearby zebra crossings and informal crossing points, enabling convenient access from both the north and the south. Peckham Rye Station Stop V is served by routes 12, 37, 63, 78, 197, 343, 363, M, N63, N343 and P12. Collectively, these services provide a high level of public transport accessibility and offer connections to a wide range of local and strategic destinations.
- 5.2.4 The bus stop is equipped with standard passenger waiting infrastructure, including a bus stop flag and pole displaying service and timetable information, together with a bus cage marked on the carriageway. This provision assists passengers in identifying the stop location and obtaining basic service information.
- 5.2.5 A summary of the bus services in proximity to the Site is provided in **Table 5-1**, with corresponding bus stop locations shown in **Figure 5-2**.

Table 5-1: Bus Service Frequency

STOP	SERVICE	ROUTE DESCRIPTION	AM PEAK FREQUENCY	PM PEAK FREQUENCY
Peckham Rye Station Stop U/V	12	Oxford Circus to Dulwich Library	5 - 6	5 - 6
	37	Putney Heath to Peckham Bus Station	5 - 6	5 - 6
	63	Therapia Road to King's Cross Station / York Way	9 - 15	6 - 10
	78	Shoreditch High Street Station to St Mary's Road, Nunhead	5 - 8	5 - 8
	197	Peckham Bus Station to Fairfield Halls	4 - 6	4 - 6
	343	Tower Gateway Station to New Cross / Jerminham Road	6 - 9	6 - 9
	363	Crystal Palace Parade to Lambeth Road	4 - 6	5 - 7
	P12	Surrey Quays Shopping Centre to Brockley Rise / Chandos	4	4
Blenheim Grove Stop Y	P13	Streatham Station to New Cross Sainsbury's	3 - 4	3 - 4
Hanover Park Stop R	36	Claremont Road / Queen's Park to New Cross Bus Garage	6 - 10	6 - 10
	136	Grove Park Station to Elephant & Castle / Newington Causeway	5 - 8	5 - 8
	171	Newquay Road to Lambeth Road	4 - 6	5 - 6
	345	Peckham Bus Station to Natural History Museum / Cromwell Road	6	5 - 8
	436	Lewisham Centre to Battersea Park Station	5 - 6	5 - 6



Figure 5-2: Bus Stop Locations



5.3 LONDON OVERGROUND

- 5.3.1 The nearest London Overground station to the Site is Peckham Rye, located approximately 550 metres to the north-west, which equates to around a seven-minute walk or two-minute cycle. Peckham Rye is served by the Windrush line, providing direct London Overground connections to a range of key destinations across inner and east London. Northbound services run towards Canada Water, where interchange is available with the Jubilee line, before continuing to Shoreditch High Street, Hoxton, Haggerston, Dalston Junction and Highbury and Islington. Southbound and westbound services also provide access to Clapham Junction via stations including Denmark Hill, Clapham High Street and Wandsworth Road. Collectively, these connections broaden the range of destinations accessible from the Site by public transport and strengthen connectivity to wider parts of south and south-west London.
- 5.3.2 In cycle parking terms, the station provides 84 spaces in the form of stands within the cycle hub next to the station entrance, offering a convenient and visible facility for rail users arriving by cycle. The cycle hub also accommodates a cycle repair workshop, which further supports access to the station by bicycle.
- 5.3.3 **Table 5-2** shows the London Overground services operating in the peak hours from Peckham Rye Station.

Table 5-2: London Overground Service Frequencies – Peckham Rye Station

DIRECTION	PRINCIPAL DIRECT DESTINATIONS	AM PEAK HOUR	PM PEAK HOUR
Northbound	Canada Water, Shoreditch High Street, Hoxton, Haggerston, Dalston Junction and Highbury & Islington	4 trains per hour	4 trains per hour
Southbound and westbound	Denmark Hill, Clapham High Street, Wandsworth Road and Clapham Junction	4 trains per hour	4 trains per hour



6 TRIP GENERATION ASSESSMENT

6.1 OVERVIEW

6.1.1 This section sets out the methodology behind a net impact trip generation assessment. This has been undertaken utilising the industry standard TRICS software.

6.1.2 It should be noted that the proposed trip rates and resultant trips included within this section have been discussed with the LBS Highways Team, with other than slight concerns regarding the use of census data (with 2011 data being too old and 2021 data being undertaken during COVID pandemic) they confirmed the following:

“...the resulting modal split proportions appear to be broadly representative for a site of this scale/location, and as such as acceptable. 12% of trips are undertaken by underground/metro/light rail/tram, according to census data. Given the lack of these services in Peckham, it can be assumed that these trips would utilise Peckham Rye Station”.

6.1.3 As the LBS have confirmed that the trip generation assessment is acceptable in principle, the methodology outlined within this section should be deemed appropriate. This is further confirmed by LBS Highways below:

“The Scoping Note sets out the principles of the trip generation methodology that will be included within the Transport Assessment. This methodology and the use of TRICS and other relevant data to calculate the existing/proposed land uses is acceptable in principle.”

EXISTING

6.1.4 In order to understand the level of trips associated with the existing land uses, a 2-step approach has been undertaken, by way of traffic surveys and a search of the TRICS database. The methodology is summarised below:

- ⦿ Traffic Surveys – These have been undertaken to understand the level of vehicular movements associated with the existing Site;
- ⦿ TRICS Assessment – This has been undertaken to understand the likely level of public transport and active travel users associated with the existing Site, by way of Census data.

6.2 TRAFFIC SURVEYS

6.2.1 Traffic Surveys were undertaken at the three existing Site access points in order to capture the current levels of traffic associated with the Site. Surveys were undertaken on the 14th May 2026. The results of the surveys are provided within **Table 6-1**.

Table 6-1: Traffic Survey Results

MODE	AM PEAK (08:00-09:00)			PM PEAK (17:00-18:00)			DAILY		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Cars, Vans	18	14	32	0	3	3	147	144	291
Service Vehicle	3	6	9	0	0	0	24	27	51
Total	21	20	41	0	3	3	171	171	342



6.2.2 **Table 6-1** demonstrates that the existing Site generates 27 and 3 vehicle trips in the AM and PM peak hours respectively. Across a typical day, this number rises considerably, with 342 two-way vehicular trips generated by the existing Site. These trips will be removed from the surrounding network completely, as outlined within this section.

6.2.3 The full suite of traffic survey data is provided at **Appendix D**.

6.3 TRICS ASSESSMENT – EXISTING

6.3.1 The existing Site comprises two Light Industrial Units at approximately 2,304sqm in floorspace combined. The TRICS database has been interrogated in order to understand the level of trips which may be generated by the existing Site. The TRICS search was made under the following criteria:

- Land Use: 02/Employment, D/Industrial Estate;
- Development Quantum: 1138-2900sqm.

6.3.2 The resultant AM peak, PM peak, and daily trip rates associated with the existing Site are outlined within **Table 6-2**.

Table 6-2: Existing Trip Generation

MODE	AM PEAK (08:00-09:00)			PM PEAK (17:00-18:00)			DAILY		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Underground	3	1	4	1	2	3	25	26	51
Train	4	2	6	1	3	4	38	38	76
Bus	9	4	12	2	6	8	78	79	156
Taxi	0	0	0	0	0	0	3	3	6
Motorcycle	0	0	1	0	0	0	3	3	7
Cars, Vans*	18	14	32	0	3	3	147	144	291
Car Passenger	0	0	1	0	0	0	4	4	8
Service Vehicle*	3	6	9	0	0	0	24	27	51
Bicycle	4	1	5	1	2	3	32	33	65
On foot	4	2	5	1	2	3	33	34	67
Total	45	30	75	7	18	25	387	390	778

*As surveyed

6.3.3 As shown in **Table 6-2**, existing uses on Site could generate up to 75 and 25 two-way trips in the AM and PM peak hours respectively. The majority of these trips would be via the car, which accounts for 291 daily trips associated with the existing Site.



PROPOSED DEVELOPMENT

- 6.3.4 The Site seeks to provide 516 PBSA (Student Accommodation) and 55 Social Rent C3 units. In order to generate the likely level of trips which could be generated through the Development Proposals, the industry standard TRICS software has been utilised, with the full methodology outlined within this section. It should be noted that, due to the car-free nature of the proposals (excluding two Blue Badge bays), an adjustment has been made to account for this, as outlined in more detail below. Servicing trips have been calculated utilising LGV and OGV trip rates for the proposed land uses.

PBSA

- 6.3.5 To generate the forecast trip rates associated with the PBSA aspect of development, the TRICS database was interrogated under the following criteria:

- ⊙ Land use: 03-Residential, G-Student Accommodation;
- ⊙ Development Quantum: 225 to 1140 Residents;
- ⊙ Location: London Only;
- ⊙ PTAL: 3+.

- 6.3.6 The search query returned seven relevant surveys. The resultant AM (08:00-09:00), PM (17:00-18:00) and Daily total people trip rates and trips are outlined within **Table 6-3**.

Table 6-3: PBSA Total People Trip Rates and Trips – 516 Units

MODE	AM PEAK (08:00-09:00)			PM PEAK (17:00-18:00)			DAILY (07:00-21:00)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Trip Rates	0.023	0.096	0.119	0.118	0.074	0.192	0.906	0.946	1.852
Trips	17	51	68	62	39	101	476	497	973

C3 RESIDENTIAL (AFFORDABLE)

- 6.3.7 To generate the forecast trip rates associated with the C3 residential aspect of development, the TRICS database was interrogated under the following criteria:

- ⊙ Land use: 03-Residential, D-Affordable/Local Authority Flats;
- ⊙ Development Quantum: 33 to 133 Dwellings;
- ⊙ Location: London Only;
- ⊙ PTAL: 3+.

- 6.3.8 The search query returned seven relevant surveys. The resultant AM (08:00-09:00), PM (17:00-18:00) and Daily total people trip rates and trips are outlined within **Table 6-4**.

Table 6-4: C3 Residential Trip Generation - 55 Units

MODE	AM PEAK (08:00-09:00)			PM PEAK (17:00-18:00)			DAILY (07:00-21:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Rates	0.122	0.823	0.945	0.366	0.226	0.592	4.011	3.819	7.83
Trips	7	46	53	20	12	32	228	217	445



6.4 MODE SPLIT

- 6.4.1 Census data for the Middle Super Output Area (MSOA) “Southwark 026” (2021 specification) has been utilised as to provide an initial insight as to how people may make journeys by mode. The TS061 dataset “Method of Travel to Work” has been utilised as although the Site also comprises PBSA units, this dataset represents a good baseline as to the likely travel trends that will take place given the presence of existing public transport services.
- 6.4.2 It should be noted that, due to the car-free nature of the scheme, “car drivers” has been redistributed amongst the remaining modes of transport. The resultant mode split percentages are demonstrated within **Table 6-5**.

Table 6-5: Modal Split

MODE OF TRANSPORT	% SPLIT
Underground, metro, light rail, tram	12%
Train	17%
Bus, minibus or coach	36%
Taxi	1%
Motorcycle, scooter or moped	2%
Passenger in a car or van	2%
Bicycle	15%
On foot	15%
Total	100%

TOTAL TRIPS

- 6.4.3 Applying the two development quantum’s to the total people trips outlined within **Table 6-3** and **Table 6-4**, and considering the mode splits detailed within **Table 6-5**, the Site is forecast to generate the following levels of trips, as outlined within **Table 6-6** for the PBSA units and **Table 6-7** for the C3 Residential units.



Table 6-6: Forecast Trip Generation – PBSA 516 Units

MODE	AM PEAK (08:00-09:00)			PM PEAK (17:00-18:00)			DAILY (07:00-21:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Underground	1	6	7	7	4	12	55	57	111
Train	2	9	11	11	7	17	82	85	167
Bus	4	18	22	22	14	36	168	175	343
Taxi	0	1	1	1	1	1	6	7	13
Motorcycle	0	1	1	1	1	2	7	7	15
Car Passenger	0	1	1	1	1	2	9	9	18
Service Vehicle	0	1	1	1	1	2	9	9	18
Bicycle	2	7	9	9	6	15	70	73	142
On foot	7	7	14	9	6	15	71	75	146
Total	17	50	67	62	39	101	476	496	972

Table 6-7: Forecast Trip Generation - C3 Residential 55 Units

MODE	AM PEAK (08:00-09:00)			PM PEAK (17:00-18:00)			DAILY (07:00-21:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Underground	1	5	6	2	1	4	26	25	50
Train	1	8	9	3	2	6	39	37	75
Bus	3	16	19	7	4	11	79	75	155
Taxi	0	1	1	0	0	0	3	3	6
Motorcycle	0	1	1	0	0	0	3	3	7
Car Passenger	0	1	1	0	0	1	4	4	8
Service Vehicle	0	1	1	0	0	0	7	7	14
Bicycle	1	7	8	3	2	5	33	31	64
On foot	1	7	8	3	2	5	34	32	66
Total	7	46	53	20	12	32	228	217	445

6.4.4

The combined trip generation for both land uses is provided within **Table 6-8**.



Table 6-8: Combined Trip Generation

MODE	AM PEAK (08:00-09:00)			PM PEAK (17:00-18:00)			DAILY (07:00-21:00)		
	Arrival	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Underground	2	11	13	9	6	15	80	81	162
Train	3	17	20	14	9	23	120	122	242
Bus	7	34	41	29	18	47	247	251	498
Taxi	0	1	2	1	1	2	9	9	19
Motorcycle	0	1	2	1	1	2	11	11	21
Car Passenger	1	2	2	1	1	2	13	13	25
Service Vehicle	0	2	2	1	1	2	16	16	32
Bicycle	3	14	17	12	7	20	103	104	207
On foot	8	15	22	12	8	20	105	107	212
Total	24	97	121	82	51	133	704	714	1418

6.4.5 As outlined within **Table 6-8**, the Site is forecast to generate 121 and 133 two-way trips in the AM and PM peak hours respectively. The majority of these trips are comprised of public transport users, with 74 and 85 underground, rail, and bus users in the AM and PM peak hours respectively.

6.4.6 Given the Site is to provide PBSA units in close proximity to the University of Arts London, it is expected that the majority of trips associated with the PBSA aspect of development will comprise walking or bicycle trips as opposed to public transport trips.

6.5 NET IMPACT ASSESSMENT

6.5.1 A net impact assessment has been undertaken, considering the trips which will be removed from the local area (**Table 6-2**) and those which may be generated by the Proposed Development. The resultant net impact assessment is outlined within **Table 6-9**.



Table 6-9: Net Impact Assessment

MODE	AM PEAK (08:00-09:00)			PM PEAK (17:00-18:00)			DAILY (07:00-21:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Underground	-1	10	9	9	4	13	55	56	111
Train	-1	15	14	13	6	19	82	84	166
Bus	-2	31	29	27	12	39	169	172	341
Taxi	0	1	1	1	0	1	6	6	13
Motorcycle	0	1	1	1	1	2	7	7	15
Cars, Vans	-18	-14	-32	0	-3	-3	-147	-144	-291
Car Passenger	0	2	2	1	1	2	9	9	17
Service Vehicle	-3	-4	-7	1	1	2	-8	-11	-19
Bicycle	-1	13	12	11	5	16	70	71	142
On foot	4	13	17	11	5	17	72	73	145
Total	-21	67	46	75	33	108	317	324	640

- 6.5.2 As outlined above, the Site could result in an increase in 46 and 108 movements in the AM and PM peak hours respectively. These would be comprised predominantly by public transport users, with 52 and 71 additional public transport users on the local network in the AM and PM peaks respectively.
- 6.5.3 Also as outlined within **Table 6-9**, the Site is to result in a decrease of 32 and 3 two-way car trips in the AM and PM peak hours respectively. Across a typical day, 291 car trips will be removed from the local highway network. This represents a betterment to the existing situation, where the majority of trips to be generated by the Site will comprise sustainable movements either on foot or via public transport.
- 6.5.4 The full suite of TRICS outputs are provided at **Appendix E**.

6.6 SERVICING DEMAND

- 6.6.1 The servicing demand forecast for the Proposed Development is based on the anticipated delivery and servicing requirements of the PBSA and C3 residential land uses.
- 6.6.2 No general vehicles are proposed to enter the Site. Delivery and servicing activity will take place on-street from either Blackpool Road, Brayards Road or Consort Road, at the existing double and single yellow line restricted kerb space. The detailed management of delivery and servicing activity is set out within the Outline DSMP.
- 6.6.3 Refuse stores will be provided at ground floor level and will be accessible to waste operatives on collection days. The on-site facilities management team will assist with the presentation and return of bins, as required.
- 6.6.4 The servicing trip rates and trips for each proposed land use have been derived from the same pool of surveys as set out within this section and are summarised in **Table 6-10**.



Table 6-10: Daily Service Vehicle Trip Rates and Trips

LAND USE	DAILY LGV RATE (TWO-WAY)	DAILY LGV TRIPS
C3 Residential	0.250	14
PBSA	0.036	18
Total	0.286	32

6.6.5 As outlined within **Table 6-10**, the Site will result in a total of 32 delivery trips made to and from the Site across a typical day. These will be imperceptible when split across a 12 hour (7am-7pm) servicing window, resulting in approximately one trip every 23 minutes. Furthermore, as the Site is to result in a net decrease in vehicular trips, the number of delivery trips will still fall under those currently occurring in the area.

6.6.6 As outlined within **Table 6-9**, across a typical day and when existing trips are considered, the Proposed Development is to result in a net decrease of 19 service vehicle trips. As such, the proposals should be seen as a betterment to the current situation.

BUS NETWORK ASSESSMENT

6.6.7 As outlined within **Figure 5-2**, the Site benefits from being located in close proximity to a variety of bus services, which provide services as frequent as 180 services per peak hour. Outlined within **Table 6-9**, the Site could result in a net increase of 29 and 39 two-way bus trips in the AM and PM peak hours respectively.

6.6.8 When distributing the potential 29 and 39 bus users across the number of bus services running per hour, the Site could result in an average increase of 0.16 and 0.22 users per bus service during the AM and PM peak hours respectively. This is negligible and would be an imperceptible increase on existing bus services and would not result in the overcapacity of any existing bus routes. It should be noted that there are additional services within walking distance beyond 400m, which will also be available to future users of the Site and therefore further reduce capacity increases on more immediate services.

RAIL AND UNDERGROUND NETWORK ASSESSMENT

6.6.9 **Table 6-9** demonstrates that the Site could generate a total of 23 and 32 rail users in the AM and PM peak hours respectively. Peckham Rye provides approximately four Overground services per hour during the peak periods.

6.6.10 When distributing the forecast level of rail passengers across the local rail network this would equate to approximately 5.8 and 8 additional users per Overground service in the AM and PM peak hours respectively, or approximately 2.9 and 4 users per service if services in both directions are considered.

6.7 SUMMARY

6.7.1 This section has demonstrated that the Site is to result in a net decrease in vehicular trips. This is expected as, given the proposals are to be car-free, the level of vehicular trips generated by the site will be reserved for delivery and servicing operations. The proposals will result in an increase in both active travel and public transport trips, which are modest and will be accommodated on nearby public transport services. The public realm improvements will create an improved pedestrian experience, opening the Site to be permeable for both existing and future residents.



7 POLICY DELIVERY

7.1 LOCAL POLICY DELIVERY

SOUTHWARK PLAN (2022)

- 7.1.1 The Southwark Plan forms part of the adopted development plan for the borough and sets out the planning policy framework for development within the LBS.
- 7.1.2 **Table 7-1** demonstrates how the Proposed Development would comply with the transport-related policies contained within the Southwark Plan.

Table 7-1: Southwark Plan Compliance

POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
P49 PUBLIC TRANSPORT	Development should promote sustainable transport and reduce reliance on private car use.	The Proposed Development is car-free, save for Blue Badge parking, and prioritises walking, cycling and public transport.
P54 CAR PARKING	Development should comply with car parking standards and manage parking impacts.	No standard car parking is proposed. Blue Badge parking will be provided in accordance with policy for the C3 aspect of development.
P53 CYCLING	Development should provide cycle parking in accordance with relevant standards.	Cycle parking will be provided for the PBSA and C3 residential uses.
P14 DESIGN QUALITY	Development should ensure safe and efficient servicing.	Servicing and refuse collection will be managed on-street via Blackpool Road/Brayards Road/Consort Road and controlled through the DSMP.
NSP75	Development should respond to site allocation requirements including homes, employment and permeability.	The Proposed Development provides PBSA and affordable housing and improves pedestrian permeability through the Site.

SOUTHWARK MOVEMENT PLAN (2019)

- 7.1.3 The Southwark Movement Plan sets out the LBS's approach to improving movement, support active travel, reducing traffic impacts and creating healthier streets.
- 7.1.4 The Proposed Development supports these objectives by removing standard car parking, improving pedestrian permeability, providing cycle parking, managing servicing and promoting sustainable travel behaviour.

LONDON PLAN (2021)

- 7.1.5 The London Plan is the spatial development strategy for Greater London. It sets out a framework for how London will develop and includes transport related policies that support Good Growth, Healthy Streets, mode shifts away from the private car, public transport accessibility, cycle parking and car-free development in accessible locations.
- 7.1.6 **Table 7-2** demonstrates how the Proposed Development is compliant with the relevant transport-related policies contained within the London Plan.



Table 7-2: London Plan Compliance

POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
T1 Strategic approach to transport	Development should support the Mayor's target for 80% of trips to be made by walking, cycling and public transport.	The Proposed Development is car-free and located in an area with PTAL 4/5, supporting trips by walking, cycling and public transport.
T2 Healthy Streets	Development should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.	The Site is close to Peckham town centre, Peckham Rye Station, local schools, open spaces and amenities. An ATZ assessment has been prepared.
T4 Assessing and mitigating transport impacts	Transport Assessments should assess impacts on the capacity of the transport network.	This TA assesses trip generation, mode split, public transport accessibility, servicing and construction impacts.
T5 Cycling	Development should provide appropriate cycle parking and support cycling.	Cycle parking will be provided for the C3 and PBSA uses.
T6 Car parking	Car parking should be restricted in line with public transport accessibility.	No standard car parking is proposed. Blue Badge parking will be provided in accordance with policy.
T6.1 Residential parking	Residential development in accessible locations should be car-free or car-lite.	The Proposed Development is car-free, save for Blue Badge parking.
T7 Deliveries, servicing and construction	Development should facilitate safe, clean and efficient deliveries, servicing and construction.	Servicing and construction arrangements are addressed within the DSMP and CLP.



8 SUMMARY AND CONCLUSIONS

- 8.1.1 This Transport Assessment has been prepared to support the proposed redevelopment of the Buildbase site located at Blackpool Road, Peckham, SE15 3SU, within the London Borough of Southwark. The TA has demonstrated that the Site is well positioned to promote sustainable patterns of movement, benefitting from good existing public transport accessibility, proximity to a range of local services and amenities, and the ability to improve pedestrian permeability through the Site.
- 8.1.2 The Development has been designed in line with the Healthy Streets approach and London Plan transport objectives, prioritising walking, cycling and public transport over private car use. The proposals are car-free, aside from the provision of Blue Badge parking, which will be provided in accordance with policy requirements. Existing vehicular accesses will be stopped up and the Site will be opened up to provide improved active travel permeability between surrounding streets.
- 8.1.3 The Active Travel Zone assessment confirms that the Site has access to local amenities and services via walking and cycling, including Peckham town centre, University of Arts London, Peckham Rye Station, local schools, places of worship, local food stores and Peckham Rye Park and Common. Existing deficiencies identified along key routes has been reviewed through the ATZ audit, with suggested improvements identified where appropriate.
- 8.1.4 The Site has very good public transport connectivity with a PTAL of 4/5, reflecting proximity to frequent bus services and rail / London Overground services at Peckham Rye Station. The trip generation assessment shows that the majority of trips associated with the Proposed Development will be made by sustainable modes, with vehicular activity limited to servicing, deliveries, refuse collection, Blue Badge users and occasional taxi / private hire activity. The expected volumes of walking, cycling and public transport trips can be accommodated on the surrounding transport network without the need for significant additional mitigation, with the Site to result in an overall net reduction in vehicular movements.
- 8.1.5 The Proposed Development will also generate servicing activity associated with the PBSA and C3 residential uses. Delivery, servicing and refuse collection activity will be managed through the Outline DSMP and OWMS. Refuse stores will be provided at ground floor level and collection will be managed to minimise impacts on the local highway network.
- 8.1.6 The trip generation assessment has been undertaken using TRICS, supported by traffic surveys of the existing site accesses. The existing site, comprising two light industrial units, currently generates 75 and 25 two-way trips in the AM and PM peak hours respectively, including 41 and 3 two-way vehicle trips. The proposed development, comprising 516 PBSA units and 55 social rent C3 units, is forecast to generate 121 and 133 two-way trips in the AM and PM peak hours respectively, with the majority of movements expected to be made by sustainable modes, particularly public transport, walking and cycling. The net impact assessment identifies an overall increase of 46 and 108 two-way person trips in the AM and PM peak hours respectively, but a reduction of 32 and 3 two-way car trips during the same periods, with 291 daily car trips removed from the local highway network.



- 8.1.7 The trip generation assessment concludes that the proposed car-free nature of the development would represent a betterment compared with the existing use, as trips would shift away from private vehicles towards public transport and active travel. Public transport demand would increase by 52 and 71 users in the AM and PM peak hours respectively, but this is considered acceptable given the site's sustainable location and proximity to local services and public transport. Servicing demand is forecast to total 32 two-way delivery and servicing trips per day, equating to approximately one trip every 23 minutes across a 12-hour servicing window. When existing servicing activity is taken into account, the proposals would result in a net reduction of 19 daily service vehicle trips, further supporting the conclusion that the development would not have a material adverse transport impact.
- 8.1.8 An Outline Travel Plan, Outline Delivery and Servicing Management Plan, Operational Waste Management Strategy and Outline Construction Logistics Plan accompany this TA and set out the measures that will ensure safe, efficient and sustainable operation throughout both construction and occupation. These include promoting active travel and public transport use, managing deliveries and refuse collection, coordinating student move-in / move-out activity, and minimising construction impacts on Blackpool Road, Brayards Road and the surrounding local highway network.
- 8.1.9 No adverse impacts are identified on the transport network and it is not considered that there would be any grounds for refusal of planning permission in relation to transport matters.



APPENDIX A

SITE LAYOUT



APPENDIX B

SWEPT PATH ANALYSIS



APPENDIX C

ATZ PLANS



APPENDIX D

TRAFFIC SURVEY DATA



APPENDIX E

TRICS OUTPUTS

