6.9 Transport and Cycle Strategy

Overview

[Please refer to the Transport Statement for further details]

Public Transport Connections

The Public Transport Accessibility Level (PTAL) methodology is used by Transport for London to provide a measure of the accessibility of a site to the public transport network.

The proposed development site has the highest PTAL of 6b which is defined as having 'excellent' access to public transport.

Car Parking

The proposed development is car-free due to it being in a highly accessible location with access to underground and bus services. Potential on-street dedicated parking spaces for Blue Badge holders are detailed in Chapter 4.3 of the Transport Statement.

Cycle Parking

The London Plan minimum cycle parking standards detail a minimum of long stay and short stay cycle parking spaces required for the proposed church hall and student accommodation rooms, as table 4.1 of the Transport Statement, extracted below:

Table 4.1: Cycle Parking Provision

| Land Use | Requirement | |
|--------------------------|-------------|---------------|
| | Long Stay | Short Stay |
| Student Accommodation | 25 | 1 |
| Church | 1 | 2 |
| TOTAL | 26 | 3 |

Source: London Plan 2021

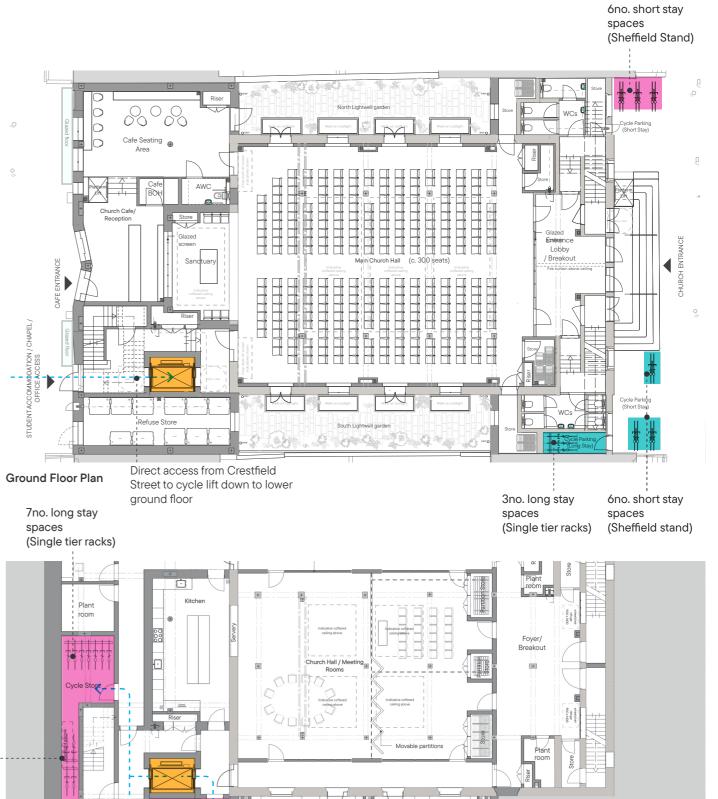
Cycle provision of the proposed scheme is provided as follows:

Student accommodation

- 25no. long stay spaces in a secured, sheltered store at lower ground floor, accessible via a passenger lift designed in line with London Cycling Design Standards.
- 6no. short stay spaces beside the Birkenhead Street building frontage, in the form of Sheffield stands.

Church

- 3no. long stay spaces in a secured, sheltered store at the south corner of Birkenhead Street building frontage.
- 6no. short stay spaces beside the Birkenhead Street building frontage, in the form of Sheffield stands. This exceeds planning policy requirements.



(Single tier racks)

4no. long stay

Lower Ground Floor Plan

12no. long stay spaces

(Single tier racks)