

# 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
<b>TOTAL</b>	<b>26</b>	<b>3</b>

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.

Key

- ← - - - - - Access route
- Student Accommodation Provision
- Church Provision
- Lifts

