



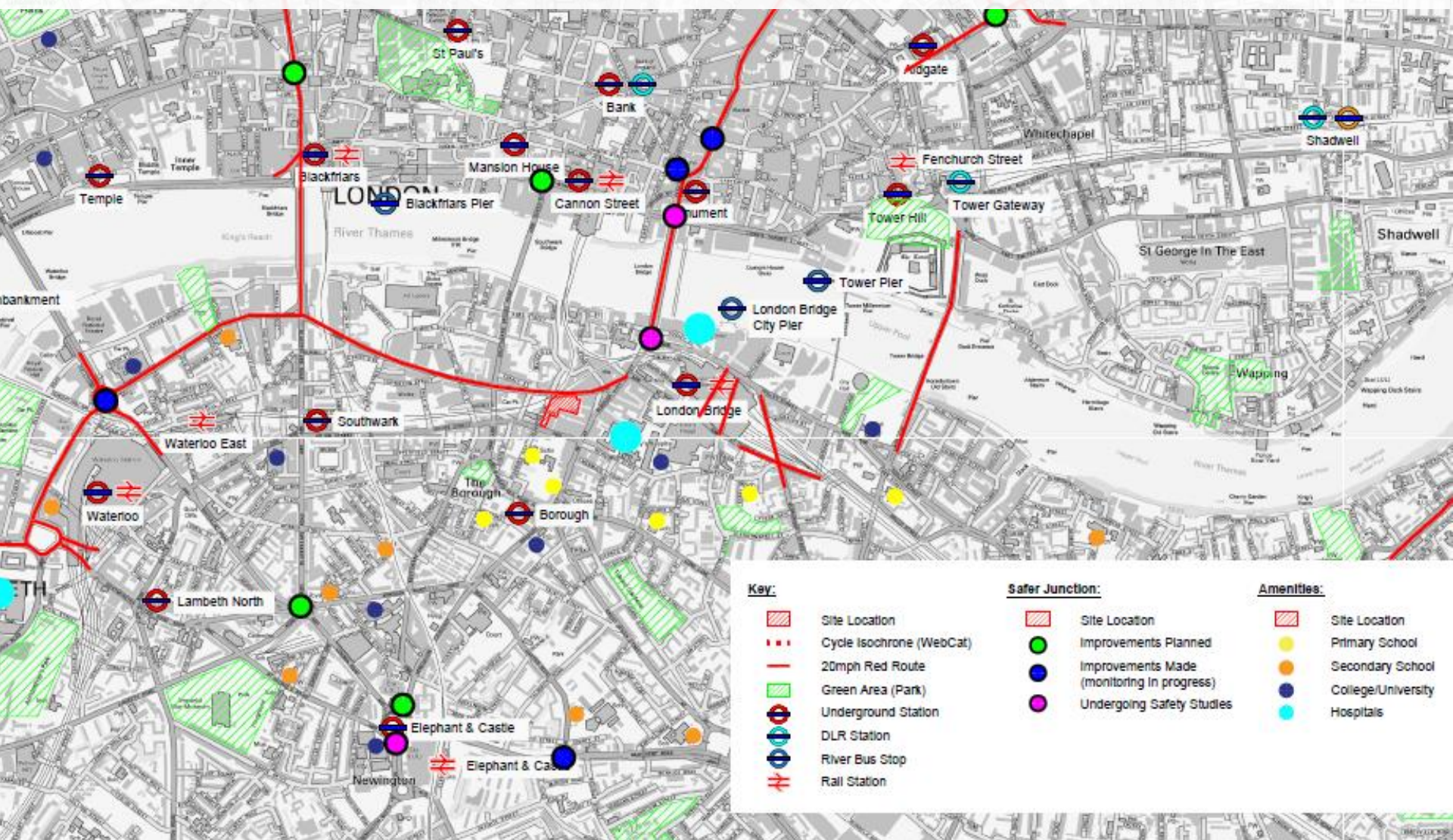
ACTIVE TRAVEL ZONE (ATZ)

(20 minutes' cycle around the Site, ideally from [WebCAT](#))



Key Destinations, Journeys & Routes

ATZ mapping



Key:

- Site Location
- Cycle Isochrone (WebCat)
- 20mph Red Route
- Green Area (Park)
- Underground Station
- DLR Station
- River Bus Stop
- Rail Station

Safer Junction:

- Site Location
- Improvements Planned
- Improvements Made (monitoring in progress)
- Undergoing Safety Studies

Amenities:

- Site Location
- Primary School
- Secondary School
- College/University
- Hospitals

STEP BY STEP...

ATZ Assessment

MAP 1 ATZ & all potential key active travel destinations

1. Map all the potential key destinations in the ATZ around the site, which are:
 - Public transport stops
 - Public transport stations
 - London's current and future London-wide strategic cycle network
 - Town centres
 - Parks
 - Schools/colleges
 - Hospitals/doctors
 - Places of worship

[TfL](#) & [Ordnance Survey](#) open data GIS layers available.



STEP BY STEP...

ATZ Assessment

2. Exclude any less relevant active travel destinations for your land use and land users and explain why.

You may break up the 7 types of destination into 'high' and 'low' priority groups, giving justification. You will always keep the nearest **bus stop, stations** and current or future **strategic cycle network** to the development site. You will always keep the nearest **town centre** if outside the CAZ.



STEP BY STEP...

ATZ Assessment

MAP 2 ATZ Neighbourhood safety & most important journeys

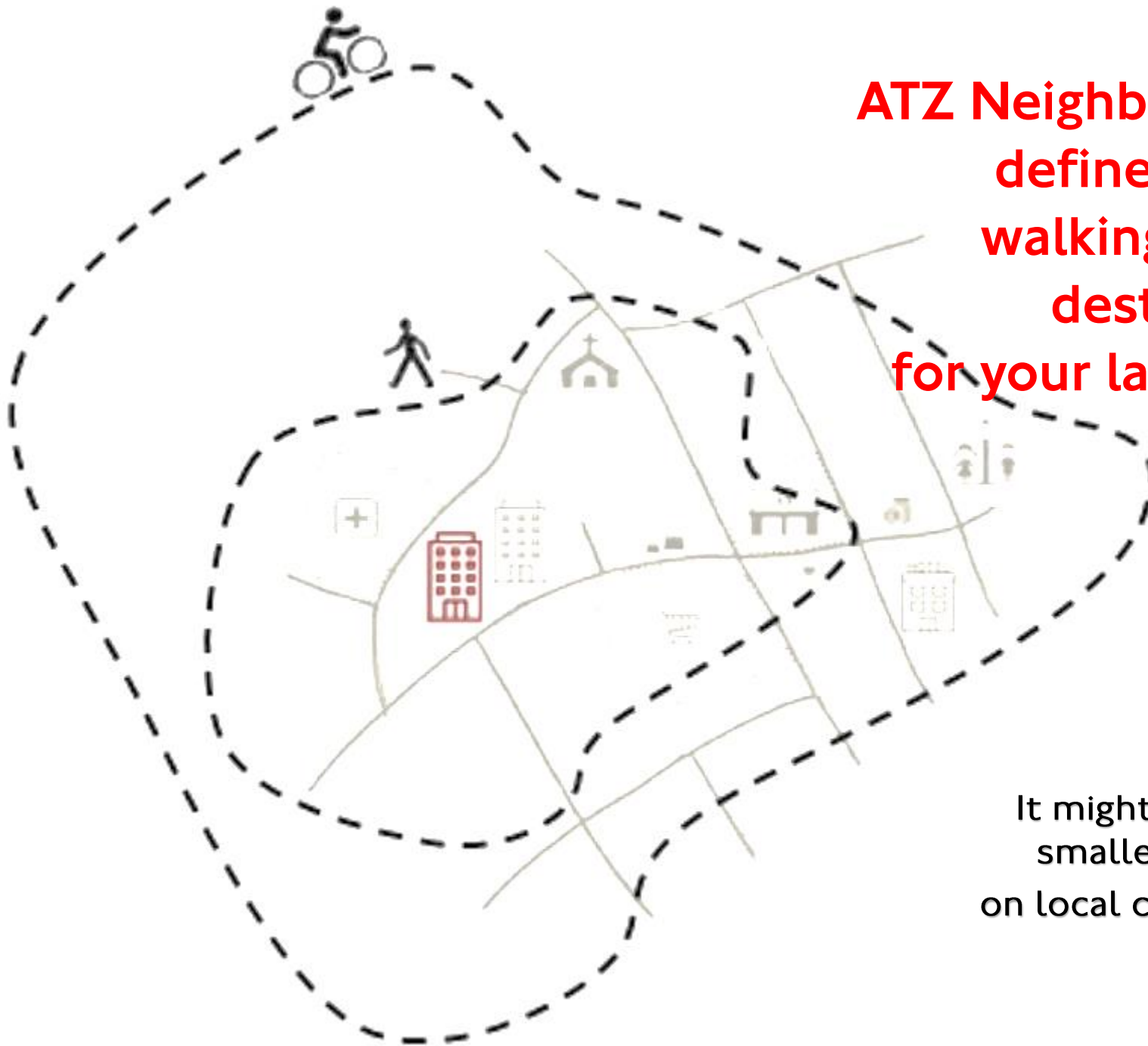
3. Remap the ATZ at a **smaller Neighbourhood scale**, just big enough to fit in the most important key destinations you've selected and prioritised.

Mark the walk/cycle routes between your **prioritised active travel key destinations** and the development site.

Add KSIs and any TfL Safer Junctions to this rescaled **most important routes map**.



MAP 2
ATZ Neighbourhood
defined by key
walking/cycling
destinations
for your land users



CAREFUL!
It might not be much
smaller - depending
on local characteristics

STEP BY STEP...

ATZ Assessment

MAP 2
supporting text
Vision Zero analysis &
improvement ideas

4. For any clusters (meaning 1 or more K &/or 2 or more SIs) along the key routes in your ATZ assessment, suggest changes which would make that area safer using the Healthy Streets Approach.

Don't try to explain away the circumstances and causes of individual KSIs. Instead, give us ideas to help improve safety and reduce vehicle dominance.



STEP BY STEP...

ATZ Assessment

MAP 3 ATZ Neighbourhood healthy characteristics check

5. **Map the characteristics of a typical healthy Neighbourhood:**
 - Street density
 - Public transport
 - Green spaces
 - Other development & regeneration projects e.g. LIPS, AAPs, SPDs, Local Plans Site Allocations, etc.

....examples & why on the next few slides!

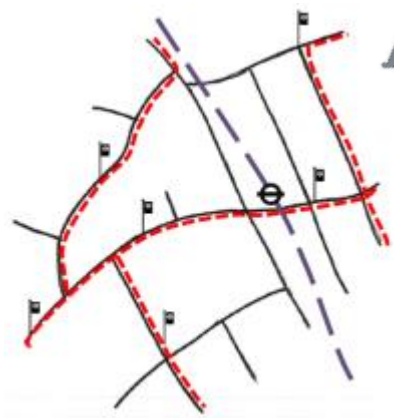
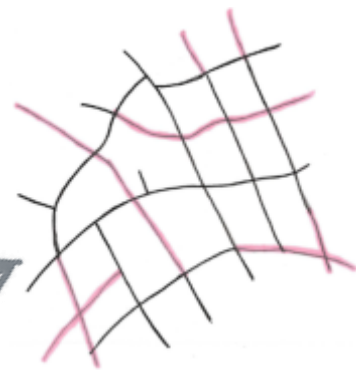




Characteristics of active and healthy neighbourhoods



Street density



Public transport density



Access to green spaces



e.g.

New developments and regeneration projects

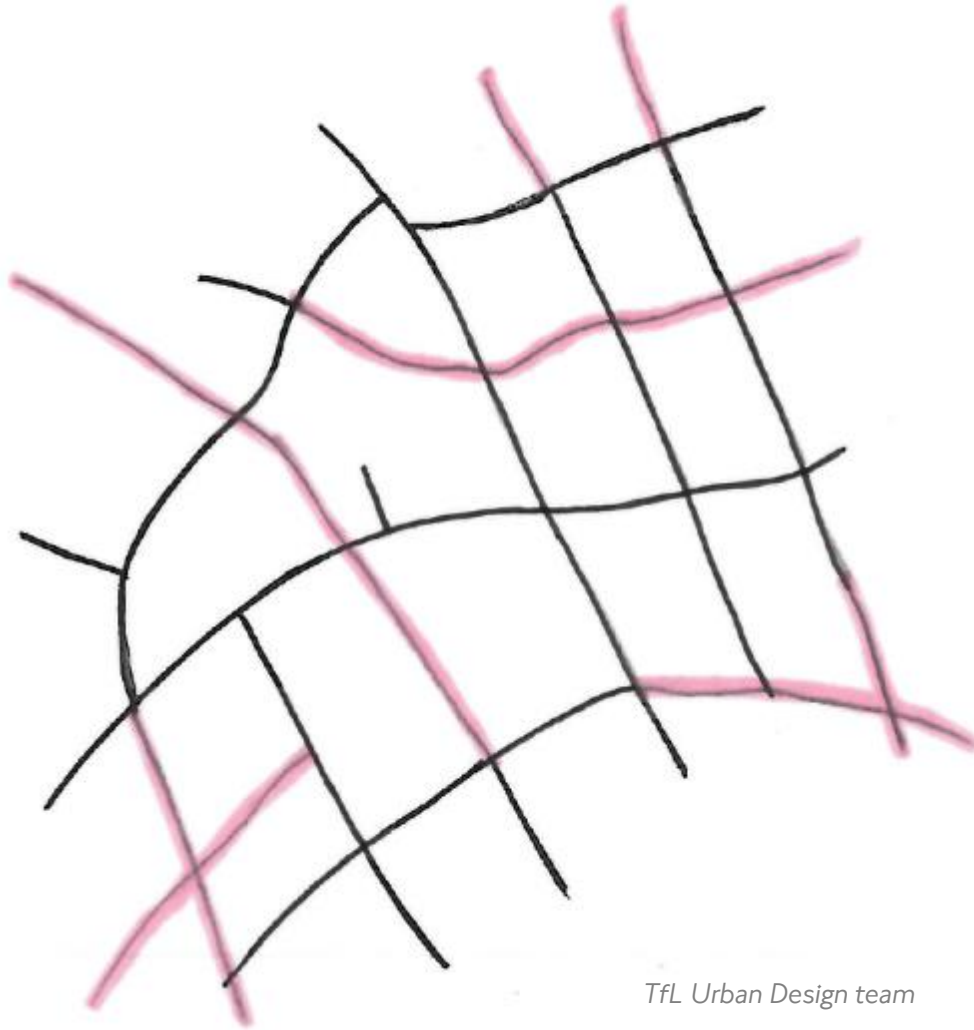
KEY

- Study area
- New development
- Mixed Use
 - 1. Kodak (1000+ homes)
 - 2. Leisure Centre (625 homes)
 - 3. Civic Centre (880 homes)
 - 4. Premiere House (100 homes)
 - 5. The Bridge
- Business
 - 6. Artisan Studio (190 homes)
- Housing
 - 7. Middlesex University
 - 8. Palmerstone (180 homes)
 - 9. Sam Maguire (with some class A)
 - 10. Station car park (with some class A)
 - 11. Heath Motors
- Public realm
 - 12. Headstone Drive
- Junction improvement
- New and improved links
- Potential new footbridge location

HARROW AND WEALDSTONE STATION

often in Planning Statement; but map what's there along with Transport Improvements!
include basic info on the size/land use of neighbouring schemes affecting Active Travel

Characteristics of active and healthy neighbourhoods



TfL Urban Design team

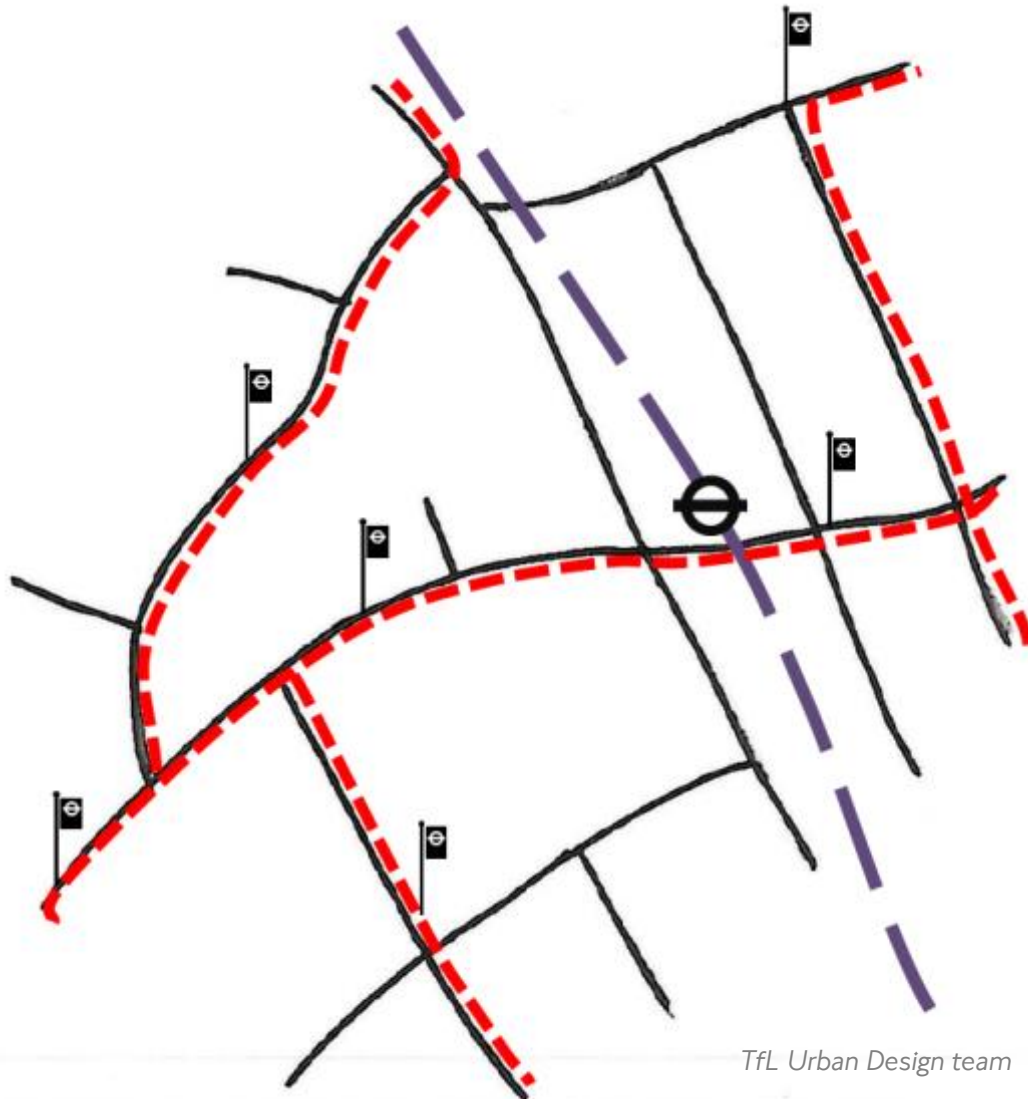
1) Street density

Well-connected streets tend to shorten travel distances and put more likely destinations within walking distance.



OPEN DATA SOURCE:
[Space Syntax on Github](#)
& 'Permeable
Neighbourhoods' layer in
[TfL ATZ open GIS data](#)

Characteristics of active and healthy neighbourhoods



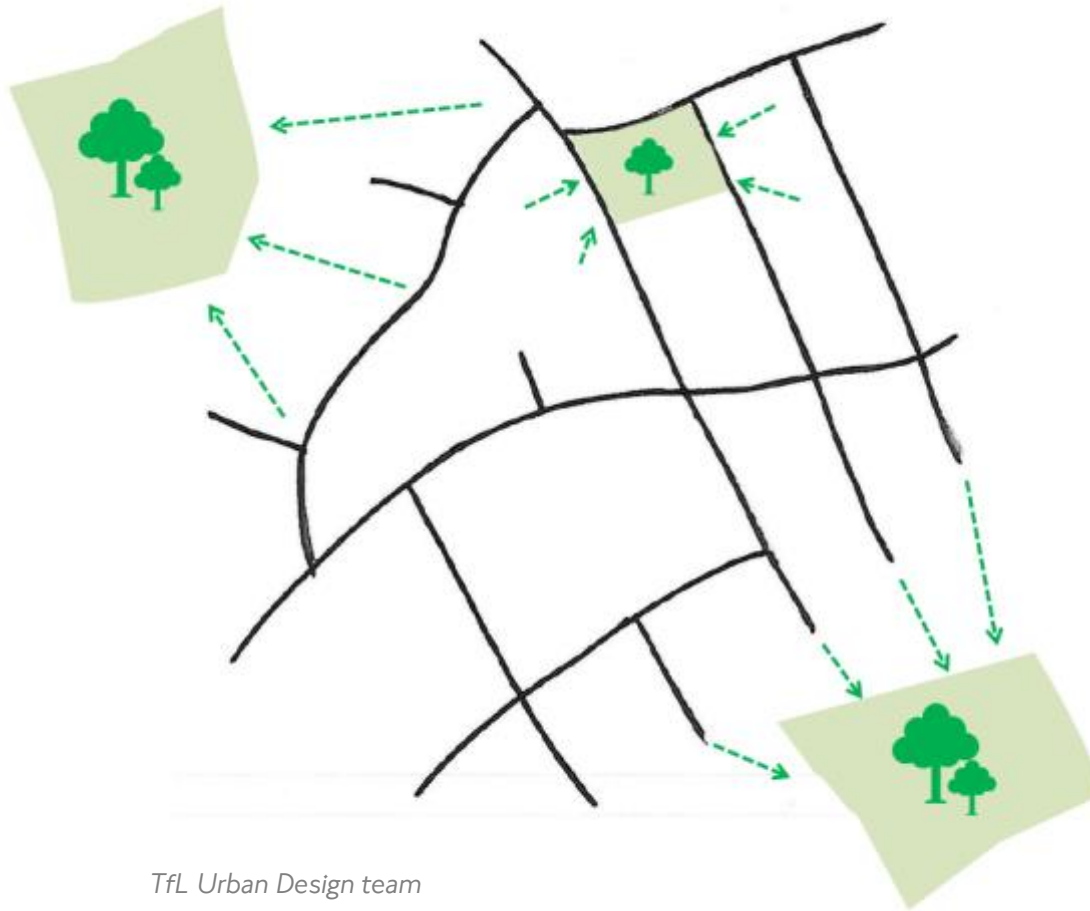
TfL Urban Design team

2) Public transport density

More public transport stops and services within walking distance mean people are more likely to choose public transport instead of driving.



Characteristics of active and healthy neighbourhoods



TfL Urban Design team

3) Access to green spaces

Parks and green spaces serve not only as places where people exercise but also as destinations people walk to and from, getting exercise as they do.



OPEN DATA SOURCE:
[Ordnance Survey greenspace layer](#)

STEP BY STEP...

ATZ Assessment

MAP 3 supporting text

6. How will each healthy Neighbourhood characteristic affect people's (i.e. your land users') **car-free lifestyles?**

Explain any critical severance (e.g. to access public transport) or deficiency (e.g. street density, green space). How are local changes (e.g. LIPS schemes, other planning apps) affecting this? **How has your proposed development been designed to respond?**





ATZ Neighbourhood photography

STEP BY STEP...

ATZ Assessment

PART 1: ON-SITE!!!
ATZ neighbourhood
key routes Photos
[interpeak; & tell us
when it took place]

7. Go to your ATZ Neighbourhood area. Walk from the development site along the **most important routes** to the **key active travel destinations** you **prioritised earlier.**

Take a 'point of view' (POV) photograph every 150m.

For **only the worst part of each journey** (i.e. most unpleasant or potentially unsafe for people on the street...)





GLA classifications!

The ATZ Key Route for the walking/cycling Key Journey from the development site to the town centre should end at the first most obvious:

‘sense of arrival’; ‘landmark’ (Lynch 1959); ‘focal point’ (Cullen 1961) or ‘gateway’ (designated in local policy)

**Defining
TOWN CENTRES**

STEP BY STEP...

ATZ Assessment

PART 2: DESK-BASED

8. ...write 8 statements 3 sentences long, on why the area shown in your photo doesn't meet each of Healthy Streets indicators 3-10 and how this could be improved.

The TfL [Guide to the Healthy Streets indicators](#) includes reasons and improvement ideas for all indicators.

You can also contribute your own ideas.



STEP BY STEP...

ATZ Assessment

PART 2: DESK-BASED

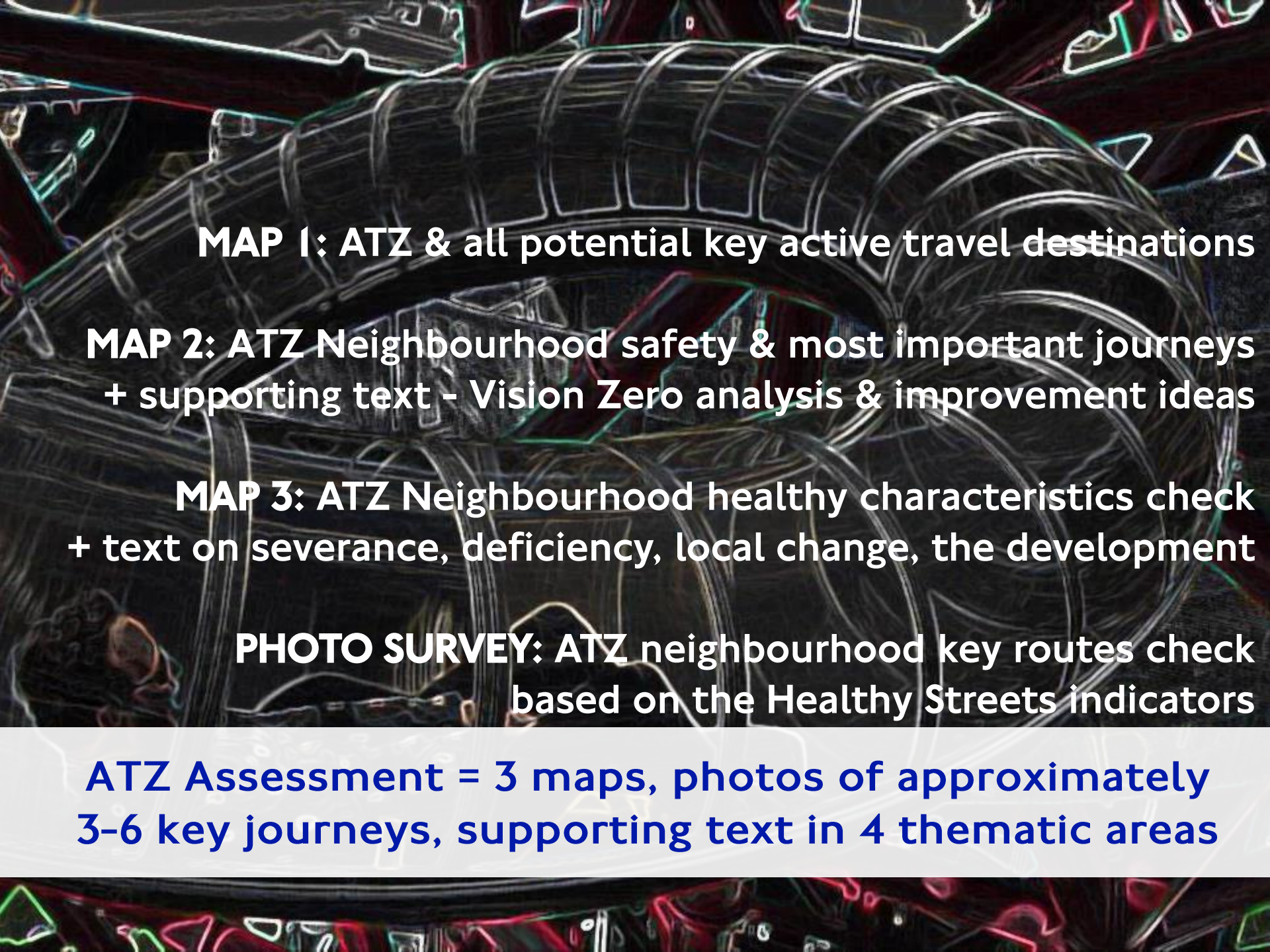
Follow this format: 'Healthy Streets indicator not met, why? How to improve...'

For example:

The area in Photograph 5 isn't 'Not too noisy' [indicator] because [why] people have to raise their voice to hold a conversation. [How to improve?...] This could be improved by low noise road surfacing.

= Approx. 25-50 photos and 4 sets of 8 statements.





MAP 1: ATZ & all potential key active travel destinations

**MAP 2: ATZ Neighbourhood safety & most important journeys
+ supporting text - Vision Zero analysis & improvement ideas**

**MAP 3: ATZ Neighbourhood healthy characteristics check
+ text on severance, deficiency, local change, the development**

**PHOTO SURVEY: ATZ neighbourhood key routes check
based on the Healthy Streets indicators**

**ATZ Assessment = 3 maps, photos of approximately
3-6 key journeys, supporting text in 4 thematic areas**