

## 6. Highways Impact

Our client has instructed the Traffic, Transport and Highway Consultancy ("TTHC") to review the Applications. We enclose a copy of their report as Appendix 2.

In summary they have identified several errors and omissions with the assessments undertaken and have identified several concerns regarding the suitability of South End to accommodate the level of additional traffic proposed.

In particular they have raised the following points:

- The Transport Assessment ("TA") fails to mention or properly consider poor footway provision in South End – even based on existing levels of pedestrian or vehicular activity;
- The TA fails to provide the results of the baseline traffic survey undertaken (as set out in the September 2017 Scoping Opinion) – meaning that the Applications fail to identify the existing level of activity experienced by residents. This data should be made publicly available;
- Observed traffic activity would also provide context for the most recent safety record in South End – no consideration has been given to this factor in the safety analysis in the TA, and no Road Safety Audit has been undertaken;
- South End is not a road which is suitable for any material increase in traffic of any kind;
- The proposals will, even on the applicant's analysis, dramatically increase the number of large vehicle movements along South End;
- The direct frontage access characteristics of South End (as set out above) are such that it is entirely unsuitable to mix residents with any increased level of service activity in particular;
- Such increases would pose an increased danger for pedestrians who currently have limited protection in terms of footway provision and carriageway width (which is also a concern for vehicles exiting the existing garages)
- The total footprint on the site would triple – and represents a 21% increase on the site area comprised within the SPD;
- The geometry along the construction access routes is restrictive: the typical carriageway width on St Albans Grove is around 6.0m (including on-street parking) and the kerb radii at junctions are as small as 2m;
- The existing levels of occupation of on-street parking means that the available space for large construction vehicles to manoeuvre is reduced;
- The construction route overlaps on St Alban's Grove with a 'Quietway' cycle route. The use of this route for large construction vehicles will therefore reduce the safety of cyclists;
- The CMP swept path drawings indicate that some of the on-street parking bays will need to be suspended. No consideration has been given as to the impact of such suspensions. No overnight surveys have been undertaken nor any analysis of the capacity of the surrounding area to accommodate such suspensions;
- None of the four sites identified in the TA from the TRICS database are suitable comparables as each are student accommodation sites separate from a university campus whereas Heythrop College included on-site accommodation;
- The adopted methodology therefore overestimates the level of person and vehicular trips associated with the existing use;
- The calculation of trips from Heythrop College from the TRICS data is not clear but appears to relate to the campus site area. This is not an appropriate method as university campuses vary widely in density and composition;