ACTIVE TRAVEL ZONE (ATZ)
(20 minutes’ cycle around the Site, ideally from WebCAT)
Key Destinations, Journeys & Routes
ATZ mapping
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/doctor
- Places of worship

TfL & Ordnance Survey open data GIS layers available.
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.
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
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.
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!
Public transport density

Access to green spaces

Street density

Characteristics of active and healthy neighbourhoods
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

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

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.

TfL Urban Design team
Characteristics of active and healthy neighbourhoods

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
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
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...)

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