

Project number: 24075

Subject: Transport Assessment Addendum

Date: 16th June 2026

File name: 24075d10b

1 Introduction

- 1.1.1 This Technical Note has been produced by Lime Transport on behalf of Stoney Wood Property Developments Ltd (hereafter referred to as 'The Applicant') as an addendum technical note responding to comments received from Transport for London (TfL) and London Borough of Barnet (Barnet Highways) related to the submission of an application for full planning permission at Stoney Wood Quarter for the development of 463 dwellings on land to the north of The Fairway, Mill Hill, London Borough of Barnet, NW7 3HS. The Proposed Development description is set out below:

'Redevelopment of the site for residential use (Class C3), in buildings up to ground plus 5 storeys with ancillary flexible commercial spaces (Use Class E) uses at ground floor level. Together with plant, play space, car and cycle parking, hard and soft landscaping and all other works associated with the development.'

- 1.1.2 This Technical Note specifically addresses the comments set out in the TfL consultation response dated 12 March 2026 and the Barnet Highways consultation response dated 19 January 2026. In addition, a meeting was held with TfL on 29th May 2026 to discuss the consultation responses and provide further clarification on the transport matters raised.

- 1.1.3 The transport-related comments are related to the following themes and the comments and responses set out in **Table 1** below:

- Active travel
- Trip generation
- Cycle parking provision
- Car parking provision
- Controlled parking zone implementation
- Mobility hub
- Public transport proposals
- Deliveries and servicing
- Supporting documents

- 1.1.4 Also, as requested, we have attached in **Appendix A** a plan showing The Fairway along the frontage of the site, including the proposed layby (for servicing and deliveries), the proposed footway cross-overs (to allow vehicles to access the on-site infrastructure), and the retention of a 2m wide footway along the entire site frontage.

Table 1 Summary of transport comments and responses

Authority	Comment	Response
Active travel		
TfL	ATZ includes welcome recommendations	It was agreed that improvements identified through the Active Travel Zone Assessment should be structured into two categories: (i) strategic network-wide measures to be considered for funding through CIL, and (ii) localised interventions within the immediate walking catchment (defined as the route to the nearest bus stops). It was also agreed that the pedestrian route from the development to the nearest bus stops on Barnet Way is generally acceptable and no enhancements identified.
	Night-time assessment is required.	Included in the assessment, refer to Tables 3.1-3.7 of Active Travel Routes Assessment Technical Note (doc ref: 24075d8a), Appendix A of the HSTA (doc ref: 24075d3j)
Barnet Highways	No improvements to pedestrian and cycle infrastructure are identified as part of the proposed development.	See response above.
Trip generation		
TfL/Barnet Highways	Trip generation is based on only two sites, with Technical Note acknowledging the limits of this data.	There are a limited number of sites in the TRICS database that have a comparable ratio of parking per dwelling to the Proposed Development and are located within a low PTAL area. A total of two sites were deemed the most comparable. It is considered that these sites reflect the characteristics of the Proposed Development, albeit both have a slightly higher parking ratio per dwelling, with one site in Wembley, Brent, having a parking provision of 0.6 parking spaces per dwelling and the second site in Romford, Havering, having a parking provision of 0.5 parking spaces per dwelling. Both sites are located within suburban areas in a PTAL 2. It is acknowledged that both sites are closer to train/underground stations (approximately 800m) and the Romford site is closer to a town centre. Private housing category was selected as there are no mixed private/affordable sites in the TRICS database that match the characteristics of the Proposed Development.
TfL	Recommend that a wider range of sites is included, with a preference for data collected in past under 5 years and consider using sites used in recent Barnet applications.	The use of other sites has been considered. Refer to Appendix B for a table of TRICS sites considered, including new TRICS sites included in the latest TRICS update and sites recommended by TfL. The table compares locational characteristics, Census travel to work data, parking provision and trips by mode. It identifies those TRICS sites included in the assessment and provides reasons for excluding other sites. This is primarily based on the PTAL (with PTALs 1 and 2 included only) and parking provision (with all sites having approximately 1 or more spaces per dwelling excluded).
	Disparity with TRICS data which indicates 23% of trips by walking (8% Census) and public transport 16% (30% Census).	The TRICS dataset captures trips associated with all journey purposes, including commuting, education, shopping and leisure. In contrast, Census travel mode data relates solely to journeys to work. As commuting trips typically involve longer travel distances and are more time-sensitive in nature, they generally exhibit a higher propensity for travel by private car and public transport. Consequently, Census Journey to Work data is not directly comparable with TRICS multi-purpose trip data and would be expected to indicate lower levels of walking and

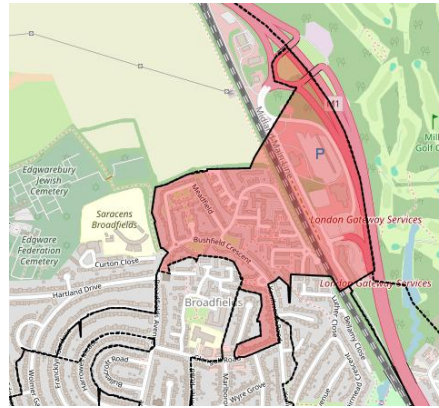
	cycling and higher levels of motorised travel than a dataset reflecting all trip purposes. The comparison sites presented in Appendix A show that public transport trips as a proportion of all trips are typically around half of the proportion recorded for Census Journey to Work trips. The comparison, therefore, highlights the importance of recognising the differing trip purposes represented by the two datasets when comparing mode share profiles.
Expect almost all public transport trips to be by bus as the main mode or as a way to access rail. Given the parking constraints expect bus travel to be closer to 60% of all non-car trips than the predicted 45%.	Across all comparison sites, bus trips account for no more than 20% of total person trips. Even when considering the role of bus services in this area facilitating access to rail, the proportion of total trips made by public transport does not exceed 47% at any comparison site. This is also a clear outlier within the dataset, with the second-highest public transport mode share being 35% and the average across all comparison sites approximately 25%. Based on the two most comparable sites, public transport trips (which for this site have been assumed to be all by bus or bus to access rail) as a proportion of all trips are 16%. This is slightly lower than London Travel Demand Survey (LTDS) data for Outer London, which indicates that bus accounts for approximately 12% of all trips, with rail and Underground contributing a further 13%. Removing car and car passenger travel from the data, gives travel by bus as 20% and a further 22% by train/Underground. This combined 42% is similar to the predicted bus travel compared to non-car modes for this site at 40%, as set out in the HSTA. Given that this has been uplifted to include using the bus to access rail, it is considered that the predicted bus use is reasonable. Also given that the Proposed Development is likely to include a mixed residential population of approximately 1,080 residents, including around 248 children (approximately 23%) and the proximity of the local primary and secondary schools, the overall trip profile is expected to reflect the fact that children typically generate a higher proportion of walking trips for localised activities and to school.
Expect person movements per peak hour to be approximately 0.4-0.6/dwelling (depending on demographic information). Provide further information on likely trip purpose by non-car mode.	The predicted trips are 0.405 in the AM and 0.355 in the PM, which are within or close to this expected range. There is a considerable range within the TRICS sites of person trips in the peak periods, with no discernible pattern in terms of site location or car parking provision. The Development is expected to accommodate 1,080 people, including 248 children (an average of 2.3 per dwelling). Based on National Travel Survey data trips by non-car modes are likely to be as follows: - Walking (AM) - 50% education, 25% commuting, 25% leisure - Walking (PM) - 25% commuting, 25% education, 25% leisure and 25% shopping - Cycling (AM and PM) – predominantly commuting - Public transport (AM and PM) – predominantly commuting Based on this demographic, it is likely that there will be a greater number of trips for education than predicted. Given the location of the nearest primary and secondary schools, it is likely that the majority of education trips will be by walking. Fairway Primary School is the principal local primary school serving the immediate area and at secondary level, Mill Hill County High School is the main non-selective secondary school serving the area.

	Consider the sensitivity of key trip generation assumptions	The sensitivity of the key trip generation assumptions has been considered. Increases in overall trip generation would primarily be driven by changes to the quantum, type or tenure of residential dwellings. The number of dwellings proposed is fixed and is not expected to increase. Similarly, the proportion of affordable housing is established and is not anticipated to change in a manner that would materially affect trip generation assumptions. On this basis, the trip generation forecasts are considered robust to reasonable variations in the development parameters. Notwithstanding this, a further potential source of variation relates to the selection and representativeness of the TRICS comparator sites. This includes factors such as site location, public transport accessibility, parking provision, and the extent to which the selected sites reflect the travel behaviour of a high-density, low-car development within an urban context. The TRICS assessment has been undertaken using a dataset of broadly comparable residential developments and is considered appropriate for the purposes of forecasting trip generation. The resulting trip rates are derived from a robust and widely accepted industry dataset and are consistent with developments of a similar scale and context. Importantly, the adopted trip rates are considered to represent a reasonable worst-case for assessment purposes to ensure that development impacts are not underestimated. In particular, the predictions are considered robust as the trip generation is based on two sites with higher public transport mode shares for Census journey to work than this site, walking trips to education in the AM peak may be understated given the short-distance to local schools, and the TRICS-derived delivery rates are based on the highest data available. On this basis, the trip generation predictions are considered appropriate, proportionate, and robust for use in the assessment of the Proposed Development.
Barnet Highways	Trip rates based on sites with higher parking ratios should have been presented (given that it is not certain a CPZ can be implemented on-street).	It is proposed that a CPZ will be provided, subject to consultation. However, the TRICS sites demonstrate that there is no consistent pattern between parking provision and vehicle movements.
Cycle parking provision		
TfL	Recent TfL emerging guidance allows lower provision than the London Plan standards. This should be balanced with improved quality design, particularly in relation to the proportion of double-stacked spaces.	This has advice has been incorporated in the proposals and further information on the layout of the cycle stores will be provided by the Architect.
Car parking provision		
TfL	The ratio of parking at 0.33 per dwelling accords with London Plan policy T6.1.	As discussed at meeting with TfL, TfL considers the proposed parking provision to be appropriate for the development, supported by a package of measures aimed at enabling a low car or car-free lifestyle. This includes the potential introduction of a Controlled Parking Zone (CPZ) in the

surrounding streets, broadly bounded by the M1, Barnet Way and Edgware Way.

net
Highways

The HSTA does not demonstrate that the nearby area used to compare car ownership is less accessible to bus services.



This area shown above is considered to be most comparable in terms of location and housing characteristics, albeit slightly worse access to bus. This is demonstrated by the NPPF Draft Connectivity Score for public transport with the site having a score of 82 and the comparable area having a score of 61-70. The comparable area has easy access to one bus service (with typical frequency of every 10 minutes). All other services are along Edgware Way, approximately 900m away.

Car ownership ratio has not been justified and considered demand will be higher.

A CPZ is proposed and, therefore, car ownership will be constrained. Residents will be ineligible to apply for permits of any future zone.

Controlled parking zone implementation

TfL

Measures should be included in the s106 to introduce on-street parking restrictions and ensure future residents are ineligible to apply for permits for any future scheme.

It was agreed with TfL that a proportionate approach could be taken, and is standard, whereby funding towards the investigation and potential implementation of a CPZ is secured, with detailed surveys, consultation and professional observations undertaken following full occupation. This would allow existing residents to be fully informed of and understand the parking implications associated with the development and any resulting pressure on surrounding streets. Consultation would then be focused on existing residents' views on whether the surrounding streets should be included within a CPZ, with new residents excluded from eligibility for parking permits. It was also agreed that the views of new residents would not override or outweigh those of existing residents in determining the outcome of any CPZ consultation, and ensuring this would need appropriate wording.

Barnet
Highways

CPZ needs to be introduced or there will likely be overspill on surrounding streets.

Agree, see response above.

No discussions with Applicant regarding the likelihood of successfully implementing a CPZ.

See response above.

Mobility hub		
Barnet Highways	Not clear what the mobility hub will include.	The mobility hub will provide a focal point for sustainable travel, typically combining facilities such as cycle parking, e-bike and/or e-scooter rental, cargo bike rental (managed through the concierge), two car club vehicles, public transport information (although TfL questioned the value of public transport information as journey planning is increasingly undertaken through apps), cycle repair station, wayfinding signage and public seating.
Public transport proposals		
TfL	Requires further information on the opportunities for improving bus access particularly regarding the shuttle bus.	Discussed at the meeting with TfL the relative advantages and constraints of three potential options to improve bus connectivity to the rail/Underground network: 1. Enhancement of existing services – Current services already operate at a relatively high frequency throughout the day, with straightforward access from the development. The pedestrian subway provides a well-lit and generally perceived safe route to the southbound stop. 2. Diversion of services via The Fairway – This option is considered highly constrained due to physical and operational limitations, including junction geometry at Pike Road/Ellesmere Avenue and wider network routeing issues. Services would be required to travel east along Edgware Way before undertaking a U-turn at the roundabout, which is likely to be operationally inefficient and likely to be unviable. 3. Dedicated shuttle service to Edgware Station – Whilst this option would provide the closest direct link to the development, it is generally less attractive from a user perspective compared with frequent TfL services. Concerns include potential limitations in service frequency and reliability compared to the core bus network, as well as operational challenges associated with alighting/boarding near Edgware Station.
TfL	Further information on evening and weekend service provision, particularly in the context of potential mode shift away from car ownership rather than purely commuter-based travel demand.	The two most frequent bus services serving the site are the 292 and 384, both of which operate between The Fairway stop on Barnet Way and Edgware Station. It is likely that the majority of residents travelling into Central London will head to Edgware Station, as set out in the Trip Generation Technical Note (doc ref: 24075d7a, Section 5). During weekdays and the daytime period on Saturdays, both services operate at a frequency of every 20 minutes, providing a combined frequency of up to every 10 minutes. The 292 service operates every 20 minutes between approximately 6am and 8pm on weekdays and Saturdays, reducing to every 30 minutes thereafter until midnight. On Sundays, the service operates every 20 minutes until approximately 6pm, after which the frequency reduces to every 30 minutes. The 384 service operates every 20 minutes between approximately 6am and 8pm on weekdays and until approximately 7pm on Saturdays, reducing to every 30 minutes thereafter until midnight. On Sundays, the service operates at a 30-minute frequency throughout the day. Given the low level of car parking proposed, residents are expected to rely on public transport for a wide range of trip purposes throughout the day, rather than solely for peak-period commuting. In this context, improvements that enhance the frequency, reliability and availability of

		the 384 service, particularly during the weekend periods so that it is more aligned with the 292 service, would support the full range of day-to-day journeys undertaken by future residents and deliver the greatest benefit.
Barnet Highways	No commitment for improvements to bus provision	Would be secured through a s106 setting out the amount, purpose and triggers for payment.
Deliveries and servicing		
	It is not clear whether the vehicle trip rates include service vehicles.	As stated in the Trip Generation Technical Note (doc ref: 24075D7a, para 4.1.6), service vehicles are included in the overall vehicle trip generation.
Barnet Highways	Service vehicle trip rates are based on TRICS Central London sites (PTAL 5+), which are not comparable locations.	There is limited information available regarding delivery and servicing trips post-COVID. The likely number of delivery and servicing trips generated by the Proposed Development was calculated using the surveys outlined in TRICS' 'Servicing and Deliveries at Residential Apartments in London – Research Report 25/2 (June 2025)'. This report presents the results of servicing and delivery surveys undertaken at three residential apartment developments in Central and Inner London. All surveys were undertaken between 6am and 10pm on a typical weekday in October 2024. TRICS-compliant surveys have also been undertaken at a residential development in Croydon of more than 300 dwellings (in July 2020) in a town centre location with access to good public transport links (planning ref. 19/05893/DISC). These surveys showed that the vehicle trip rate per dwelling is approximately 0.11, per day (7am-10pm). This is approximately half the rate established in the latest TRICS research. Therefore, in order to demonstrate that the Development proposals are capable of accommodating the worst-case scenario in terms of deliveries, the TRICS Central London rate was used and it is considered robust.
	One TRICS site has service vehicle trip information, which has not been presented.	The TRICS data for one site presents information on servicing vehicles. This is considerably lower (at 0.02 trips per dwelling) than the TRICS Central London delivery research (0.23 per dwelling). Again, for robustness, the Central London rate has been applied.
Supporting documents		
TfL	Outline Delivery and Servicing Plan, Draft Travel Plan and Outline Construction Logistics Plan should be secured by condition or s106 obligation	Agreed

Appendices



Appendix A





GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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Drawing Status	Date 18/06/2026
PRELIMINARY	Scale 1:200@A1
Project	Drawn AL
Stoney Wood Quarter, Barnet	Checked HLJ
	Project No 24075
Title	Client Project No
Site frontage along The Fairway	Revision

Drawing No
24075.OS.124.10

Appendix B



TRICS reference	Borough	PTAL	% of travel to work by public transport of all travel to work (Census data)	% travel to work by bus of all travel to work (Census data)	% travel to work by car of all travel to work (Census)	Parking spaces/dwelling	Total vehicle movements per dwelling/day (TRICS)	Total public transport movements per dwelling/day (TRICS)	Bus movements per dwelling/day (TRICS)	Total person movements per dwelling/day (TRICS)	Total person movements per dwelling AM/PM peak hour (TRICS)	Reason for not using Site
Development site (as set out in HSTA)												
-	Barnet	1b	30	7		0.3	1.384	0.512 (16%)	0.197 (6%)	3.219	0.405/0.355	-
TRICS site used in HSTA												
BT-03-C-03 (2023)	Brent	2	48	17	32	0.6	1.514	1.267 (24%)	0.675 (13%)	5.223	0.608/0.546	Used
HV-03-C-02 (2017)	Havering	2	34	11	36	0.5	1.352	0.313 (12%)	0.068 (3%)	2.687	0.351/0.304	Used – but TfL highlighted surveyed more than 5 years ago
TRICS sites (in updated version of TRICS)												
BN-03-C-01 (2022)	Barnet	3	32	8	53	0.97	3.425	1.303 (17%)	0.756 (10%)	7.638	0.970/0.879	Car parking approx. 1 PTAL 3
HO-03-C-06 (2024)	Hounslow	3	49	19	32	0.4	0.657	1.453 (47%)	0.55 (18%)	3.059	0.359/0.369	PTAL 3
Additional TRICS sites recommended by TfL (used in Curry Rise)												
HO-03-C-03 (2017)	Hounslow	2	45	16	34	0.7	2.169	1.235 (21%)	1 (17%)	5.859	0.753/0.640	Surveyed more than 5 years ago
HO-03-C-04 (2018)	Hounslow	3	44	13	38	0.7	1.665	1.214 (26%)	0.615 (13%)	4.69	0.606/0.571	Surveyed more than 5 years ago PTAL 3

TH-03-C-04 (2019)	Tower Hamlets	1b	63	15	19	0.3	0.72	0.83 (35%)	0.384 (16%)	2.361	0.446/0.144	Surveyed more than 5 years ago
BE-03-C-01 (2019)	Bexley	3	39	7	50	1.06	2.482	0.849 (13%)	0.57 (9%)	6.418	0.734/0.835	Surveyed more than 5 years ago Car parking more than 1 PTAL 3
BT-03-C-01 (2016)	Brent	3	55	23	31	1.2	1.235	1.271 (30%)	0.233 (6%)	4.172	0.518/0.336	Car parking more than 1 PTAL 3
KI-03-C-03 (2016)	Kingston	2	53	7	27	1.250	2.1	0.65 (12%)	0.300 (6%)	5.2	0.600/0.400	Car parking more than 1
RD-03-C-07 (2023)	Richmond	1b	50	4	35	1	2.136	2.199 (34%)	1.237 (19%)	6.472	0.888/0.659	Car parking more than 1
BE-03-C-02 (2019)	Bexley	2	45	12	40	1.3	1.577	1.524 (31%)	0.788 (16%)	4.909	0.575/0.525	Car parking more than 1