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RAILPLAN:

Application of a forecasting model within the Wood Green Area Action Plan

Haringey borough, located North London has commissioned SYSTRA Ltd for the Transport Study of the *Wood Green Area Action Plan,* which is a 15 years development plan for Wood Green.
The main idea of this study is to analyse the impact on public transport in Wood Green
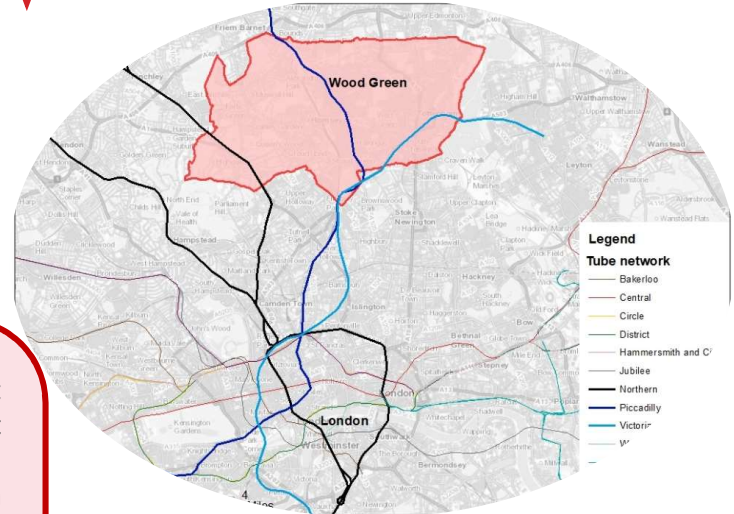
Interest of the study

HARINGEY: Foresee, with TfL the transport enhancements to be realised in Wood Green to meet the growths in terms of jobs/homes identified.
SYSTRA: Provide forecasts of the transport system on demand within Wood Green, following the WGAAP
TfL: Adopt the preferred policies in terms of transport

Why now?

Haringey has been asked to produce a new Local plan respecting the new legislations. Through the Local Plan, Wood Green has been identified as a potential growth area that will deliver around 4,000 new jobs and 4,300 new homes.

THE STAKES OF THE STUDY

Wood Green become a pleasant place to live for residents and workers

Implementation of the best transport policies in the borough.

THE PURPOSES OF THE REPORT

Discover and Understand the U.K planning process

Having a better knowledge in transport modelling as well as the 4-stages models.

Understand how forecasting models provide solid base in urban planning policies

METHODOLOGY
The main idea is to run the assignment stage and then analyse the results for 2031 AM peak:
1. Obtain the OD matrices from TfL made with LTS model – The first three stages are already run.
2. Preparation of the inputs: Use of the TRICS method and review of the supply to match with the TfL latest funded case for 2031.
3. Run of Railplan model for the assignment stage.
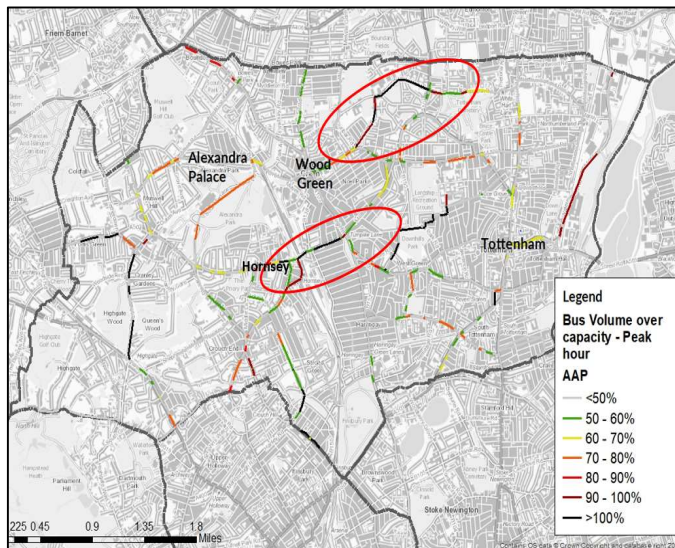4. The outputs need to be work on to displays the analysis.
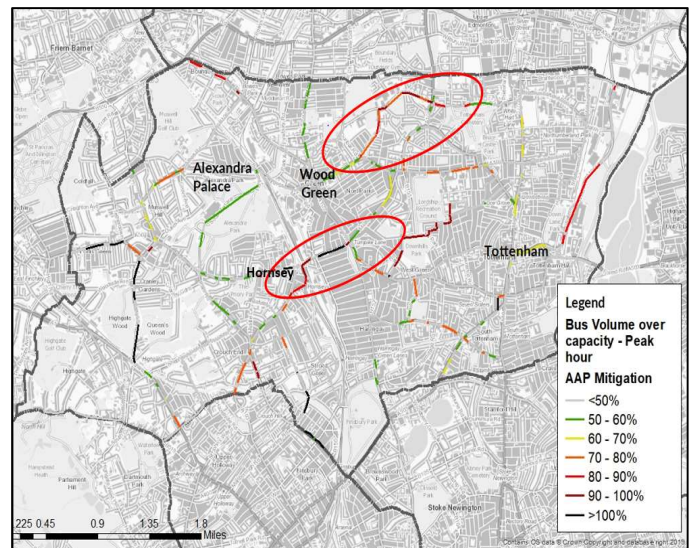
SYSTRA

THE RESULTS

The principal results:
- The main increase in flows occurs along the Piccadilly line as expected, as it is located in the core of Wood Green.
- The main increase in flows on the bus network occurs between Wood Green and Turnpike Lane as expected as it is where the developments trips are to/from.

First scenario	The mitigation scenario

The Bus VCR ratio which represents the crowding situation on buses in the map has highlighted two areas where passengers are experiencing crowding.
➔ **IMPACT PASSENGER CHOICE OF MODE BETWEEN PUBLIC TRANSPORT AND CAR.**
Therefore, the mitigation scenario has been thinking to promote Public Transport via the Bus network.

ASSUMPTION:
Increase on number of bus per hour for several services.
CHANGES:
➔ Both crowding areas identified above experience a slight decrease in the mitigation scenario.
➔ There is also a slight decrease on the Victoria Line (*does not appear on the map*) which line was previously experiencing crowding.

STRENGHT
Numerous outputs can be produced which allows to highlight the issues.

WEAKNESS
Having no control on the first three stages of the 4-stages model.

SWOT matrix of the study

OPPORTUNITY
Further study should incorporate a phasing process.

THREAT
Updates in the TfL's transport funded case will imply to reproduce the study.