

BRUNEL WALK REDEVELOPMENT AND
TURNER AVENUE ESTATE
IMPROVEMENTS

Proposed Residential Redevelopment

Transport Assessment

Prepared on behalf of London Borough of
Haringey

2021/5638/TA01

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EXECUTIVE SUMMARY

The site is located at Brunel Walk within South Tottenham which is a residential cul-de-sac comprising 35 residential flats and 1 house used by Homes for Haringey. There are significant opportunities for journeys to be undertaken via active or sustainable modes of transport, owing to the site's good access to local facilities on foot and by cycle.

A Healthy Streets Assessment has been carried out which demonstrates that the key pedestrian routes exhibit the features required as part of the Healthy Streets toolkit. The site exhibits a range of 3 different PTALs relating to the linear nature of the site area from a 3-6a. in accordance with The London Plan 2021 the starting point for any car parking assessment must be the highest current or future PTAL for a development site, which is a 6a.

The development proposals comprise the redevelopment of the site in order to provide 45 residential units comprising a mix of 1-3 bedroom flats and mews houses. The proposals would operate as a car-free development, owing to the site's high PTAL rating. 1 disabled parking bay would be provided from Braemar Road to the east of the site, plus the re-provision of 3 disabled spaces at the Turner Avenue Estate, in accordance with the London Plan (2021) standards. Cycle parking would also be provided for each residential block, in line with the London Plan (2021) standards and the LCDS.

The proposals also offer improvements to the public realm and pedestrian/cycle connectivity throughout the local area, including improved parking and access arrangements associated with the Turner Avenue Estate. An on-street parking survey indicated that the existing parking provision within the Turner Avenue Estate is heavily utilised at present and so the proposals re-provide all existing parking associated with the estate in order to meet existing parking demands plus additional disabled parking bays. The public realm works would also deliver an improved delivery and servicing strategy for the site, due to the constrained access at the site. Each residential block would be provided with sufficient bin storage provision, in line with local design standards and guidance.

In order to facilitate the improved access arrangements and connectivity, parts of the public highway in the Turner Avenue car parks would need to be 'stopped up' and the application/process is likely to be run in parallel with this planning application.

The proposals are anticipated to generate a slight net increase in person trips by all modes during peak hours. The majority of additional trips would comprise public transport users or walking trips, owing to the car-free nature of the proposals and the accessible location of the site. It has been demonstrated that the additional trips would be comfortably accommodated by the extensive public transport network. The proposals would also generate a reduction in vehicular traffic to reflect the car-free development.

1 INTRODUCTION

1.1 Background

1.1.1 RGP is instructed by London Borough of Haringey to provide highway and transport planning advice in relation to a proposed residential redevelopment at Brunel Walk, Haringey, London, N155HQ and Turner Avenue Estate, Haringey, N155DG.

1.1.2 The site is located at Brunel Walk within South Tottenham which is a residential cul-de-sac comprising 35 residential flats and 1 house. Brunel Walk is a private route which connects users between Elmar Road to the west and Lomond Close / Kirkton Road / Braemar Road to the east of the site. Brunel Walk does not permit parking or vehicle traffic at any time, as stipulated by signage along the route. As such, the site predominantly operates as a car-free development however there is a car park accessed via Braemar Avenue which provides capacity for up to 6 cars. These spaces are Council operated and are strictly allocated to the existing dwellings at the site.

1.1.3 The development proposals comprise the following:

'Redevelopment of Brunel Walk to provide 45 new Council rent homes in four buildings ranging from 3 to 4-storeys high including 39 apartments and 6 maisonettes. Provision of associated amenity and play space, cycle and refuse/recycling stores and 4 wheelchair parking spaces. Reconfiguration and enhancement of existing parking areas and outdoor communal areas and play spaces on the Turner Avenue Estate.'

1.1.4 The proposals comprise a mix of 1-3 bedrooms units, as follows:

- (i) 8x1 beds;
- (ii) 16x2 beds; and
- (iii) 21x3 beds.

1.1.5 The proposals include improvements to the public realm and existing parking provision associated with the Turner Avenue Estate, which also forms part of this planning application. The improvements would seek to improve pedestrian/cycle connectivity in the area and rationalise the existing parking provision for these dwellings.

1.1.6 Sufficient cycle parking would be provided on the site, in accordance with the London Plan (2021) standards. A copy of the proposed site layout plan is attached hereto at Appendix A.

1.2 Scope of this Report

- 1.2.1 According to TfL's guidance, full Healthy Streets Transport Assessments are required for developments delivering over 80 residential units or when referable to the Mayor. The proposals would represent a net gain of just 9 units when compared with the existing estate at Brunel Walk, however this Transport Assessment provides a detailed Healthy Streets assessment, the scope of which has been considered following pre-application discussions with LB Haringey and TfL's healthy streets indicators, demonstrating the Applicant's desire to promote sustainable travel at the site and the appropriateness of the site for new and additional residential development.
- 1.2.2 This document has been prepared in accordance with relevant national, regional and local transport policy information, including the National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG) and London Borough of Haringey Council's local planning policy documents.
- 1.2.3 Following this introduction, the remainder of this report comprises:
- (i) Section 2: Transport Planning for People;
 - (ii) Section 3: Site and Surroundings;
 - (iii) Section 4: Active Travel Zone;
 - (iv) Section 5: Proposed Development;
 - (v) Section 6: Trip Generation and Impact;
 - (vi) Section 7: Construction Traffic;
 - (vii) Section 8: Summary and Conclusions.

2 TRANSPORT PLANNING FOR PEOPLE

2.1 Preface

- 2.1.1 The Healthy Streets approach is about putting people first. The proposed development shall be a pleasant and convenient place for people of all abilities to walk, cycle and use public transport, including people who already live in the area. The proposed redevelopment primarily intends to provide a mix of high quality affordable and private residential accommodation.

2.2 Who will use the development and why?

- 2.2.1 The proposal is for a residential development therefore the primary reasons for travel to and from the development would be related to residential land uses such as commuting to and from work and travelling to and from local facilities for shopping, leisure and education purposes.

- 2.2.2 The proposed development is intended to operate as a car-free scheme with no car parking provision provided, except for disabled parking. Justification for the proposed provision is discussed in detail later in this report with reference to the London Plan 2021 parking standards and the accessibility of the site via public transport. This approach also supports the Mayor's Transport Strategy to encourage more sustainable travel in the Capital whilst still providing a minimal level of parking to support future residential needs.

2.3 Transport Classification of Londoners

- 2.3.1 The Transport Classification of Londoners information collated by TfL indicates a range of 10 differing categories of Londoners based on the travel choices that they make and the motivations that they have for making those decisions.

- 2.3.2 Based on the information in the Transport Classification of Londoners (TCoL) February 2017 report, the application site is predominantly inhabited by those in the category 'Students / Graduates', as denoted in red on the report's plans, and those in the category 'Suburban Moderation' as denoted in blue on the report's plans.

- 2.3.3 'Students / Graduates' are defined mainly by a relatively high proportion of students and recent graduates. Incomes are average, as are their levels of change. This segment has a low level of car use and rely on public transport and active modes for travel, particularly bus and walk.

- 2.3.4 The 'Suburban Moderation' segment is likely to have at least one child at home and has around the average level of change. With regard to travel, this category is defined as having high car use, with use of public transport and active modes below average.

2.3.5 There are, however, pockets of most of the other 8 categories which are set out within TfL's Transport Classification of Londoners guidance document.

2.3.6 Whilst it is not the intention of the development to discourage families, for example, it is evident according to TfL's guidance and the site's location (PTAL 3/4/6a) that the site would particularly appeal to future residents who are not likely to own a car and where public transport would form the primary method of travel in this particular location. Section 3 and 4 of this report analyse in detail the accessibility credentials of the site and confirm that public transport is of an excellent standard in the vicinity of the site and would be suitable to cater for the daily needs of all future residents at this particular location.

2.4 Policy Review

2.4.1 This section of the report summarises the key transport policy information at a national, regional and local level.

2.5 The National Planning Policy Framework (July 2021)

2.5.1 The latest National Planning Policy Framework (NPPF) came into effect in July 2021. The NPPF broadly covers all aspects of planning policy and the extracts below detail those relevant to this site and transport.

2.5.2 Paragraph 110 outlines the basic transport requirements for developments to provide, and states that *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- (i) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- (ii) Safe and suitable access to the site can be achieved for all users; and
- (iii) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.5.3 Paragraph 113 states that *"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

2.5.4 The development complies with the above in that a Transport Statement has been provided which fully assesses the impact of the proposed development.

2.5.5 Of further note, paragraph 111 of the NPPF states that *“development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

2.5.6 The findings of this report demonstrate that the proposals would not generate a 'severe' impact.

2.6 National Planning Practice Guidance (March 2014)

2.6.1 The National Planning Practice Guidance (NPPG) provides additional information to support the NPPF. In relation to Travel Plans, Transport Assessments and Transport Statements it states:

“They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.”

2.6.2 The production of this Transport Statement provides an assessment of the proposed development in the context of its location and proposed use.

2.7 London Plan (March 2021)

2.7.1 The 2021 London Plan has now been formally adopted and therefore provides the latest adopted planning policy guidance in relation to the proposed site. The London Plan encourages the use of sustainable transport modes and provides updated policy with regard to parking provision and replaces the policies contained within the superseded London Plan (2016).

2.7.2 With regards to car parking, the London Plan (2021) seeks to reduce levels of parking, which is discussed further in Section 5 of this report.

2.7.3 The London Plan (2021) also increases the requirement for cycle parking slightly which is also set out in full later within this report.

2.8 Mayor's Transport Strategy (2018)

- 2.8.1 Alongside the London Plan, the Mayor's Transport Strategy provides a blueprint for better connectivity throughout London. Using the Healthy Streets approach, the Transport Strategy encourages a new type of thinking to be put into practice in order to reduce car dependency, promote an active lifestyle and more sustainable travel. It requires an understanding of how Londoners interact with their city with particular attention to the streets where daily life plays out.
- 2.8.2 The proposed development has been considered in line with the Mayor's Transport Strategy and seeks to reduce car dependency and promote sustainable travel as far as reasonably possible, as set out in this report.

2.9 Haringey Local Plan

- 2.9.1 Haringey's Local Plan comprises the Strategic Policies, Development Management Policies and Site Allocations, alongside the London Plan.
- 2.9.2 SP7 of Haringey's Strategic Policies document relates to transport and sets out the key infrastructure proposals which the Council will promote, as well as detailing how the Council will work with partners to tackle climate change. This includes promoting sustainable travel modes such as public transport, walking and cycling, as well as locating major developments in areas of good public transport accessibility.
- 2.9.3 Chapter 5 of Haringey's Development Management document relates to transport and parking. Policy DM31 (part A) states "*The Council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.*"
- 2.9.4 The findings of this report demonstrate that the proposed redevelopment would not generate a high level of traffic when compared with the existing dwellings, however the site is located in an accessible location, in line with this policy.
- 2.9.5 Policy DM32 (part A) states "*development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan*". The proposed development has therefore been assessed with respect to the London Plan standards in Section 5 of this report.
- 2.9.6 It is noted that paragraph 5.8 of the Council's DMP provides further background on disabled parking provision, stating:

“Appropriately located on-site disabled parking will be required with at least one on or off-site disabled parking space for each car-free development. Disabled parking spaces should be provided for all wheelchair accessible housing in car-free developments. The Council will not issue residents on-street parking permits for car free or car capped developments, which have a limited number of on-site parking spaces.”

- 2.9.7 The proposals and existing dwellings to the south of Turner Avenue would be re-provided with adequate disabled parking in accordance with the London Plan.

3 SITE AND SURROUNDINGS

3.1 Site Location

- 3.1.1 The site is located at Brunel Walk within South Tottenham which is a residential cul-de-sac comprising 35 residential flats and 1 house formerly in use at temporary accommodation. Brunel Walk is a private route which connects users between Elmar Road to the west and Lomond Close / Kirkton Road / Braemar Road to the east of the site. Brunel Walk does not permit parking or vehicles at any time, as stipulated by signage along the route.
- 3.1.2 As such, the site predominantly operates as a car-free development however there is a car park accessed via Braemar Avenue to the east of the site which provides capacity for up to 6 cars. These spaces are Council operated and are strictly allocated to the existing dwellings at the site. Some informal car parking is also observed along Brunel Walk which is contrary to the access restrictions, suggesting that some residents make use of these areas in an opportunistic way.
- 3.1.3 The Turner Avenue Estate at the northern part of the site also forms part of this application. These dwellings benefit from approximately 27 formal car parking spaces which are accessed via Turner Avenue to the north. The proposed development would seek to rationalise the existing parking provision for the Turner Avenue Estate, whilst also improving the existing servicing arrangements for the site, as discussed further in Section 5 below.
- 3.1.4 These parking spaces (and the 6 spaces accessed via Braemar Road) are private car parking bays which are operated by the Council and allocated to the existing dwellings via a valid parking permit system. These private permit holder restrictions apply between 8am-6pm Monday to Saturday, as well as for any blue badge holders. Therefore these spaces can be utilised by anyone during the evenings, overnight and on Sundays, for example.
- 3.1.5 The streets on the local highway network surrounding the site are located within a Controlled Parking Zone (CPZ) known as 'St Anns' which restricts parking to permit holders only Monday to Saturday between 8am and 6.30pm. Brunel Walk and the Council operated car parks are an exception to the above restrictions, as outlined above.
- 3.1.6 The site benefits from convenient access to the wider, strategic highway network in the form of the A10 which is accessible via Kirkton Road and the A504 West Green Road to the north of the site.
- 3.1.7 The location of the site in the context of the local area is shown in Figure 3.1 below, whilst the site's connectivity to a wide range of local facilities and public transport services for example is discussed in detail later in this section of the report.



Figure 3.1: Site Location Plan

3.2 Lambeth Parking Survey Results

- 3.2.1 In order to understand the existing usage of the parking areas in the vicinity of the site, RGP commissioned an independent survey company, Modal Data Ltd, to undertake a Lambeth style on-street parking stress survey of these parking areas and the local highway network overnight on two neutral weekdays, when resident parking demands are greatest.
- 3.2.2 The parking capacity of the local road network within circa 200 metres of the site was calculated and two separate parking beat counts were carried out overnight on two neutral weekday nights (Tuesday 19th January 2021 and Wednesday 20th September 2021). The surveys were undertaken during a time when the UK were predominantly under lockdown enforcement in response to the Covid-19 pandemic and therefore these survey results are considered to provide particularly robust results since most people would be at home when their car would also be parked at home.
- 3.2.3 The results of the on-street parking survey are attached at Appendix B of this report. Measured maps have also been provided to indicate the type of parking area and the various restrictions present. Parking spaces have been calculated at 5.0 metres, in accordance with the Lambeth survey methodology.

- 3.2.4 The results demonstrate overall parking stress levels of 70% during both overnight periods with at least 126 legitimate parking spaces being available in the vicinity of the site overnight, demonstrating that there is sufficient spare capacity in the local area.
- 3.2.5 The results attached hereto at Appendix B confirm that the Turner Avenue Estate car parks to the north of the site were heavily utilised with all legitimate parking spaces being occupied during both overnight periods. The car parking spaces accessed via Braemar Road were less utilised with only 2 spaces being occupied during both overnight periods, which equates to 4 available spaces.
- 3.2.6 A sensitivity test was also carried out using a 6m bay length at the request of LBH for on street parking bays. The parking stress increases across the study area to 81% with a total of 69 spaces still available overnight using the extended bay length calculation. The sensitivity test table is also included in Appendix B of this report,
- 3.2.7 The proposed car parking arrangements for the site and for the existing dwellings have therefore been considered below in Section 5 of this report with regard to existing parking demands in the local area.

3.3 Accessibility Credentials

- 3.3.1 In order to establish the potential for residents and visitors of the proposed development to travel by sustainable modes, a review of the existing transport infrastructure and services within the vicinity of the site is provided within this section of the report.
- 3.3.2 Owing to the site's London location, there are significant opportunities for regular trips to be undertaken by sustainable modes such as walking / cycling or public transport to reach the site and to complete local trips during the day.

Walking and Cycling

- 3.3.3 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2km and 5km respectively which are considered the preferred maximum distances as outlined in Guidelines for Providing Journeys on Foot (2000).
- 3.3.4 The site benefits from a good standard of pedestrian infrastructure in the local area. As discussed, Brunel Walk is a pedestrian only route which connects with the existing pedestrian infrastructure on Elmar Road to the west and Lomond Close / Kirkton Road to the east of the site. These routes provide access to frequent public transport services on West Green Road, for example.

- 3.3.5 These footways appear well lit and circa 1.5m in width, which continue throughout the local area, as illustrated in photographs 1 and 2 below.



Photographs 1 and 2: Existing Footways

- 3.3.6 The site is situated within a densely populated area of London which benefits from convenient access to a wide range of local amenities and facilities, as illustrated in Figure 3.2 below, which are directly accessible to/from the site on-foot meaning that active travel will be possible for a significant number of everyday journeys.

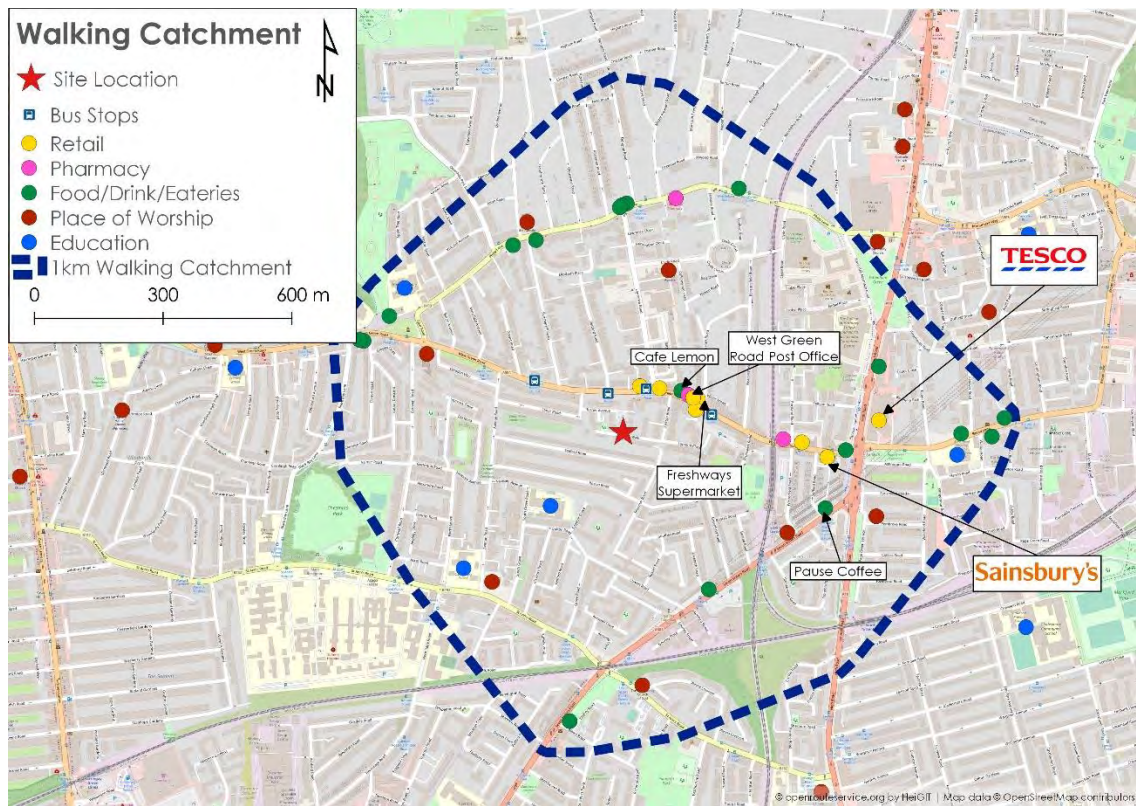


Figure 3.2: Walking Catchment Area

- 3.3.7 In terms of cycle infrastructure, there are no dedicated cycle routes in the immediate vicinity of the site, however there are cycle lanes located on the A10 which continue at regular intervals along its length. The local highway network is also considered conducive to on-road cycling for skilled and experienced cyclists and would provide realistic opportunities for residents to travel by active modes to / from the site.
- 3.3.8 Figure 3.3 below demonstrates that there are a range of destinations across the LB Haringey and North-East London within a 20-minute cycle catchment of the site.

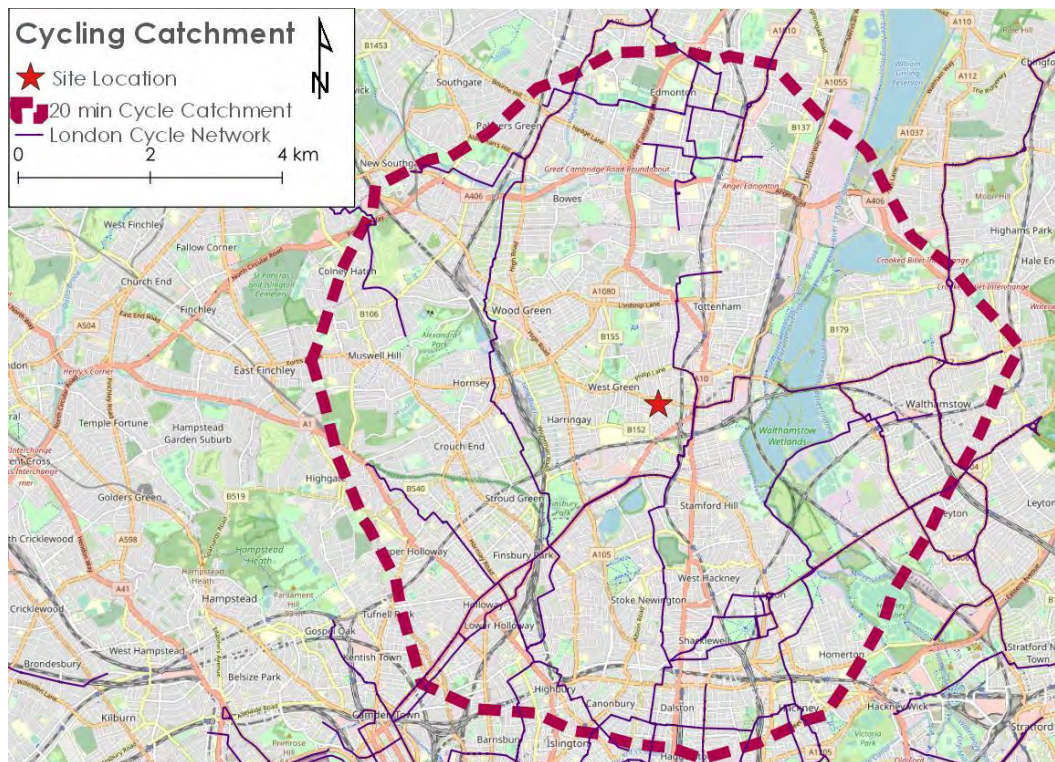


Figure 3.3: Cycle Catchment Plan

Bus

- 3.3.9 The nearest bus stops to the site are located on West Green Road, within a 2-minute walk of the site. These bus stops, known as Bedford Road (Stop M/K), serve bus routes 41 and N41 which provide frequent bus services (approximately 10 services per hour in each direction) between Tottenham Hale and Archway.
- 3.3.10 More extensive bus services are available from the bus stops at Seven Sisters station, which provide more frequent bus services to a wide range of destinations across London. The location of these bus stops and other public transport services are illustrated in Figure 3.4 below.

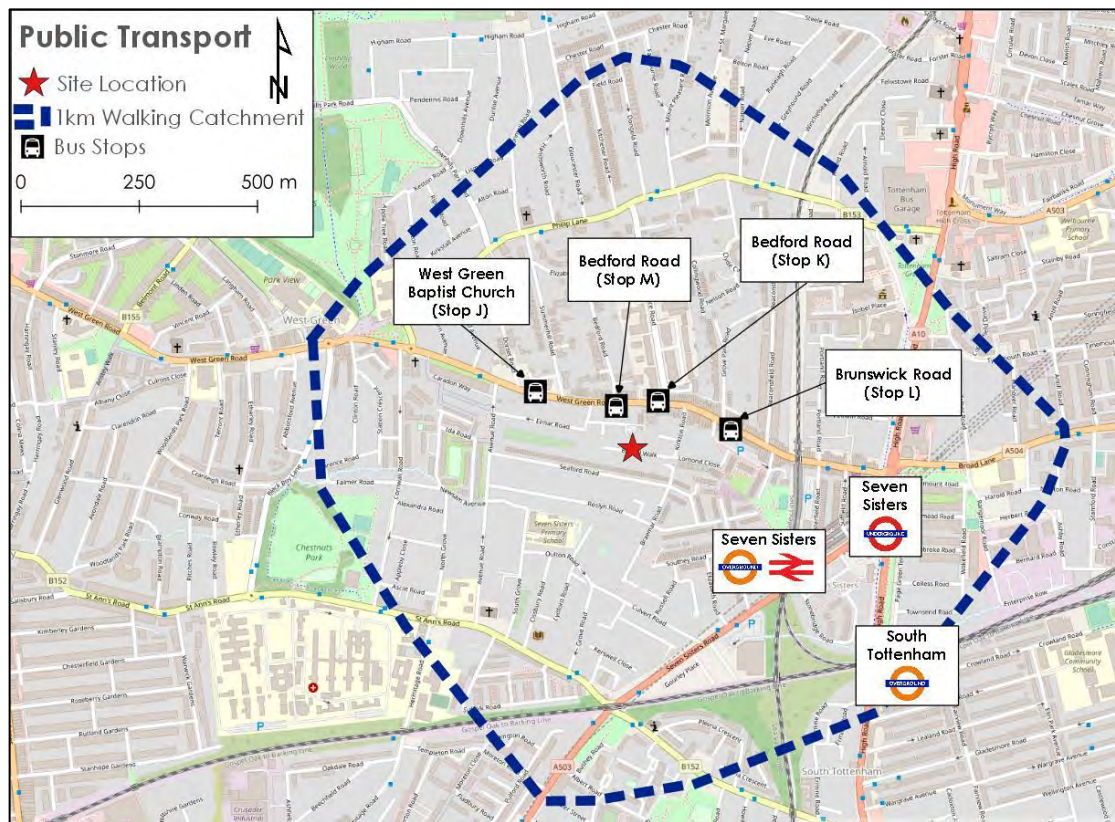


Figure 3.4: Public Transport Provision

3.3.11 Figure 3.5 below summarises the bus services available from within close proximity of the site, full details of which are available at <https://tfl.gov.uk/modes/buses/>.

West Green Road Bus Stops			
Service	Route Summary	Typical Frequency	Hours of Operation
41	Archway - Hornsey Rise - Crouch End - Turnpike Lane - West Green - Seven Sisters - Tottenham Hale	Mon-Sat: 10 buses per hour Sun: 6 buses per hour	Mon-Sat: 05:45 - 01:49 Sun: 05:45 - 01:52
N41	Trafalgar Square - Holborn - Islington - Holloway Road - Archway - Crouch End - Turnpike Lane - Seven Sisters - Tottenham Hale	Mon-Sun: 2 buses per hour	Mon-Fri: 01:15 - 06:06 Sat-Sun: 01:15 - 06:10
Seven Sisters Station Bus Stops			
259	Edmonton Green - Tottenham - Seven Sisters - Manor House - Finsbury Park - Holloway - King's Cross	Mon-Sat: 7 buses per hour Sun: 6 buses per hour	Mon-Sat: 04:10 - 00:28 Sun: 04:10 - 00:24
279	Waltham Cross - Ponders End - Edmonton Green - Tottenham - Seven Sisters - Manor House	Mon-Fri: 8 buses per hour Sat: 7 buses per hour Sun: 6 buses per hour	Mon-Sat: 05:00 - 00:44 Sun: 05:00 - 00:40
N279	Waltham Cross - Ponders End - Edmonton - Tottenham - Holloway - Camden Town - Trafalgar Square	Mon-Sun: 3 buses per hour	Mon-Fri: 00:05 - 06:00 Sat-Sun: 00:05 - 05:52

Figure 3.5: Local Bus Information

- 3.3.12 As summarised in Figure 3.5, high frequency bus services to a range of destinations are available from within close proximity of the site, including frequent night bus services. These bus routes would provide convenient services for residents travelling to and from the site to a range of destinations throughout Central London and also provide connections to major rail station interchanges such as Seven Sisters.

Rail / Overground

- 3.3.13 The site lies within 650 metres of Seven Sisters station which provides regular National Rail (Greater Anglia) and London Overground operated services. Figure 3.6 below summarises the services available from Seven Sisters rail station, full details of which can be found online at: www.nationalrail.co.uk.

Seven Sisters Services (National Rail)		
Destination	Typical Frequency	Typical Duration
Walthamstow Central	2 trains per hour	16 minutes
London Victoria	3 trains per hour	25 minutes
Seven Sisters Services (London Overground)		
Enfield Town	2 trains per hour	17 minutes
Cheshunt	2 trains per hour	24 minutes
London Liverpool Street	4 trains per hour	22 minutes

Figure 3.6: Seven Sisters Station

- 3.3.14 As shown, there are frequent rail services available from Seven Sisters which could be conveniently utilised by residents of the proposed development for commuting purposes, for example.

London Underground

- 3.3.15 Seven Sisters Station also provides London Underground operated services on the Victoria Line between Walthamstow Central and Brixton, serving a number of destinations such as Vauxhall, Victoria, Oxford Circus, Euston and Kings Cross St Pancras. Typically, there are services every 2-3 minutes in each direction at peak times.
- 3.3.16 Both rail and London underground services are directly accessible to/from the site on-foot. A pedestrian connection is provided via the underground station on the A10 which links the two stations with one another.
- 3.3.17 It is therefore evident that frequent London Underground services can be boarded within close proximity of the site, including numerous connections to other London Underground lines (Northern, Circle, District, Piccadilly, Metropolitan, Jubilee and Hammersmith & City Lines) and major rail interchanges such as Kings Cross St Pancras. It is anticipated that the London Underground would offer a primary method of travel to/from the site by residents for trips during the day and for commuting purposes.

3.4 PTAL Assessment

- 3.4.1 To assess the current Public Transport Accessibility Level (PTAL) available at the development site, RGP has carried out a site specific PTAL assessment and also reviewed the Web-CAT tool which is a web-based Connectivity Assessment Toolkit. This assessment takes account of the distance of public transport facilities from the site and the relative frequencies of these services.

- 3.4.2 This assessment has been undertaken in accordance with the guidance methodology contained within 'Assessing Transport Connectivity in London', a TfL report published in April 2015. The results of the PTAL assessment for the site, based on TfL's online Web-CAT tool, are attached hereto at Appendix C.
- 3.4.3 The site is a linear site which spans three different PTAL squares on the TfL WebCAT report, therefore the site in the baseline scenario appears as a 3 in the west, 4 in the centre and 6a to the east. The PTAL assessment in the future years however appears to reduce and the central zone changes to a PTAL 3. A query has been sent to TfL to understand the change in the accessibility, however the London Plan 2021 states that the starting point for any car parking assessment must be the highest current or future PTAL, which is a 6a.
- 3.4.4 In a practical sense, the PTAL reduces the further sites are in walk distances from the key transport nodes of bus stops and rail stations. The fact that the residents towards the western part of the development would be required to walk an additional 50 metres (less than 1 minute) to reach more extensive bus services available in the local area would not affect the choice made by residents to access these bus services.
- 3.4.5 It is also notable that a PTAL report is assessed during the hours of 08:15 and 09:15 and as such public transport services such as the night bus services (N41 and N279) are not included in this evaluation but would offer realistic public transport options for prospective guests and staff at times when public transport is often less available. It is therefore evident that the whole site displays excellent accessibility characteristics.
- 3.4.6 Finally, it is also important to understand that in the hierarchy of movement that walking and cycling are both ranked above public transport. Therefore, the PTAL score must be considered in the context of the accessibility of local facilities by active modes for future residents. The site is located in an area with good accessibility on foot and by cycle to local facilities, therefore whilst the walk distance for residences on the western side of the site is slightly longer than the eastern side, the overall excellent range of public transport services by bus and rail would be worth the extra minute walk time.

3.5 Summary

- 3.5.1 In summary, RGP considers that the accessibility credentials of the proposed development are of an excellent standard. It is therefore anticipated that the extensive range of local facilities will serve everyday needs for residents thereby encouraging active modes of travel whilst the excellent range of public transport options within a short walk of all areas of the site will serve journeys to work and further afield. The level of parking proposed has been considered in the context of this accessibility in Section 5 below.

4 ACTIVE TRAVEL ZONE

4.1 Preface

- 4.1.1 The purpose of an Active Travel Zone (ATZ) assessment is to establish what transport connections and local amenities would be accessible to future residents to establish whether these facilities would be sufficient for people to access the site by means other than by private car.

4.2 Study Area

- 4.2.1 An Active Travel Zone Assessment has been carried out with the accompanying mapping attached at Appendix D of this Transport Assessment which have been summarised below.

ATZ Map 1

- 4.2.2 Using WebCAT cycle journey information, ATZ Map 1 indicates that a 20 minute cycle journey from the site extends north to Edmonton, east to Walthamstow, south to Hackney and Islington and west towards Highgate. Places such as Finsbury Park, Hornsey and Stoke Newington are included within this area.
- 4.2.3 As shown on the attached map, there are an extensive number of London Underground, London Overground and National Rail Stations within this area, whilst a number of bus stops, retail centres and areas of green space are also accessible within the 20 minute cycle cordon of the site, owing to the site's London location.

ATZ Map 2

- 4.2.4 ATZ Map 2 indicates a re-mapped area which has identified 5 key destinations as follows:
- (i) West Green Road Bus Stops;
 - (ii) West Green Road Retail Stores;
 - (iii) Seven Sisters Station;
 - (iv) Brunswick Park Open Space; and
 - (v) Seven Sisters Primary School.

4.2.5 The TfL guidance with regard to an ATZ assessment identifies the need to include between 3-6 key destinations which have been considered as above. These destinations are likely to provide key routes to / from the site. The route to Seven Sisters rail services and London Underground services have been assessed together since an underground pedestrian connection is provided linking the two stations with one another.

4.2.6 Accidents classified as Serious/Fatal have also been included on Map 2, which do not indicate any clusters of accidents on the local highway network in the immediate vicinity of the site (i.e. 1 fatal and/or 2 serious accidents of a similar nature and in the vicinity of one another). A detailed accident review has been undertaken in Section 4.4 below.

ATZ Map 3

4.2.7 Each of the healthy neighbourhood characteristics have been outlined on Map 3 and have been discussed in more detail below.

Public Transport Density

4.2.8 The nearest bus stops to the site are located on West Green Road, within a 2-minute walk of the site. These bus stops, known as Bedford Road (Stop M/K), serve bus routes 41 and N41 which provide frequent bus services (approximately 10 services per hour in each direction) between Tottenham Hale and Archway.

4.2.9 More extensive bus services are available from the bus stops at Seven Sisters station, which provide more frequent bus services to a wide range of destinations across London.

4.2.10 The site lies within 650 metres of Seven Sisters station which provides regular National Rail (Greater Anglia) and London Overground operated services.

4.2.11 Seven Sisters also provides London Underground services on the Victoria Line which operates between Walthamstow Central and Brixton, serving a number of destinations such as Vauxhall, Victoria, Oxford Circus, Euston and Kings Cross St Pancras. Typically, there are services every 2-3 minutes in each direction at peak times.

4.2.12 It is evident that the site lies within close proximity of an extensive range of public transport services. Further information regarding these services are set out in Section 3 of this report.

Green Space

- 4.2.13 The site is located within 450 metres of Brunswick Road Open Space to the east of the site, whilst Chestnuts Park is located within 1 kilometre to the west of the site. Both of these areas of green space are directly accessible to / from the site via the existing pedestrian infrastructure. The route between the site and Brunswick Road Open Space is considered a key route and has been considered as part of the ATZ photography assessment below.
- 4.2.14 The proposed development would also provide improvements to the public realm and amenity for prospective residents and the wider community.
- 4.2.15 All areas of green space within the local area are illustrated on ATZ Map 3, attached.

Street Density

- 4.2.16 The site lies within a densely populated area of Haringey where all major amenities can be accessed safely and conveniently via the network of pedestrian and cycle infrastructure within the immediate vicinity of the site. The improvements to the public realm as part of the development would offer further connectivity improvements throughout the local area.

4.3 ATZ Neighbourhood Photography

- 4.3.1 A summary report for the Point of View Photographs relating to the routes to the 5 key destinations identified above is attached hereto at Appendix E.
- 4.3.2 A review of the key routes has been undertaken based on site visits undertaken by RGP, in light of the easing of Covid-19 travel restrictions.
- 4.3.3 The POV photography assessment attached hereto at Appendix E demonstrates that these routes are all accessible via the network of pedestrian footways which continue throughout the local area. There are also generally good quality crossing facilities provided to enable pedestrians to access a broad range of facilities, services and amenities.
- 4.3.4 In line with the requirements of TfL, the summary report also indicates potential problems and identifies possible opportunities for improvements for each of these routes. However, overall the current facilities are shown to be of a good quality and suitable to serve the proposed development, and hence it is not considered necessary to implement any improvements at this time in order to mitigate the development proposals.

4.4 Accident Analysis within the ATZ

- 4.4.1 Accident data for the most recent five-year period has been reviewed using the Crash Map website (www.crashmap.co.uk) in order to identify any pattern or cluster of accidents on the local highway network in the vicinity of the site. The location of accidents in the local area are illustrated in Figure 4.1 below.

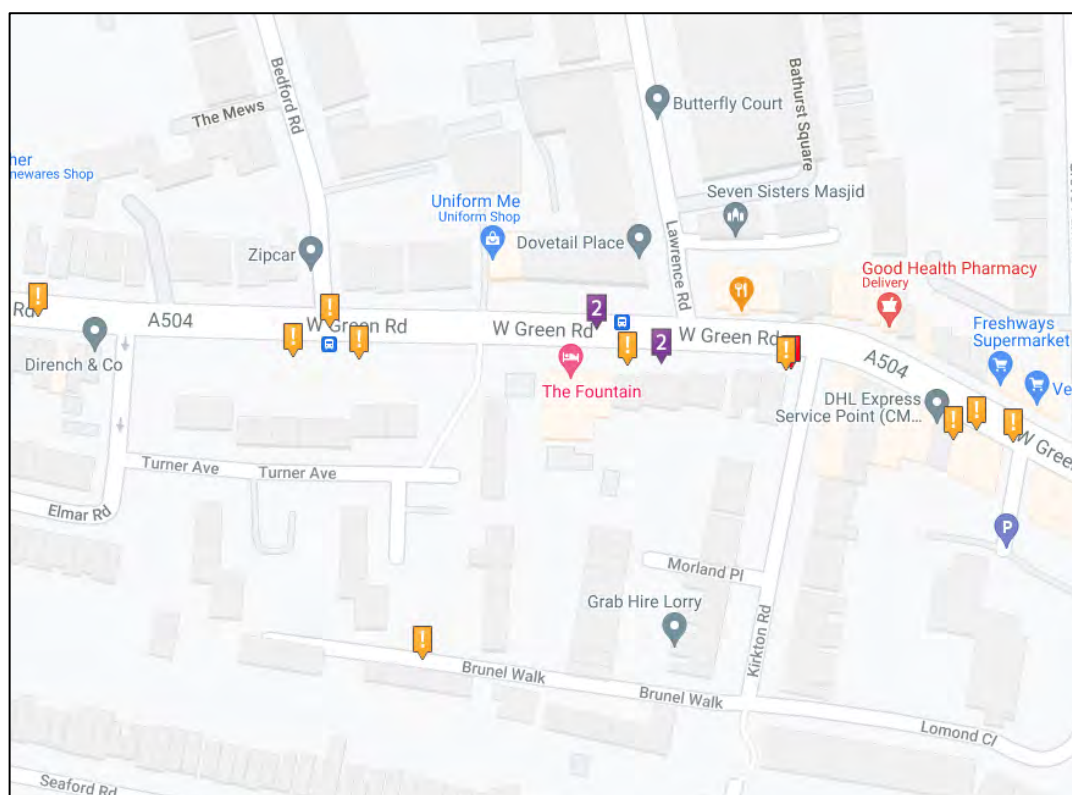


Figure 4.1: Crash Map Accident Plot

- 4.4.2 It is important to note that TfL identifies a 'cluster' of accidents as 1 fatality and/or 2 serious accidents of a similar nature in a similar location.
- 4.4.3 Based on a further review of the accident reports for the accidents shown in Figure 4.1 above, there are no accident clusters within the immediate vicinity of the site, with no fatalities and no more than one serious accident taking place at the same location within the vicinity of the site.
- 4.4.4 The accident record for the local highway demonstrates that no specific location, likely to experience a material increase in traffic or pedestrian movements, exhibits a cluster of accidents or exhibits a rate of accidents which is greater than similar parts of the highway network in the local area. As such, given that the proposed development would operate as a car-free scheme, it is considered that the rate of accidents locally would not be exacerbated by the proposed development.

- 4.4.5 One slight accident has taken place on Brunel Walk in January 2019 and whilst this does not constitute an accident cluster, based on TfL's guidance, this accident has occurred within the demise of the site boundary and hence it is important to review this case in more detail. This accident involved a collision between a taxi and a pedestrian along Brunel Walk. Brunel Walk is a pedestrian only route where vehicles are prohibited at all times and hence the taxi has contravened the restrictions. No other accidents of this nature have occurred on Brunel Walk, suggesting it is somewhat of an anomaly. Such accidents however would be removed by the implementation of the development proposals and public realm improvements where the careful selection of surfacing, materials and signage would enhance pedestrian safety in the local area.

4.5 TfL Healthy Streets Check for Designers

- 4.5.1 The TfL Healthy Streets approach holds the aspiration for London's streets to “be welcoming places for everyone to walk, spend time and engage in community life” and “make streets easier to cross”. The importance of the Healthy Streets approach is fully recognised within the London Plan (adopted 2021). The 10 TfL Healthy Streets Indicators are illustrated in Figure 4.2 below.



Figure 4.2 - 10 TfL Healthy Streets Indicators

- 4.5.2 Appendix F provides a critique of two walking routes in the immediate vicinity of the site (namely Elmar Road/Turner Avenue and Kirkton Road) since these are likely to provide key routes for pedestrian when departing and arriving at the site.

- 4.5.3 The assessments have been undertaken with reference to the 10 TfL Healthy Streets indicators. The results of the Healthy Streets Check for Designers are presented below in Figure 4.3 below for Elmar Road/Turner Avenue and in Figure 4.4 for Kirkton Road.

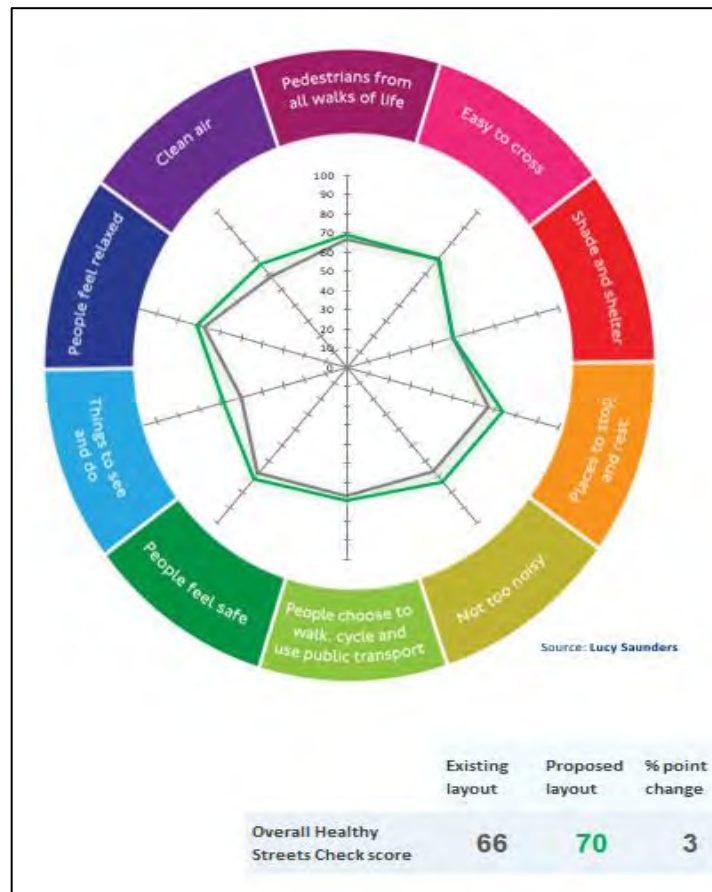


Figure 4.3 - Healthy Streets Check for Designers Scores – Elmar Road/Turner Avenue

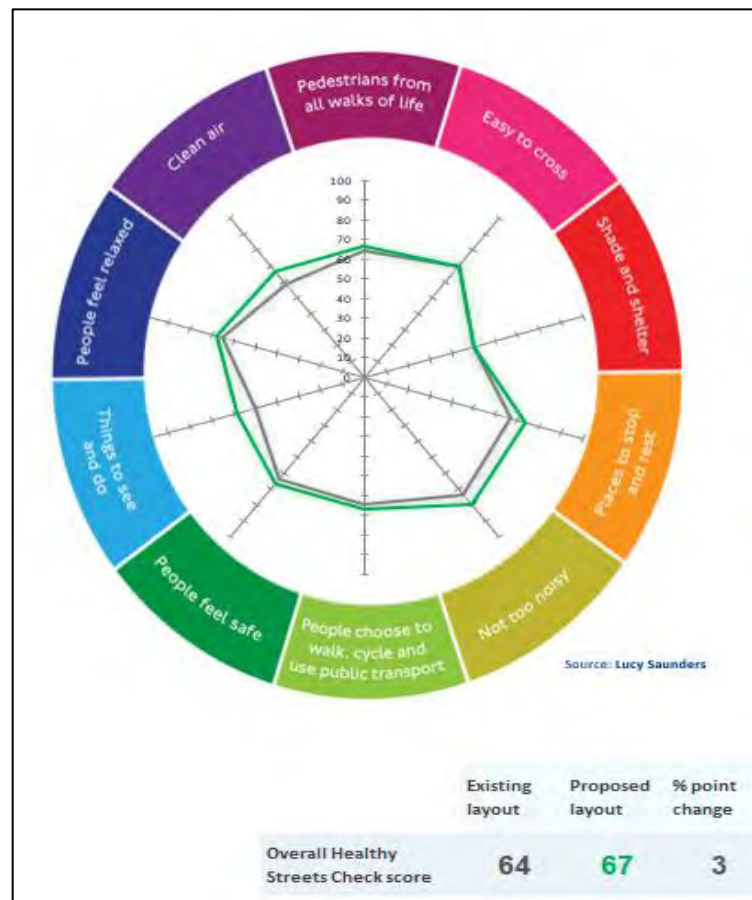


Figure 4.4 - Healthy Streets Check for Designers Scores – Kirkton Road

- 4.5.4 The results of the Healthy Streets Check for Designers demonstrate that both key routes exhibit the features required as part of the Healthy Streets toolkit.

5 PROPOSED DEVELOPMENT

5.1 Overview

5.1.1 The development proposals comprise the redevelopment of the site in order to provide 45 residential flats including a mix of 1-3 bedrooms units, as follows:

- (i) 8x1 beds;
- (ii) 16x2 beds; and
- (iii) 21x3 beds.

5.1.2 The proposals also comprise improvements to the existing parking provision and public realm associated with the existing dwellings on the southern side of Turner Avenue. The improvements seek to rationalise the existing parking areas for the existing Turner Avenue residents as well as providing sufficient disabled parking for the proposals, in line with London Plan standards. These works would seek to deliver an improved servicing arrangement for the proposed development.

5.1.3 A copy of the proposed site plan is attached hereto at Appendix A.

5.2 Car Parking

Policy

5.2.1 Policy DM32 of Haringey's Development Management DPD refers to the London Plan for parking standards. As discussed previously the site lies partly within a PTAL 3, 4 and 6a and therefore Figure 5.1 below summarises these standards, as set out at Table 10.3 of the London Plan (2021).

Location	Maximum Provision
Outer London PTAL 5-6	Car-free
Outer London PTAL 4	Up to 0.5 -0.75 spaces per unit

Figure 5.1. London Plan - Maximum Car Parking Standards

5.2.2 When determining the appropriate parking standards to use, it is notable that Paragraph 10.6.4 of the London Plan specifically states the following:

"...the starting point for discussions should be the highest existing or planned PTAL at the site although consideration should be given to local circumstances and the quality of public transport provision, as well as conditions for walking and cycling"

- 5.2.3 The highest PTAL rating of the site is a 6a along with a PTAL 4 for the central area therefore the site would lend itself to a car-free development, except for disabled parking which is discussed later. The opportunities for active travel (walking and cycling) in the locality also reduce the need for the use of a private car for everyday trips such as shopping further supporting the car free nature of the scheme.

- 5.2.4 The western-most part of the site is 1-2 minutes extra walk from the rail stations and in reality would not affect how future residents would view travel by public transport. As such, it is considered that the excellent accessibility credentials, owing to the high frequency public transport services available, good quality night-time bus services and local shops and amenities in proximity of the site support the car-free nature of the site.

- 5.2.5 The proposed development would therefore operate as a car-free development, except for disabled parking. The London Plan requires disabled persons parking to be provided from the outset at a rate of 3% of the overall units and hence the proposed development (45 units) would generate a requirement for up to 2 disabled parking spaces (rounded up from 1.35).

- 5.2.6 As shown on the proposed site layout plan at Appendix A, 1 disabled parking bay would be provided at the eastern part of the development which would be directly accessible via Braemar Road. Additionally, 3 disabled bays would be provided as part of the re-provision for the Turner Avenue Estate and it is not anticipated that residents of the proposed homes would be precluded from using these spaces with a valid blue badge, if demand dictates.

- 5.2.7 Drawing 2021/5638/009 attached demonstrates a car manoeuvring into and out of the proposed car parking spaces via Braemar Avenue safely and conveniently.

Re-Provision of Existing Parking

- 5.2.8 The proposals also seek to rationalise the existing parking provision for the Turner Avenue Estate and to provide improvements to the public realm and connectivity throughout the area. However, as set out in Section 3 of this report, the results of the on-street parking stress survey (attached at Appendix B) demonstrate that usage of the existing car parks to the north of the site which are accessed via Turner Avenue are heavily utilised amongst residents overnight with all 29 spaces occupied.

- 5.2.9 It is therefore important to ensure that sufficient parking is retained for the existing dwellings to the north in order to prevent any overspill parking onto surrounding parts of the local highway network, for example, which could exacerbate existing parking pressures locally.

5.2.10 As shown on the proposed site plan at Appendix A, the proposals would re-provide 29 car parking spaces (including 3 disabled bays) within the parking courts to the north of the site, thereby retaining all existing parking demand associated with the existing dwellings. No car parking associated with the Turner Avenue Estate would be lost following the proposals.

5.2.11 Four of the spaces within the Turner Avenue Estate would be provided with EVCPs.

5.3 Cycle Parking

5.3.1 The cycle parking standards outlined within the London Plan have been used to establish an appropriate level of cycle parking, as summarised in Figure 5.2 below.

London Plan Cycle Parking Standards		
Use Class	Cycle Parking Standards	
	Long Stay	Short Stay
C3 Residential	1 space per studio 1.5 spaces per 1 bed (2 person) unit 2 spaces per all other units	2 spaces for 40 units plus 1 space per 40 units thereafter

Figure 5.2: London Plan Cycle Standards

5.3.2 Based on the standards outlined above and the mix of residential units proposed (8x1 beds, 16x2 beds & 21x3 beds), the development would generate a requirement for 89 cycle parking spaces (86 long stay and 3 short stay).

5.3.3 Figure 5.3 below considers the required and proposed level of long stay cycle parking for each Block proposed in isolation.

Proposed Cycle Parking		
Block	Required (London Plan)	Proposed
Block A – 5x1 beds, 1x2 bed & 3x3 beds	16 long stay	16 spaces in Sheffield stands (including 1 for large bike)
Block B – 1x1 bed, 5x2 beds & 5x3 beds	22 long stay	20 spaces in Sheffield stands / Vertical stands (including 1 for large bike), plus standalone bike store for at least 2 bikes at rear of Block B
Block C - 1x1 bed, 5x2 beds & 5x3 beds	22 long stay	20 spaces in Sheffield stands / Vertical stands (including 1 for large bike), plus standalone bike store for at least 2 bikes at rear of Block C within garden of the rear ground floor flat.
Block D (Flats) – 3x2 beds & 2x3 beds	10 long stay	11 spaces in Sheffield stands (including 1 for large bike) & 4 Vertical stands, plus standalone bike store at rear of Block D

Block D (Mews) – 1x1 bed, 2x2 beds & 6x3 beds	18 long stay	Secure bike storage within curtilage of each property
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Figure 5.3: Proposed Long Stay Cycle Parking Provision

- 5.3.4 As shown on the proposed site plan at Appendix A, each residential block would be provided with its own long stay cycle store, suitable to accommodate the required provision outlined above in Figure 5.3 for that block. Each store would be secure/covered and located conveniently towards the main building entrance.
- 5.3.5 Each cycle store provides cycle parking in line with or above the London Plan minimum requirements.
- 5.3.6 Additionally, 7 dedicated Sheffield style cycle stands are proposed in the public realm, providing 14 cycle spaces for visitors across the site.
- 5.3.7 Two bike hangers suitable to accommodate 12 bikes would also be provided within secured areas on the Turner Avenue Estate for existing residents.

5.4 Delivery and Servicing Arrangements

Existing Arrangements

- 5.4.1 Brunel Walk is a pedestrian only road and it is understood that most deliveries and servicing activity for the site currently takes place on-street from Kirkton Road to the east of the site.
- 5.4.2 There are bin stores located on the private access road at regular intervals along Brunel Walk, as illustrated in photographs 1 and 2 below, however under the current arrangement refuse collectors would be required to move bins significantly further (up to 100 metres) than the recommended distance of 15 metres, as set out in the '*British Standards: Waste Management in Buildings Code of Practice (BS 5906:2005)*' which is referenced within the LB Haringey's Sustainable Design & Construction SPD.
- 5.4.3 Refuse vehicles would also be required to wait for significant time on the public highway whilst bins are being manoeuvred between the bin stores and a waiting vehicle.



Photographs 1 and 2: Brunel Walk Existing Refuse Storage Arrangements

- 5.4.4 Some units at the eastern end of Brunel Walk benefit from separate refuse storage within the existing car park via Braemar Road.
- 5.4.5 All deliveries and servicing associated with the Turner Avenue Estate are undertaken within the existing parking court areas.

5.5 Proposed Arrangements

Servicing

- 5.5.1 The proposed public realm and landscaping works to the north would help to improve the connectivity and permeability of the site amongst pedestrians/cyclists and would help to facilitate an improved delivery and servicing strategy for the site.
- 5.5.2 The extracts below in Figures 5.4 and 5.5 illustrate the proposed bin collection arrangement for each residential block, given the unique location of the site and access constraints for servicing to each block.



Figure 5.4: Block A and Block B Refuse Collection Strategy



Figure 5.5: Block C and Block D1 and D2 Refuse Collection Strategy

- 5.5.3 As shown in Figure 5.4 above, the proposed bin store for Block A (as denoted by the purple area) benefits from convenient access to Elmar Road to the north-west. It is anticipated that refuse collection for these units would be undertaken on-street from Elmar Road as part of the existing collection route/strategy serving these units.
- 5.5.4 The proposed public realm and parking improvements via Turner Avenue have been designed to accommodate the movement of a refuse vehicle. Drawing 2021/5638/013, attached hereto, confirms that a refuse vehicle can gain safe access to within 15 metres of the bin stores for Block B and C, in line with guidance with regard to bin carry distances.
- 5.5.5 It is anticipated that refuse collection for the dwellings within Block D1 and D2 would continue to be undertaken on-street from Kirkton Road, consistent with the existing arrangement, as illustrated in Figure 5.5 above. The maisonettes would be provided with a dedicated bin collection point on the northern side of the access way whilst an internal bin store would be provided for the flats.
- 5.5.6 The existing refuse collection arrangements for the existing dwellings at the Turner Avenue Estate would not be subject to alteration, however the proposals would provide an improved access arrangement and improved bin storage for servicing of these existing dwellings.
- 5.5.7 Drawing 2021/5538/015 attached also demonstrates that a fire tender can gain safe and suitable access to the site.

Deliveries

- 5.5.8 The residential homes would typically generate deliveries of an ad-hoc nature, such as general postal services and occasional supermarket / internet-based deliveries, for example. Residential deliveries cannot be managed centrally and thus vary in size and frequency. Notwithstanding this, it is anticipated that the vast majority of deliveries to the residential units would be carried out using 3.5t 'sprinter' and transit vans. These types of vehicles would be comfortably accommodated within the servicing areas set out above and would be capable of manoeuvring within the turning zone of a refuse vehicle.
- 5.5.9 Deliveries generally take no longer than 5 minutes to complete and hence would offer minimal impact to residents or to pedestrian safety. Furthermore, this is likely to be consistent with the existing arrangement for the site.

Vehicle Frequencies

- 5.5.10 The proposed development would not generate many deliveries over the course of a typical day, the majority of which would comprise small postal or supermarket/internet-based deliveries undertaken by transit vans.

- 5.5.11 The trip rate data used as part of the trip generation assessment in Section 6 below differentiates goods vehicles from general cars. This assessment confirms that the proposed residential development (net gain of 9 units) is anticipated to generate up to 3 additional delivery/servicing vehicle visits per day when compared with the existing site, which is not significant and would be comfortably accommodated within the improved parking areas identified.
- 5.5.12 With regards to refuse collection, LB Haringey typically provide 1 refuse collection service per week, which would not be subject to alteration following the proposed development.
- 5.5.13 On this basis, the site is anticipated to generate a low level of delivery / servicing vehicle visits per day, the majority of which would form part of a pre-planned delivery route in the area and therefore these types of trips do not represent 'new' trips on the local highway network.

Delivery and Servicing Management

- 5.5.14 Due to their ad-hoc nature, residential deliveries are generally more difficult to manage centrally through the use of a centralised delivery schedule. However, given the limited number of deliveries anticipated at the site and their low impact, a delivery schedule would not be necessary in this instance. In addition, the site's proximity to a wide range of retail stores and convenience stores within short walking distance of the site would further help to reduce delivery vehicle trips to the site.
- 5.5.15 Furthermore, most scheduled deliveries with a recognised delivery company are generally fixed with a one/two-hour time slot, in order to allow for travel disruptions, for example. Many delivery companies would also plan deliveries to similar addresses as part of one journey, including multiple addresses within the estate or within the Turner Avenue Estate. These measures would help to prevent simultaneous deliveries as far as reasonably possible, although suitable turning provision is provided in the event of multiple deliveries. The management of deliveries would therefore be self-policing in some respect due to the low level anticipated each day.
- 5.5.16 In the unlikely event that the level of delivery and servicing vehicles were to rise above that expected, a delivery schedule would be prepared in order to ensure that deliveries do not overlap and hence ensure that one vehicle is present at the site at any given time. A delivery schedule would detail the anticipated time of the delivery, contact details for the supplier, the type of delivery (i.e. food, courier, refuse) and the size of vehicle anticipated, for example.

Waste Management

- 5.5.17 As discussed previously, due to the access constraints at the site and various restrictions locally, it is anticipated that refuse collection for each block would be undertaken independently from one another in some respect, with designated bin stores provided for each block as set out above in Figure 5.4 and Figure 5.5.
- 5.5.18 Refuse generated by each block proposed would be securely contained within designated bin stores located at ground floor level and situated conveniently to the suggested bin collection points which have been considered in order to ensure that bin carry distances are minimised for refuse collectors and residents from each block.
- 5.5.19 There are no specific refuse requirements set out within LBH's '*Sustainable Design and Construction SPD*' and so the bin storage requirements associated with the proposed development have been considered based on the standards set out within the *British Standards: Waste Management in Buildings Code of Practice (BS 5906:2005)* and based on feedback received from the Waste Officer at LB Haringey.
- 5.5.20 Figure 5.6 below summarises the waste storage provision required for the proposed development, which aligns closely with the feedback received from the waste disposal team at LB Haringey.

British Standards: Waste Management in Buildings Code of Practice (BS 5906:2005) Storage Requirements		
Use	British Standards equation for weekly waste generated	Requirements based proposed refuse collection frequency
Residential	number of dwellings (45) × {(volume arising per bedroom [70 l] × average number of bedrooms [2]) + 30}	45 x 170 = 7,650 litres (weekly) i.e. 6 x 1,280 litre bins, based on 1xweekly collection

Figure 5.6: Proposed Refuse Storage Requirements

- 5.5.21 Based on the waste storage requirements outlined above, the proposed development would generate a requirement for a minimum of 6 x 1,280 litre Eurobins, or equivalent. Each block proposed would be provided with its own refuse store, suitable to accommodate at least 2x1,280 litre Eurobins, or equivalent, in line with the above guidance.
- 5.5.22 The swept path drawing appended to this report demonstrates that an LBH refuse vehicle measuring 10.2m can gain safe and suitable access to within close proximity of each bin storage area proposed, in accordance with LBH's guidance.
- 5.5.23 Residents would be expected to take all waste arisings from their units to the appropriate bins located within the store on the ground floor of their block. The bin stores would be designed to have drainage points to keep these areas clean and clear. The store would be clearly marked with signage.
- 5.5.24 With regards to the Turner Avenue Estate, refuse provision would be re-provided as existing and in accordance with the above guidance.

5.6 'Stopping Up' of Public Highway

- 5.6.1 In order to facilitate the proposed changes to the public realm and parking improvements in the Turner Avenue car parks, it would be necessary to 'stop up' sections of the public highway under the Town and Country Planning Act 1990.
- 5.6.2 The applicant is in ongoing discussions with the LB Haringey regarding the stopping up of the public highway and it is likely that the stopping up application and process would be run in parallel with this planning application.

6 TRIP GENERATION AND IMPACT

6.1.1 This section of the report considers the traffic impact of the additional dwellings at the site.

6.2 Existing Trip Generation

6.2.1 In order to establish the traffic generation potential associated with the existing dwellings at the site, the TRICS database has been interrogated for comparable residential sites with particular regard given to their location and the type of units. The below TRICS assessment considers local authority / affordable housing since this represents the most appropriate and relevant tenure associated with the existing site. The TRICS assessment comprised the following criteria:

- (i) Use class: C3 residential;
- (ii) Sub class: local authority/affordable homes;
- (iii) Regions: Greater London only;
- (iv) Locations: PTAL 4-6;
- (v) Monday to Friday only.

6.2.2 Full TRICS outputs from the multi modal assessment are attached at Appendix G, whilst the peak hour and daily person trip rates and the subsequent multimodal trip generation associated with the existing 36 units is summarised in Figure 6.1 below.

Existing Residential Trip Rate per unit	Total People		Vehicles / Taxis		Goods Vehicles		Car Passengers		Cycle		Pedestrians		Public Transport	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
AM Peak (08:00 - 09:00)	0.067	0.594	0.024	0.109	0.000	0.000	0.001	0.048	0.000	0.000	0.042	0.176	0.000	0.261
PM Peak (17:00 - 18:00)	0.273	0.188	0.048	0.036	0.000	0.000	0.013	0.049	0.000	0.000	0.103	0.079	0.109	0.024
Daily (07:00-19:00)	2.904	2.977	0.636	0.659	0.024	0.018	0.155	0.174	0.054	0.078	1.297	1.274	0.738	0.774
Existing Residential Traffic Generation (36 units)														
AM Peak (08:00 - 09:00)	2	21	1	4	0	0	0	2	0	0	2	6	0	9
PM Peak (17:00 - 18:00)	10	7	2	1	0	0	0	2	0	0	4	3	4	1
Daily (07:00-19:00)	105	107	23	24	1	1	6	6	2	3	47	46	27	28

Figure 6.1: Existing Trip Generation – 36 Units

6.2.3 As shown in Figure 6.1, the existing units are anticipated to generate a total of 212 two-way person trips by all modes over the course of a typical day, including 24 two-way person trips during the morning peak hour and 17 two-way person trips during the evening peak hour.

6.3 Proposed Trip Generation

6.3.1 The development proposals comprise the redevelopment of the existing 36 residential units (flats and house) in order to provide 45 residential homes.

6.3.2 The below TRICS assessment considers mixed private/affordable homes since this represents the most appropriate and relevant tenure associated with the proposed development. In order to establish the proposed traffic impact at the site, the TRICS database has been interrogated for comparable residential sites with particular regard given to their location and the type of units. The TRICS assessment comprised the following criteria:

- (i) Use class: C3 residential;
- (ii) Sub class: Mixed private/affordable homes;

(iii) Regions: Greater London only;

(iv) Locations: PTAL 4-6;

(v) Monday to Friday only.

6.3.3 Full TRICS outputs from the multi modal assessment are attached at Appendix H, whilst the peak hour and daily person trip rates and the subsequent multimodal trip generation associated with the proposed 45 units is summarised in Figure 6.2 below.

Proposed Residential Trip Rate per unit	Total People		Vehicles / Taxis		Goods Vehicles		Car Passengers		Cycle		Pedestrians		Public Transport	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
AM Peak (08:00 - 09:00)	0.133	0.727	0.050	0.102	0.011	0.015	0.000	0.036	0.000	0.032	0.063	0.167	0.037	0.375
PM Peak (17:00 - 18:00)	0.437	0.164	0.059	0.030	0.002	0.001	0.013	0.008	0.022	0.001	0.145	0.078	0.196	0.046
Daily (07:00-19:00)	3.172	3.185	0.489	0.498	0.080	0.081	0.013	0.044	0.079	0.077	1.279	1.161	1.253	1.342
Proposed Residential Traffic Generation (45 units)														
AM Peak (08:00 - 09:00)	6	33	2	5	0	1	0	2	0	1	3	8	2	17
PM Peak (17:00 - 18:00)	20	7	3	1	0	0	1	0	1	0	7	4	9	2
Daily (07:00-19:00)	143	143	22	22	4	4	1	2	4	3	58	52	56	60

Figure 6.2: Proposed Trip Generation

6.3.4 As shown in Figure 6.2, the proposals are anticipated to generate a total of 286 two-way person trips by all modes over the course of a typical day, including 39 two-way person trips during the morning peak hour and 27 two-way person trips during the evening peak hour.

6.4 Net Impact

6.4.1 Using the results set out above in Figure 6.1 and 6.2, it is possible to establish the net traffic impact of the development proposals by all modes against the existing homes at the site. Figure 6.3 below presents the net traffic impact.

Net Impact	Total People		Vehicles / Taxis		Goods Vehicles		Car Passengers		Cycle		Pedestrians		Public Transport	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
AM Peak (08:00 - 09:00)	4	12	1	1	0	1	0	0	0	1	1	2	2	8
PM Peak (17:00 - 18:00)	10	0	1	0	0	0	1	-2	1	0	3	1	5	1
Daily (07:00-19:00)	38	36	-1	-2	3	3	-5	-4	2	0	11	6	29	32

Figure 6.3: Net Impact

- 6.4.2 As shown in Figure 6.3 above, the proposals are anticipated to generate a net increase of 74 two-way person trips by all modes over the course of a typical day, including 16 two-way person trips during the morning peak hour and 10 additional two-way person trips during the evening peak hour.
- 6.4.3 The proposals would offer a reduction in terms of the level of vehicular trips and vehicle passengers to reflect the car-free nature of the proposals, thereby offering a betterment in terms of highway safety and capacity locally.
- 6.4.4 As shown, most additional trips would comprise walking and/or public transport users, owing to the car-free nature of the proposals and reflective of the accessible location via sustainable modes of transport such as nearby buses and London Underground lines. The proposals would generate an additional 10 two-way public transport trips during the worst-case peak hour, which is not significant and would be comfortably accommodated by the existing public transport services locally, which are extensive, as outlined in Section 3 and 4 above.
- 6.4.5 Therefore, the proposed development would not offer any detrimental impact to the operation of the local highway network or public transport network, and would certainly not offer any impact deemed 'severe', when considered in the context of the NPPF.

7 CONSTRUCTION TRAFFIC

7.1.1 Full consideration of the construction phase of the development has been set out within the Outline Construction Logistics Plan (CLP) that accompanies the application.

7.1.2 The Outline CLP provides high level information on the proposed construction logistics and provides a considered approach to how the potential impact of construction related traffic would be minimised and mitigated against.

7.2 Estimated Construction Vehicle Movements

7.2.1 The Council Housing Delivery Team will be responsible for managing the appointed contractor(s), who will oversee and deliver the construction and fit out phases of the development.

7.2.2 An Outline Construction Logistics Plan has been produced and accompanies the planning application, which identifies an indicative construction programme and anticipated delivery frequencies using the TfL CLP Planning Tool. Such information would be updated further as part of a Full CLP, once a contractor has been appointed and the programme becomes clearer/known.

7.3 Highway Safety and Considerate Behaviour

7.3.1 The appointed contractor will prioritise sustainable modes of transport for contractors to visit the site. Lockers will be provided for staff who wish to travel by public transport and need to store tools on site.

7.3.2 Contractors will be informed that parking will not be permitted along the adjacent roads, unless they comply with the posted restrictions. Suitable loading and unloading arrangements for construction deliveries would be provided, however there would be limited car parking provision provided since the site is highly accessible by public transport for operatives and staff.

7.3.3 The site compound would be gated and remain locked at all times to ensure pedestrians cannot enter the live construction site. The site must be a safe place to work on and also a safe place for pedestrians to pass by.

7.3.4 All construction deliveries must take place from the dedicated loading area only and in accordance with a dedicated time slot.

- 7.3.5 Engines of vehicles must be switched off wherever practicable, when the vehicle is not in use, to ensure unnecessary noise is kept to a minimum. The contractor will ensure wheel washing facilities are provided within the site to minimise the carry of dust, mud and debris to the public highway.
- 7.3.6 Where possible, multiple deliveries will be consolidated into fewer vehicles in order to reduce the number of times vehicles will be accessing the site. Contractors must not store goods or other construction materials on the public highway at any time.

8 SUMMARY AND CONCLUSIONS

8.1.1 This Transport Assessment has considered the highway and transport planning implications associated with a proposed residential redevelopment at Brunel Walk, Haringey, London, N155HQ and Turner Avenue Estate, Haringey, N155DG. This TA provides a full Healthy Streets assessment, in line with TfL requirements and aspirations.

8.1.2 This TA demonstrates the following:

- (i) The site is located at Brunel Walk within South Tottenham which is a residential cul-de-sac comprising 35 residential flats and 1 house. Brunel Walk is a private route which connects users between Elmar Road to the west and Lomond Close / Kirkton Road / Braemar Road to the east of the site. There are 6 car parking spaces accessed via Braemar Road which are allocated to dwellings at the eastern part of the site;
- (ii) There are significant opportunities for journeys to be undertaken via active or sustainable modes of transport, owing to the site's good access to local facilities on foot and by cycle as well as good PTAL rating;
- (iii) The development proposals comprise the redevelopment of the site in order to provide 45 residential flats comprising a mix of 1-3 bedroom units;
- (iv) The proposals would operate as a car-free development, owing to the site's high PTAL. 4 disabled parking bays would be provided including one via Braemar Avenue and three spaces within the Turner Avenue Estate, in accordance with the London Plan (2021) standards. The proposals also seek to offer improvements to the public realm and connectivity throughout the local area, including improved parking and access arrangements associated with the Turner Avenue Estate. The proposals would re-provide all existing parking associated with the estate in order to meet existing parking demands;
- (v) Sufficient cycle parking would be provided for each residential block, in line with the London Plan (2021) standards and the LCDS;
- (vi) The public realm works would deliver an improved delivery and servicing strategy for the site, due to the constrained access at the site. Each residential block would be provided with sufficient bin storage provision, in line with local design standards and guidance. The proposals would therefore offer a significant improvement in terms of the existing refuse collection arrangements for the site;

- (vii) In order to facilitate the improved access arrangements and connectivity, parts of the public highway would need to be 'stopped up' and the application/process would be run in parallel with this planning application;
 - (viii) The proposed residential redevelopment would provide a net gain of 9 residential units. The proposals are anticipated to generate a net increase of 74 two-way person trips by all modes over the course of a typical day, including 16 two-way person trips during the morning peak hour and 10 additional two-way person trips during the evening peak hour;
 - (ix) The majority of additional trips would comprise public transport users or walking trips, owing to the car-free nature of the proposals and the accessible location of the site, which would be comfortably accommodated by the extensive public transport network.
- 8.1.3 Overall, it is demonstrated that the proposed residential redevelopment would certainly not offer an impact deemed 'severe', when considered in the context of the NPPF. Therefore, there are no impediments on highway or transport grounds that should prevent the granting of planning permission for the proposed redevelopment at Brunel Walk, Haringey, London, N155HQ and Turner Avenue Estate, Haringey, N155DG.



PLANS

Local Area Map

- Bus Stops
- 20 min Walk Catchment
- Site Location
- National Cycle Network
- London Cycle Network
- Underground Station
- Overground Station
- National Rail Station
- Car Club
- Supermarket/Food Store
- Doctors and Hospitals
- Leisure
- Education
- Town Centres
- Open Areas

0 250 500 750 m



RGP

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Client: Maldins			
Project: Brunel Walk, Haringey			
Title: Site Location and Accessibility Plan			
Plan No: 01	Job No: 20/5638	Date: Nov 2021	
Drawn By: JLM	Checked By: WTT	Rev: -	A3

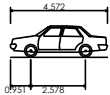
DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

— SITE BOUNDARY



Standard Car
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

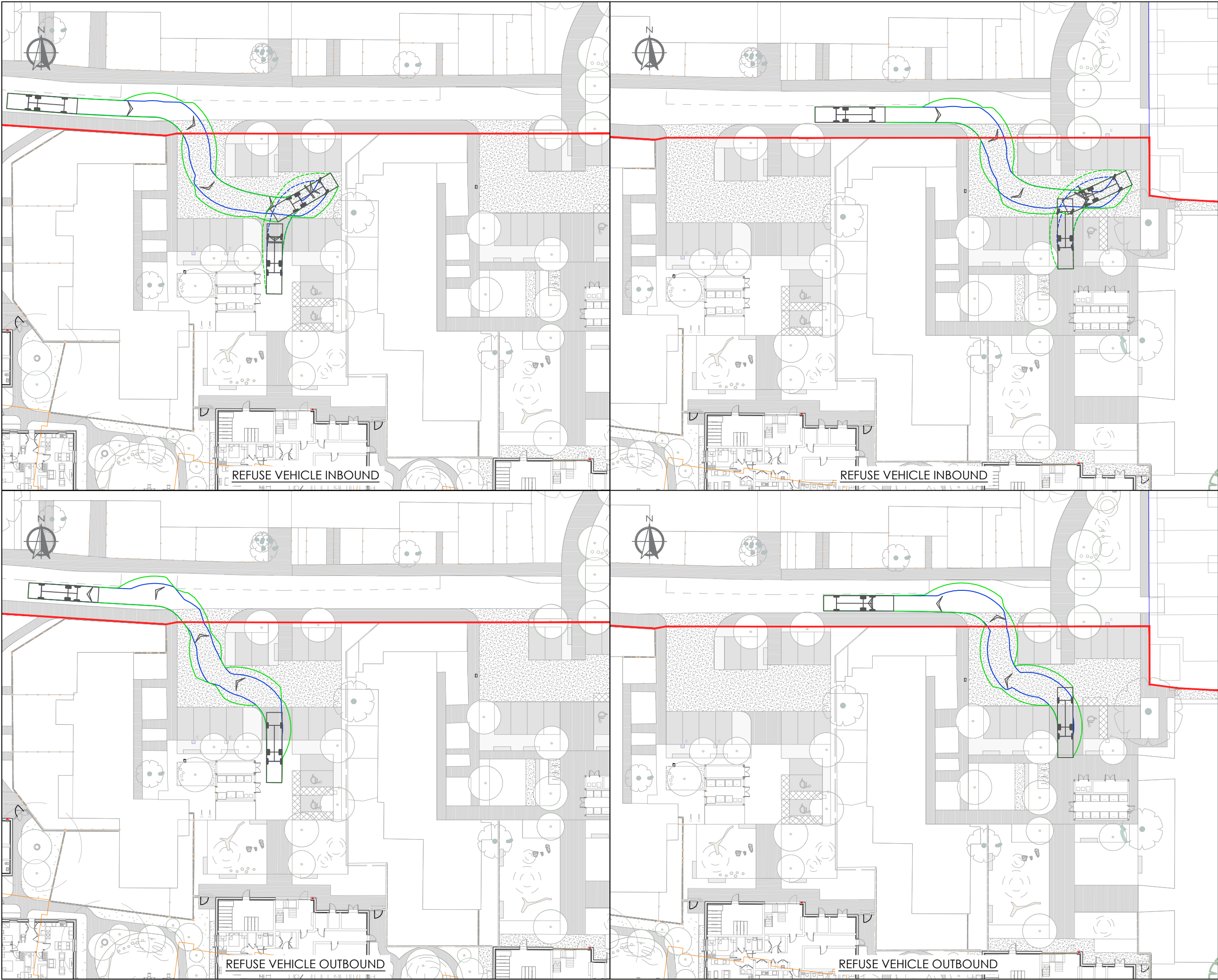
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P5	DLH	RED LINE BOUNDARY AMENDED	19/08/22
P4	DLH	PARKING BAY DETAIL AMENDED	03/08/22
P3	DLH	PARKING BAY DETAIL AMENDED	28/07/22
P2	GSE	FIRST ISSUE	22/04/22
P1	DLH	FIRST ISSUE	24/03/22



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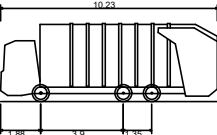
Client	Madlins LLP		
Project	Burnel Walk, Haringey		
Drawing Title	Swept Path Analysis - Standard Car		
Drawing No.	2020/5638/009	Rev.	P5
Scale	1:200	Drawn By	DLH
		Checked By	CAC
			A3



NOTES

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— SITE BOUNDARY



10.23m Refuse Vehicle - Haringey
Overall Length 10.230m
Overall Width 2.250m
Overall Body Height 3.690m
Min Body Ground Clearance 0.260m
Track Width 2.250m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.900m

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Rev.	Drawn	Comments	Date
P5	DLH	Red line boundary amended	19/08/22
P4	DLH	Site layout and swept paths updated	26/07/22
P3	GSE	Site layout and swept paths updated	27/05/22
P2	GSE	Swept paths updated	19/05/22
P1	DLH	FIRST ISSUE	09/05/22



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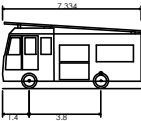
Client	Madlins LLP		
Project	Brunel Walk, Haringey		
Drawing Title	Swept Path Analysis - Refuse Vehicle		
Drawing No.	2020/5638/013	Rev.	P5
Scale	1:500	Drawn By	DLH
		Checked By	CAC
			A3



NOTES

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— SITE BOUNDARY



Fire Tender
Overall Length 7.334m
Overall Width 2.286m
Overall Body Height 3.475m
Min Body Ground Clearance 0.380m
Track Width 2.286m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 8.000m

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RESIDUAL HAZARDS

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It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P2	DLH	RED LINE BOUNDARY AMENDED	19/08/22
P1	DLH	FIRST ISSUE	04/08/22
Rev.	Drawn	Comments	Date



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Client	Madlins LLP		
Project	Burnel Walk, Haringey		
Drawing Title	Swept Path Analysis - Fire Tender		
Drawing No.	2020/5638/015	Rev.	P2
Scale	1:250	Drawn By	DLH
		Checked By	CAC
			A3

APPENDIX A



1 Proposed Ground Floor Plan - Full Site
1 : 250

Client:
LB Haringey

GENERAL NOTE:
This drawing is to be read in conjunction with all other drawings, structural, mechanical & electrical engineer's drawings. Written dimensions take precedence over scaled. All dimensions to be confirmed on site. All areas and dimensions are approximate and subject to change. All details are indicative of design intent. Specialist design subcontractors are to develop and co-ordinate final details for the contract administrators comments. All installations are to be in accordance with manufacturers recommendations, any discrepancy is to be notified to the contract administrator immediately. Kiran Curtis Ltd. accept no responsibility for the accuracy of the existing building survey upon which these drawings are based. This drawing is protected by copyright and must not be copied or reproduced without the written consent of Kiran Curtis Ltd.

Notes:

DRAFT

J	22.07.15	Issued for Design Freeze	MB	KC
I	22.07.04	Issued for Design Freeze	MB	KC
H	18.05.22	Issued for Information	JS	MB
G	19.04.22	WIP for Planning	JS	CM
F	01.04.22	Pre Application 3	JS	JAS
E	23.03.22	WIP for Planning	JS	JAS
D	21.12.06	Issued for Information	MB	CM
C	21.10.13	Issued for Information	MB	CM
B	21.09.09	Stage 2 Pre-app Design Freeze	MB	WO
A	21.08.27	Issued for Pre-Application	MB	WO
-	21.08.02	Issued for Information	MB	WO
-	21.07.29	Issued for Information	MB	WO
REV	DATE	DESCRIPTION	DWN	CHK

Project:
0552 - Brunel Walk

Drawing Title:
Proposed Ground Floor Plan - Full Site

Drawing Number:
PL_1001

Scale: 1 : 250
Paper Size: A1
Revision: J

KC+A

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APPENDIX B

* based on a minimum of 5 metres per space
x parking restrictions (see table below)

Street Name	Restrictions	Total Length in Available Parking	Number of Parking Spaces*
W Green Road	Permit Holders ₁	251.0	49
	Disabled	6.0	1
Summerhill Road	Permit Holders ₁	105.0	19
	Disabled	6.0	1
Summerhill Road Private Parking	Private Parking	-	20
Bedford Road	Permit Holders ₁	90.0	17
	Disabled	6.0	1
	Car Club	6.0	1
Lawrence Road	Loading Only ₂	10.0	2
	Permit Holders & Pay by Phone ₃	11.0	2
Elmar Road	Permit Holders ₁	417.0	81
	Disabled	6.0	1
Turner Avenue	Permit Holders ₁	59.0	11
	Private Parking	-	27
Kirkton Road	Permit Holders ₁	118.0	20
	Loading Only ₂	15.0	3
Lomond Close	Private Parking	-	24
Brunswick Road	Private Parking	-	8
	Permit Holders ₁	12.0	2
Braemar Road	Permit Holders ₁	151.0	29
	Private Parking	-	7
	Unrestricted Parking	58.0	10
Roslyn Avenue	Permit Holders ₁	89.0	16
	Car Club	6.0	1
	Disabled	6.0	1
Seaford Road	Permit Holders ₁	307.0	58
	Disabled	12.0	2
Watts Close	Private Parking	-	7

January 19th 2021		
Number of Parked Cars	Unoccupied Spaces	Parking Stress
21	28	43%
0	1	0%
16	3	84%
0	1	0%
17	3	85%
12	5	71%
0	1	0%
0	1	0%
2	0	100%
2	0	100%
65	16	80%
1	0	100%
10	1	91%
27	0	100%
24	-4	120%
2	1	67%
20	4	83%
7	1	88%
2	0	100%
13	16	45%
2	5	29%
10	0	100%
3	13	19%
1	0	100%
0	1	0%
33	25	57%
0	2	0%
5	2	71%

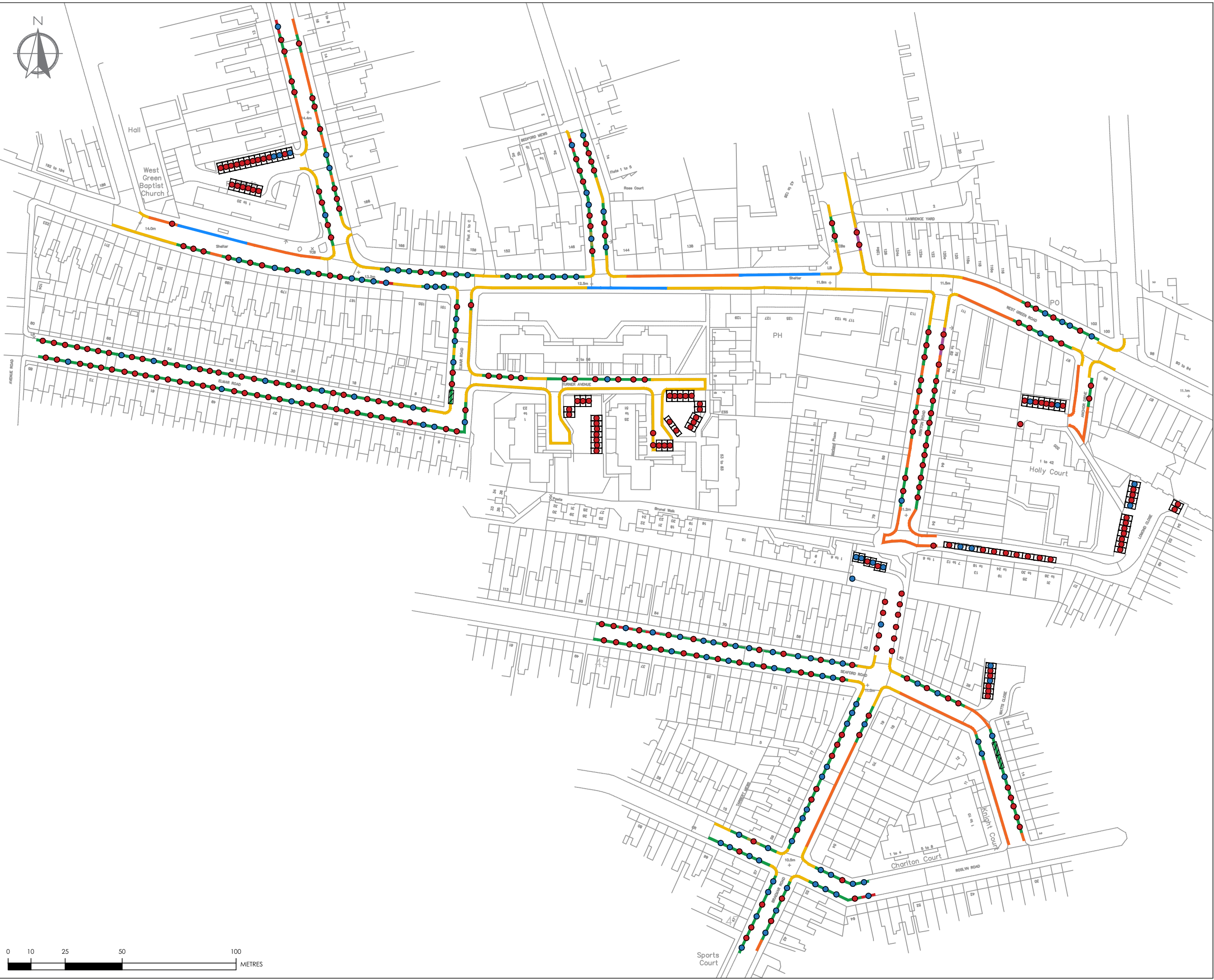
January 20th 2021		
Number of Parked Cars	Unoccupied Spaces	Parking Stress
23	26	47%
0	1	0%
9	10	47%
0	1	0%
18	2	90%
13	4	76%
0	1	0%
0	1	0%
2	0	100%
2	0	100%
64	17	79%
1	0	100%
10	1	91%
28	-1	104%
21	-1	105%
2	1	67%
22	2	92%
7	1	88%
2	0	100%
13	16	45%
2	5	29%
9	1	90%
3	13	19%
1	0	100%
0	1	0%
35	23	60%
1	1	50%
5	2	71%

Total	Number of Parking Spaces*
	421

Number of Parked Cars	Unoccupied Spaces	Parking Stress
295	126	70%

Number of Parked Cars	Unoccupied Spaces	Parking Stress
293	128	70%

Parking Restrictions	
₁	Permit Holders Only Mon-Sat 8am-6:30pm
₂	Loading Only Mon-Sat 8am-6:30pm
₃	Permit Holders Only Mon-Sat 8am-6:30pm or Pay by Phone Max stay 2 hours



NOTES

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- Occupied Space
- Unoccupied Space
- Double Yellow Lines
- Single Yellow Line
- Bus Stop
- Parking Bay
- Disabled Bay
- Loading Bay
- Car Club Bay
- Bay Obstruction

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P1	GE	FIRST ISSUE	26/01/21
Rev.	Drawn	Comments	Date



Client	Madlins LLP		
Project	Brunel Walk, Haringey		
Drawing Title	Lambeth Results 19th January 2021		
Drawing No.	2020/5638/005	Rev.	P1
Scale	NTS	Drawn By	GE
		Checked By	CC
			A3