

London Borough of Haringey

**Land adjacent Wat Tyler House -
Boyton Road, Hornsey, London, N8
7AU**

Transport Statement

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Contents

1	INTRODUCTION	1
2	EXISTING SITUATION	2
	Site Location.....	2
	Site Use and Operation.....	3
	Local Highway Network	3
	Parking.....	3
3	SITE ACCESSIBILITY.....	5
	Active Travel.....	5
	Access to Public Transport	6
	Car Clubs	7
	Healthy Streets	7
4	ACTIVE TAVEL AUDIT	9
	The Review Process	10
	Collision Data	10
	Summary, Recommendations and Conclusion.....	19
5	TRANSPORT POLICY CONTEXT	21
	Introduction.....	21
	National Transport Policy	21
	Regional Transport Policy.....	22
	Local Transport Policy.....	25
	Policy Summary	27
6	DEVELOPMENT PROPOSALS.....	28
	Access Arrangement.....	28
	Parking.....	28
	Servicing	28
7	TRIP GENERATION AND TRANSPORT NETWORK IMPACT.....	29
	Trip Generation and Mode Split	29
	Parking Impacts.....	30
8	SUMMARY AND CONCLUSION.....	33
	Summary.....	33
	Conclusion	34



Appendices

- Appendix A - Existing Layout Plans
- Appendix B - Architect's Proposed Layout Plans
- Appendix C - Parking Surveys
- Appendix D - PTAL Calculation
- Appendix E - Active Travel Audit Plans
- Appendix F - TRICS Output – Residential
- Appendix G - Car Club Proposal

1 INTRODUCTION

- 1.1 Caneparo Associates are appointed by the London Borough of Haringey ('the Applicant') to provide traffic and transport advice in relation to the proposed development of the Boyton Road site, adjacent to Wat Tyler House ('the Site'), in the London Borough of Haringey (LBH).
- 1.2 The Site is currently in use as 24 car parking spaces (existing layout plan at **Appendix A**) and the planning application proposal seeks the redevelopment of the car park adjacent Wat Tyler House to provide 15 new Council rent homes in a part-4, 5 and 7-storey building. Provision of associated amenity space, cycle and refuse/recycling stores, a wheelchair parking space on Boyton Road and enhancement of existing communal areas and play space to the rear on the Campsbourne Estate. The Architect's proposed site layout and ground floor plans are included at **Appendix B**.
- 1.3 This Transport Statement demonstrates that the planning application proposal is appropriate for this location and acceptable on transport grounds. The proposals will be successfully accommodated on the local transport network and the residual cumulative impacts will not be severe.
- 1.4 The remainder of this report is structured as follows:
- Section 2 summarises the existing situation;
 - Section 3 sets out the Site's accessibility;
 - Section 4 includes the active travel audit;
 - Section 5 describes the relevant transport planning policy;
 - Section 6 reviews the development proposals;
 - Section 7 reviews the development proposals; and
 - Section 8 presents a summary and conclusion.

2 EXISTING SITUATION

Site Location

- 2.1 The Site is in the London Borough of Haringey, approximately a 1km walk distance to the north west of Hornsey Station.
- 2.2 The Site location relative to the local highway network and transport connections is provided in **Figure 2.1** below.

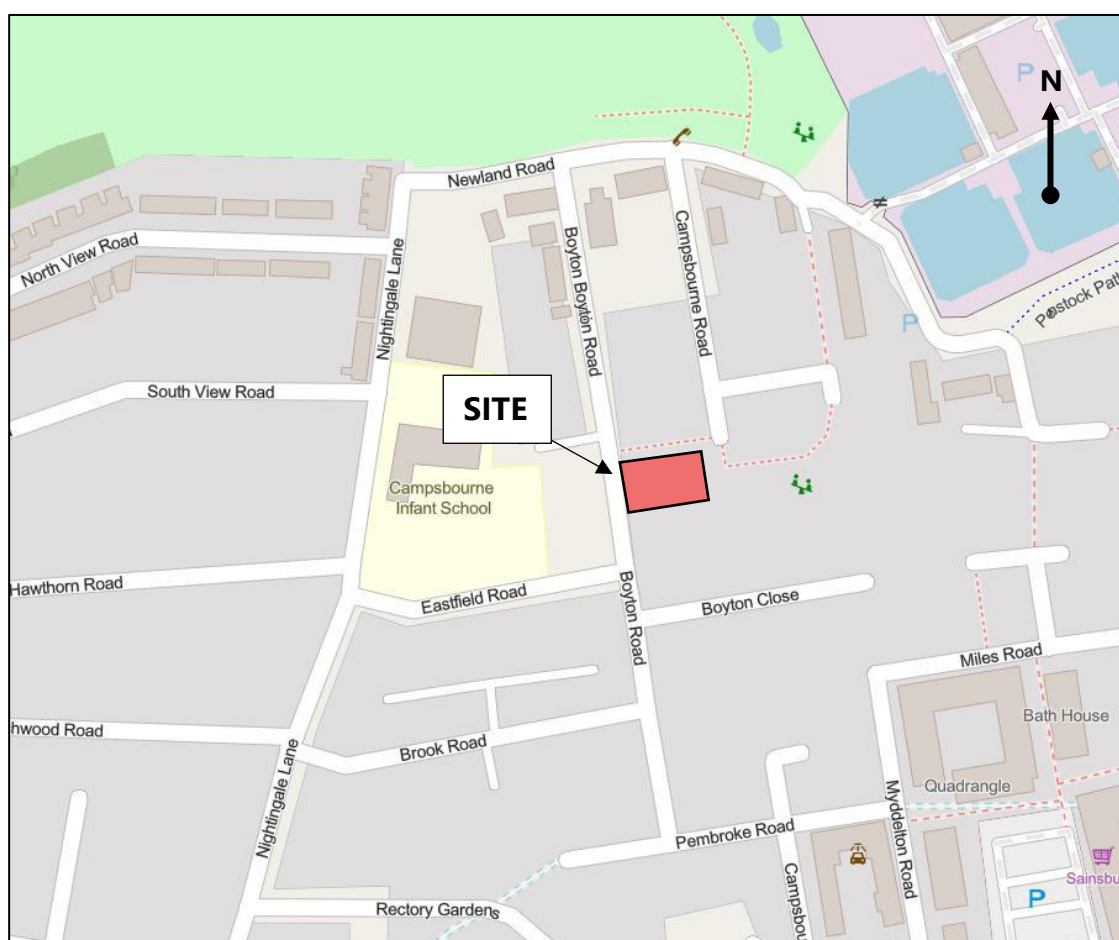


Figure 2.1: Site Location Plan

Source: ArcGIS Pro 2021

- 2.3 The immediately surrounding area is predominantly residential in nature, however a wide range of facilities and amenities are available within a short walking distance owing to the Site's proximity to the High Street. The Site is close to Alexandra Park, Priory Park and Crouch End playing fields.

- 2.4 The proposed development is, therefore, considered to be located within an established area which benefits from services that can cater to the number of residents expected on-site.

Site Use and Operation

- 2.5 The Site currently comprises 24 car parking spaces, with a central access aisle.
- 2.6 The Site has a crossover which is approximately 5m wide. Vehicles are observed to generally park clear of this, such that the removal of the crossover would allow an additional 2 vehicles to park on-street.

Local Highway Network

- 2.7 The Site is bounded to the west by Boyton Road, a 20mph road, running north-south from Newland Road to Pembroke Road, with a 7m carriageway width.
- 2.8 Double yellow lines at junctions discourage inappropriate parking, but generally parking is uncontrolled in the immediate vicinity.
- 2.9 However, in the wider area much of the Borough has Controlled Parking Zones in place, Rectory Gardens 200m to the south is within a CPZ as are in general all the roads starting 300m to the south and 400m to the east of the site.

Parking

- 2.10 Surveys were undertaken overnight midweek during May 2021 to pick up maximum residential parking demand and also at 12:00 on a midweek day and 12:00 on a Saturday.
- 2.11 Overnight weekday surveys of the adjacent uncontrolled sections of local roads show an average occupancy level of 84% on the public highway, below the 90% that we would consider represents parking stress and 78 empty spaces out of 496 still remain available for use using the 5m parking length measure generally accepted across London and as set out in the Lambeth Council Parking Survey Guidance Note.
- 2.12 However, if we were to use a 6m parking bay length as a worst case analysis test this would take the areas of unrestricted parking to 100% capacity in the base case overnight for both surveys on the 19th and 20th of May, to 94% for the midday survey on 20th May and 79% on 22nd May, before any parking impacts due to the proposed development.

- 2.13 Looking at individual roads using the worst case 6m car length, a number would be indicated to be within the range of 120%-140% parking occupancy, demonstrating that the 5m car length is more appropriate to use in this location.
- 2.14 On the overnight surveys an average of 85% of estate parking bays were in use, with 32 empty spaces out of 208. On the Site itself 22 car spaces were in use overnight.
- 2.15 The busiest midday survey showed 73% occupancy of uncontrolled on-street parking (using the standard 5m length) with 146 empty spaces and 58% occupancy of estate parking with 87 empty spaces.
- 2.16 Considering both on-street adopted highway and estate road parking the surveys show that of the order of 110 parking bays typically remain empty on the surrounding roads overnight, when residential parking demand would be expected to peak. The full parking survey data is provided at **Appendix C**.
- 2.17 As the wider area to the south and east of the site is within Controlled Parking Zones as indicated below, this will tend to increase the parking occupancy recorded within the survey area due to displacement from these CPZs.

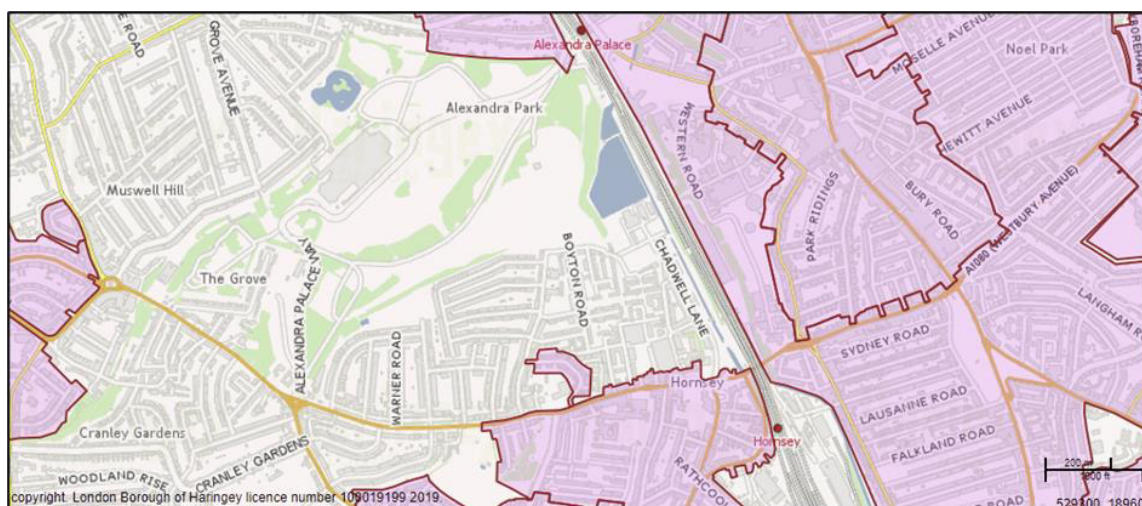


Figure 2.2: London Borough of Haringey CPZ Plan Extract

3 SITE ACCESSIBILITY

- 3.1 The Site has good accessibility by all modes with an excellent network of footpaths, cycle facilities and public transport services in the immediate vicinity.

Active Travel

Access by Foot

- 3.2 According to CIHT's publication 'Planning for Walking' (April 2015), most people will only walk if their destination is less than a mile away with a 'walking neighbourhood' characterised by facilities within 800m i.e. 10 minutes walking distance. The Transport for London guidance document "Walking Best Practice", April 2012, also refers to car journeys up to 2km in length which could easily be walked in less than 30 minutes. Finally, TfL's latest guidance dictates that an 'active travel zone' incorporates a 20 minute walking distance (1.6km) around a development.
- 3.3 Hornsey Station and local facilities on the High Road are within a 2km walking distance from the Site, as well as Alexandra Park, Prior Park and Crouch End playing fields. **Table 3.1** below details the distance of local amenities from the Site.

Table 3.1: Approximate Distances to local amenities			
Amenity	Location	Distance (metres / km)	Approximate Walking Time (minutes)
Public Transport Opportunities			
Bus stops	Myddelton Road (Stop C)	400m	5
	Myddelton Road (Stop K)	450m	6
Rail Station	Hornsey Station	1.0km	12
	Alexandra Palace Station	1.1km	14
Facilities and Amenities			
Alexandra Park	Alexandra Park	350m	4
Pharmacy	High Street	400m	5
Tesco	High Street	400m	5
Post Office	High Street	500m	6
Gym	Tottenham Lane	1.0km	12
Queenswood Medical Practice	Park Road	1.2km	15

Access by Cycling

- 3.4 DfT guidance highlights that three quarters of all journeys are less than 5 miles (8km), of which 60% are by car. The guidelines highlight that there is a 'substantial potential for substituting cycling for driving' for distances up to 5 miles. Furthermore, TfL's active travel zone extends to a 20 minute cycle from a development. This area includes Crouch End, Stroud Green, Finsbury Park and much of North London all of which are located within a 5 mile cycle ride from the Site.
- 3.5 According to Transport for London's 'London Cycling Guide', Newland Road is part of a section of quieter 'other roads that have been recommended by cyclists, may connect other route sections.' An off-road cycling route is available to the north through Alexandra Park.

Access to Public Transport

Public Transport Accessibility Levels

- 3.6 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability.
- 3.7 The PTAL assessment score includes bus stops that are located within 640m of the Site (approximately 8 minutes walking distance) and Underground/Rail stations within 960m of the Site (approximately 12 minutes walking distance).
- 3.8 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. It is then further sub-sectioned into 'a' and 'b', with 'a' being at the lower end of the spectrum and 'b' at the higher. The Site has a PTAL rating of 1b, indicating a relatively poor level of accessibility by public transport. The PTAL details are provided at **Appendix D**.
- 3.9 However, in this instance the PTAL measure underestimates the true accessibility of the Site as either Hornsey or Alexandra Palace stations are within a 1,050m walk distance of the Site, just beyond the 960m cut off for inclusion in the PTAL measure, but still within a reasonable walking distance for most people.

Bus Services

- 3.10 The Site is well served by local bus routes with access to 2 routes from the High Street.

- 3.11 The 144 service runs between Edmonton Green and Muswell Hill, also offering access to Turnpike Lane and Wood Green Station and the W3 between Finsbury Park and Northumberland Park also calls at Alexandra Palace and Wood Green Stations.

Rail Services

- 3.12 Hornsey or Alexandra Palace stations are within a 1,050m walk distance of the Site, just beyond the 960m cut off distance for inclusion in the PTAL rating. Both stations are on the Great Northern Route with services to destinations including Moorgate, Welwyn Garden City and Hertford North.

Car Clubs

- 3.13 There are several existing car/van club vehicles in the vicinity of the Site; the nearest being operated by Zipcar and located on Beechwood Road within 300m of the Site, with an Enterprise vehicle located on New River Avenue within 400m.

Healthy Streets

- 3.14 The Healthy Streets Approach to assessing the local environment has now been adopted by TfL and the Mayor of London as the principal means of evaluating the local area with the aim of reducing car use and helping Londoners to walk, cycle and use public transport more.
- 3.15 This Approach is based on 10 indicators of what forms a Healthy Street with a focus on the experience of people using streets, as detailed within the '*Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach, November 2017*' document.
- 3.16 The document outlines 10 Healthy Streets indicators which provide initial starting points for discussions around the quality of the pedestrian environment. The 10 Healthy Streets indicators are summarised within **Figure 3.1** below, which illustrates the Healthy Streets Indicator Wheel.



Figure 3.1 – Healthy Streets Indicator Wheel

- 3.17 It is recognised that not all the sections within the Healthy Streets Approach are necessarily relevant to each individual street, but in conjunction, form a holistic approach to street appraisal.
- 3.18 With regard to site users, the proposed development will undoubtedly encourage cyclists as cycle parking spaces will be provided as part of the development. The removal of the existing crossover to the Site will also improve the pedestrian environment in the area.

4 ACTIVE TRAVEL AUDIT

- 4.1 The Active Travel Audit was undertaken on Monday 24th January 2022 by a single auditor between 10:00-12:00. The areas included within the Active Travel Audit are deemed the most appropriate / shortest routes to / from the site, rail stations, schools, recreational space and medical practices. The scope of the audit is detailed within **Figure 4.1**.

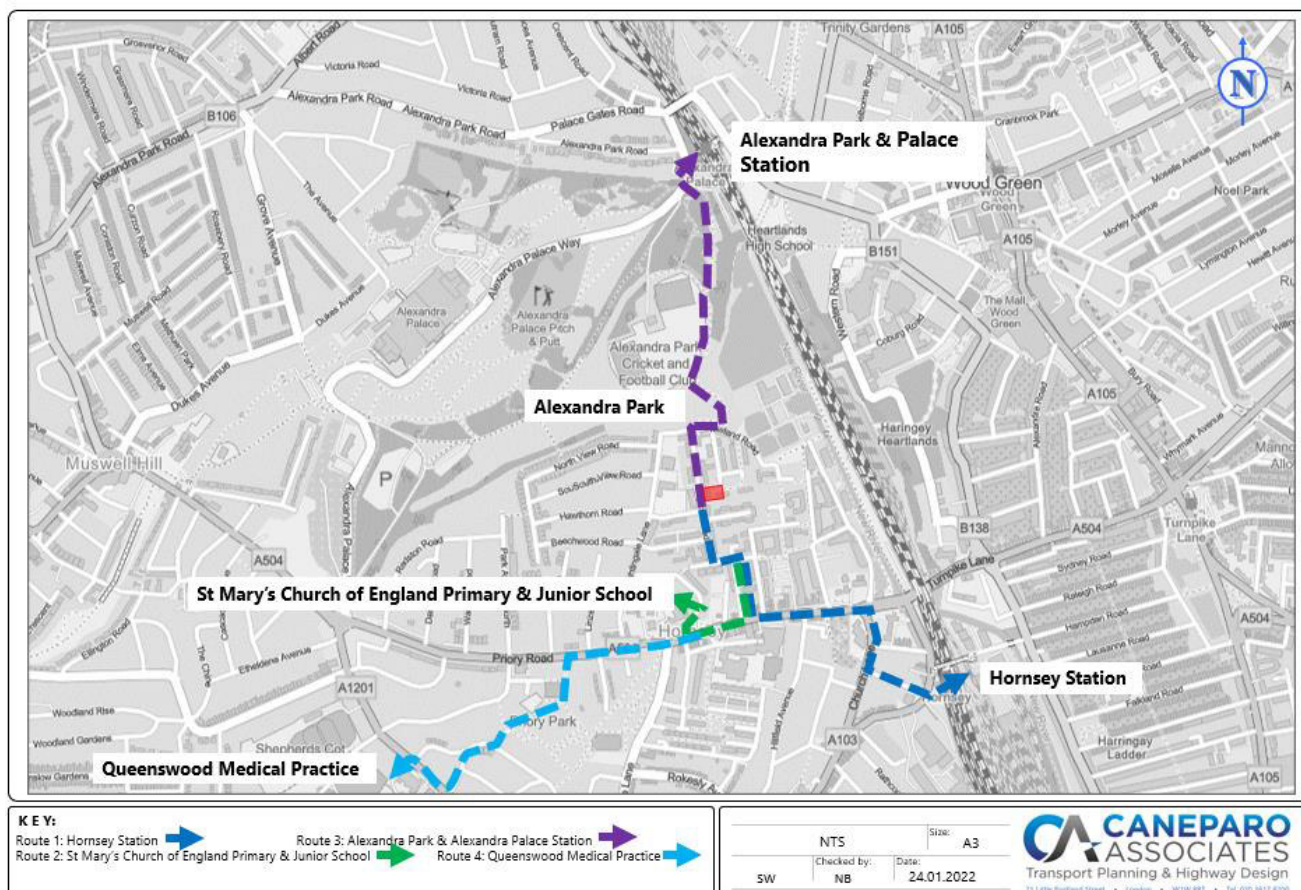


Figure 4.1 Active Travel Audit Scope

- 4.2 The audit was undertaken in accordance with the Healthy Streets Approach utilising the 'Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach' (November, 2017) and Healthy Streets Check for Designers (April 2019) and taking account of TfL's Active Travel Zone (ATZ) requirements. ATZs are the areas surrounding development sites that users are expected to walk and cycle to access services, points of interests, and transport nodes.

The Review Process

- 4.3 To align with the Healthy Streets and Active Travel Zone Transport Assessment Guidance, the route to/from the site, Hornsey Station, Alexandra Park and Alexandra Palace Station, St Mary's Church of England Primary & Junior School and Queenswood Medical Centre have been assessed within the following sections.
- 4.4 A thorough assessment of the 'worst' part of the journey is then undertaken using the Healthy Streets indicators and a description of aspects that could improve the active travel experience and environment in the location is included.
- 4.5 The Active Travel Audit concludes with a list of recommendations to be implemented in the locality to meet the Healthy Streets' two main indicators: Pedestrians from all walks of life; and people choose to walk, cycle and use public transport.

Collision Data

- 4.6 In line with TfL's Healthy Streets approach and Vision Zero aim: *'the elimination of all deaths and serious injuries from London's streets by 2041'*, collision data must be interrogated for adjacent highways, and in the event of a 'cluster' of accidents (defined as a single death or two or more serious accidents).
- 4.7 Collision data has been obtained from TfL for the area surrounding the site for a five year period up to September 2021. The study area comprises of all the walking routes which were assessed within the Active Travel Audit. A total of 6 serious and 1 fatal collision occurred along the key routes. **Figure 4.2** details the audit area in conjunction with the latest collision data (Killed or Seriously Injured – KSI) along the assessment routes.
- 4.8 A summary of the key clusters is provided below:
- Cluster 1: two serious collisions occurred on Priory Road, of which both collisions involved a motorcyclist and were indicated to be a consequence of being impaired by alcohol, losing control and swerving.
 - Cluster 2: A single fatal collision occurred on the High Street, 10m north of the junction with Hillfield Avenue. The collision involved a pedestrian and vehicle colliding and was a suggested to be consequence of failing to look properly.

- Cluster 3: two serious collisions occurred at the junction between Tottenham Lane / Ribblesdale Road / Gilson Road of which one collision involved a cyclist and was a consequence of being impaired by alcohol and poor manoeuvring. The remaining collision involved a pedestrian and was a consequence of aggressive driving and carelessness.

4.9 The remaining two serious collisions were recorded occurred along the High Street and both involved a vehicle and pedestrian collision and were a consequence of failing to look properly and careless / reckless driving.

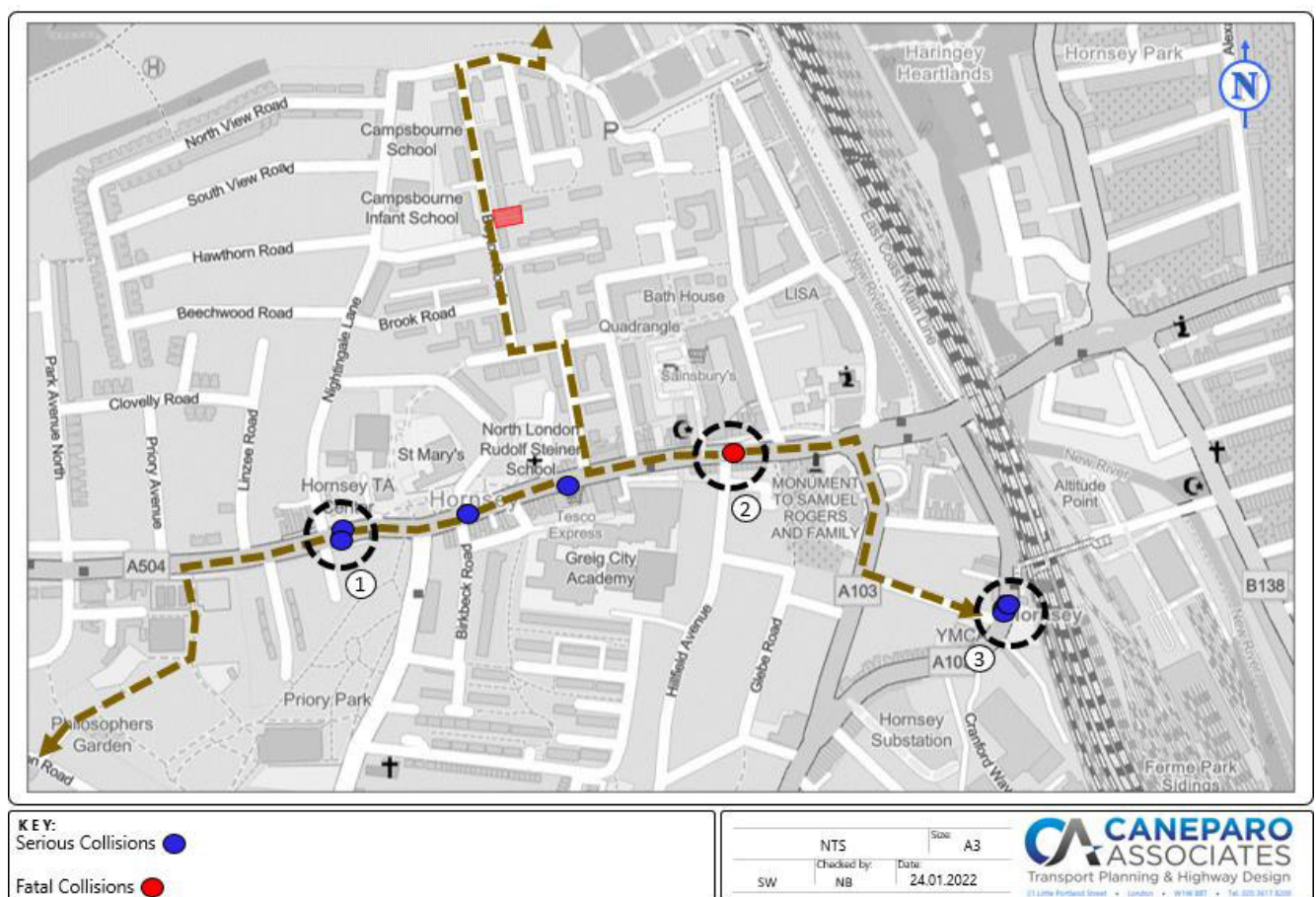


Figure 4.2: Collision Data

Route 1 – to / from Hornsey Station

- 4.10 The route between the site and Hornsey Station presents overall a pleasant active travel environment. There are a number of pedestrian crossings located along the route offering pedestrian priority between the site and Hornsey Station, all of which are accompanied with sufficient dropped kerbs and tactile paving. Footways are generally an acceptable width along the route (1.5-2m), sufficient for two-way passing. There are a number of cycle parking facilities located regularly along the route offering an attractive cyclist environment. Additionally, the carriageway is wide, with sections of the route experiencing low traffic flow and therefore sufficient for cyclists to share with vehicles.
- 4.11 Despite the majority of the route presenting a pleasant pedestrian environment, Hornsey Station does not offer step-free access to the platform, making the station inaccessible for mobility impaired users. There are a number of steps required in order to reach the platform or exit the station which makes this station a challenge for wheelchair users and mobility impaired individuals. Additionally, this station does not offer ramped access to the carriage. With Hornsey Station being the closest rail service to the site this proposes a potential challenge and inconvenience for vulnerable users. The access into the station is depicted in **Image 1F** below. This section of the route has been assessed in detail against the Healthy Streets Indicators in **Table 4.1**, whilst the full plan of photos taken every 150m along the route is detailed at **Appendix E**.

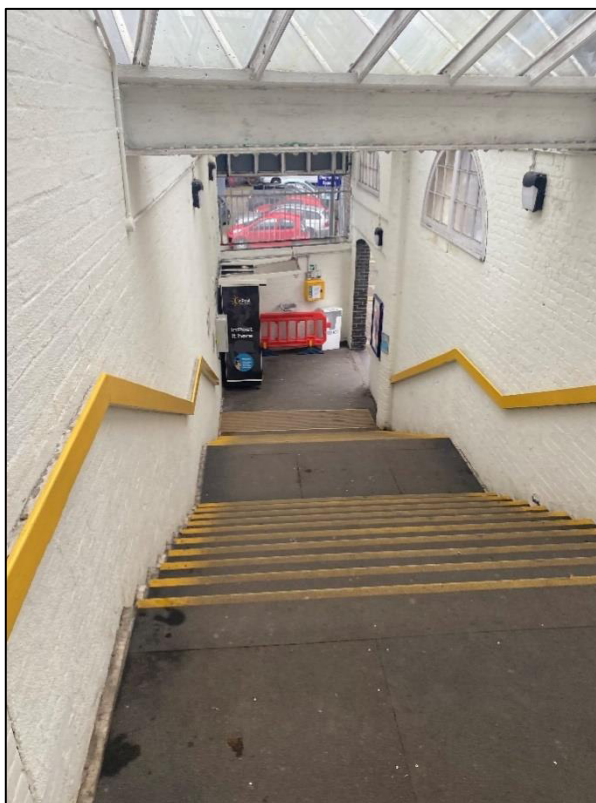


Image 1F: Hornsey Station

Table 4.1: Healthy Streets Indicators for Route 1 towards Hornsey Rail Station		
Healthy Streets Indicator	Observations	Area for Improvements
Pedestrians from all walks of life	Difficulty for vulnerable pedestrians and cyclists as there is no step-free access to the platform.	Offering an alternative access or lift to allow inclusion for all travellers who wish to utilise the services at Hornsey Station.
Easy to cross	There are a number of crossings along the route and there is a zebra crossing located on Tottenham Lane adjacent to the entrance into Hornsey Station.	No need for improvements.
Shade and shelter	The station offers shade and shelter for passengers while they are waiting for services.	No need for improvements.
Places to stop and rest	Seating is provided on each platform.	No need for improvements.
Not too noisy	Fairly noisy with regular passing trains and located nearby to Tottenham Lane which has regular traffic flow.	The current level of noise is not considered inappropriate, nor does it hinder individuals experience at this section of the route.
People choose to walk, cycle and use public transport	It is a challenging part of the route for vulnerable pedestrians and cyclists to access the station's services. There are a number of steps that people are required to utilise in order to tap in and reach a specific platform. Not ideal if you are carrying a bike / or using a wheelchair / pushchair.	The provision of step-free access so that vulnerable pedestrians and cyclists can easily access the platforms.

People feel safe	Very safe environment, lots of natural surveillance and staff that work at the station,	Overall, a safe route therefore no improvements required.
Things to see and do	There are a number of retail facilities along the High Street. Very little things to see or do at Hornsey Station.	This is not considered negative as the station is designed to provide public transport which will allow people to travel to places of interest.
People feel relaxed	For vulnerable users, accessing the station can feel isolating as there are many steps to climb which may propose a challenge. Can be stressful for cyclists having to carry bikes up and down steps to access platforms.	The lack of step-free access is the main issue at this section of the route. The station would massively benefit from either a ramp or lift to allow both vulnerable pedestrians and cyclists to access the stations services.
Clean air	Regular traffic flow along Tottenham Lane, which is adjacent to the stations entrance.	A reduction in the reliance of the private vehicle is required, in line with the Mayor's Transport Strategy. More trees would benefit this location.

Route 2 – to / from St Mary's Church of England Primary & Junior School

- 4.12 The active travel environment between the site and the school presents a very pleasant environment. Footways are wide to accommodate the high pedestrian footfall which will be associated with students attending the school. Furthermore, there are a number of pedestrian crossings situated along the route, all of which are accommodated with dropped kerbs and tactile paving.
- 4.13 Located opposite the school, parallel to the High Street there is a wide recreational space which offers an attractive pedestrian environment where there is place for pedestrians to stop and rest. This public realm space offers a buffer between the highway of the High Street and the school.
- 4.14 When assessing the route against the Healthy Streets Indicators, there were no sections of the route which raised concerns. The overall environment was very attractive to all abilities of active travellers. As no 'worst' section of the route was identified, a detailed assessment has not been undertaken as there are no areas of improvements required for this route. **Appendix E** details a plan of the route and photos which were taken every 150m along the route.

Route 3 – to / from Alexandra Park & Alexandra Palace Station

- 4.15 The route between the site and Alexandra Park & Alexandra Palace Station offers a pedestrian environment which is mostly free of traffic. The route operates mainly through Alexandra Park which is a peaceful route, surrounded by lots of recreational space and there is a pedestrian pathway which directly runs through the park towards Alexandra Palace Station. The route is mainly off road, although experiences a high incline when exiting the park near to the station entrance. The incline in the footpath is extremely steep making it very challenging for wheelchair / pushchair users.
- 4.16 Parts of the footpath which operate through the park are very secluded where natural surveillance is limited. There is also not much light along this section of the route which may make pedestrians feel uncomfortable, especially when travelling through the park at night. Despite this, the main obstacle along the route is the gradients of the footpath when exiting the park and entering the station. Furthermore, Alexandra Palace Station does not provide step-free access, which proposes a challenge to vulnerable users.
- 4.17 Overall, the worst sections of the route are detailed in **Images 3D** and **3E** below which display the steep gradients along the route when exiting the park and approaching the station. These sections of the route have been assessed in detail against the Healthy Streets Indicators in **Table 4.2** below, whilst a summary of the photos taken along the route are detailed at **Appendix E**.



Image 3D: Alexandra Park



Image 3E: Alexandra Palace

Table 4.2: Healthy Streets Indicators for Route 3 Towards Alexandra Park and Alexandra Palace Station

Healthy Streets Indicator	Observations	Area for Improvements
Pedestrians from all walks of life	The steep gradient when exiting the park and approaching the station is extremely challenging, especially for mobility impaired pedestrians	Reduce the steepness of the gradient to offer smoother travel for all.
Easy to cross	The route is mostly off road therefore crossings are not required as the route mostly operates through Alexandra Park.	No need for improvements.
Shade and shelter	The pedestrian footpath through the park is well shaded by trees.	No need for improvements.
Places to stop and rest	No seating is available along the route, further seating opportunities can be found within the park.	The provision of benches could be provided along the route, especially given the gradient along the footpath which would require people to stop and rest.
Not too noisy	Very little noise as it is a traffic free area. Noise level increases as you leave the park to approach the site / Alexandra Palace Station.	A reduction in vehicle traffic will reduce the level of noise.
People choose to walk, cycle and use public transport	Mostly attractive for pedestrians and cyclists. The gradient poses an issue for some active travellers and the lack of step-free access at the station further secludes individuals.	The provision of step-free access so that vulnerable pedestrians and cyclists can easily access the platforms and reduce the gradient of the access into the station and out of the park.
People feel safe	Mostly safe as the route is free of traffic. The lack of natural surveillance within the park and lighting may make people feel unsafe.	Increase natural surveillance so the pathway is less secluded and provide lighting for when it gets dark.
Things to see and do	There are plenty of things to see and do within Alexandra Park as it offers a wide range of recreational activities.	No need for improvements.
People feel relaxed	Mostly a relaxing environment, can feel stressful when walking along the pathway alone, especially at night.	CCTV or increase of natural surveillance and lighting along the route may make people feel safe when travelling through the park.
Clean air	Low traffic flow and lots of trees along the route therefore air quality is good.	No need for improvements.

Route 4 – to / from Queenswood Medical Practice

- 4.18 The active travel environment between the site and Queenswood Medical Practice presents a very pleasant pedestrian and cyclist environment. A section of the route operates through Priory Park which offers an off road, traffic free route. There are also lots of amenities along the route such as retail facilities along High Street and recreational activities within Priory Park. The main highway network offers an attractive cyclist environment with wide carriageways, sufficient for cyclists to share with vehicles as well as plenty of cycle parking opportunities along the route. Overall the route is a fairly attractive environment for active travellers.
- 4.19 The main obstacle for pedestrians along the route is the poor quality paving which is displayed in **Images 4A** and **4D**. Parts of the footway detailed in the images below display tree obstructions and a lack of tactile paving at vehicle crossovers. Both sections are identified as the worst sections of the route and have been assessed in detailed against the Healthy Street Indicators in **Table 4.3** below. Meanwhile, a summary of the photos taken every 150m along the route are detailed at **Appendix E**.



Image 4A: High Street



Image 4D: Barrington Road

Table 5.3: Healthy Streets Indicators for Route 4 Towards Queenswood Medical Practice

Healthy Streets Indicator	Observations	Area for Improvements
Pedestrians from all walks of life	There is no tactile paving present at the vehicle crossover on the High Street (Image 4A) and significantly reduced footway due to the presence of a tree (Image 4D). Both make it difficult for visually impaired pedestrians and wheelchair users to travel along this section of the footway.	Provide tactile paving to notify pedestrians of the vehicle crossover and widen the footway to allow for enough space for wheelchair and pushchair users to pass.
Easy to cross	There are a number of pedestrian crossings along the route, all of which are accompanied with tactile paving and dropped kerbs. The crossover depicted in Image 4A lacks tactile paving to notify visually impaired pedestrians of the vehicle access.	Provide tactile paving at the crossover to notify visually impaired pedestrians.
Shade and shelter	The surrounding buildings offer shade and shelter along the route.	No need for improvements.
Places to stop and rest	This section of the route does not provide places to stop and rest, although there are benches located within Priory Park.	No need for improvements.
Not too noisy	High noise levels along High Street given the proximity to the highway. Noise is reduced when travelling through Priory Park and residential roads.	A reduction in traffic will reduce the level of noise.
People choose to walk, cycle and use public transport	Mostly attractive for pedestrians and cyclists. The footway conditions propose the greatest obstacle for vulnerable pedestrians.	Improvements to the footway as previously discussed will allow all abilities to travel actively.
People feel safe	Safe route with lots of natural surveillance.	No need for improvements.
Things to see and do	There are plenty of things to see and do along High Street with a range of retail amenities. Priory Park also offers recreational activities.	No need for improvements.
People feel relaxed	Mostly a relaxing environment, can feel stressful for vulnerable pedestrians due to the poor quality paving facilities.	Improvements to the footways will provide smoother pedestrian travel for all abilities.
Clean air	High traffic flow along High Street therefore high CO ² pollution.	A reduction in the reliance on the private vehicle is required, in line with the Mayor's Transport Strategy. More trees would benefit this location.

Summary, Recommendations and Conclusion

4.20 An Active Travel Audit was undertaken of the routes to / from the site, Hornsey Station, Alexandra Park and Alexandra Palace Station, St Mary's Church of England Primary & Junior School and Queenswood Medical Centre. The worst locations were identified as being:

- A lack of step-free access at Hornsey Station and Alexandra Palace Station.
- Steep gradient when exiting Alexandra Park and approaching Alexandra Palace Station.
- Poor quality paving along the High Street and Barrington Road.

Recommendations

4.21 As part of the Healthy Streets Approach and TfL Transport Assessment guidance, a number of recommendations for improvements to the local transport network have been identified which would facilitate an environment that encourages walking and cycling. It is worth noting that these remain recommendations rather than commitments.

- The provision of step-free access at both Hornsey Station and Alexandra Palace Station to accommodate for all abilities as well as cyclists.
- Reduce the gradient level when exiting Alexandra Park and approaching Alexandra Palace Station to be more inclusive to all abilities of active travellers.
- Improve paving quality along the High Street so all crossovers are equipped with tactile paving to notify visually impaired individuals of the vehicle crossover.
- Increase the effective clear width of the footway on Barrington Road, which is obstructed by a tree, to allow wheelchair and pushchair users to pass.

4.22 The development itself will respond to a number of these recommendations and will contribute towards promoting walking, cycling and public transport by locating residents near to public transport and by providing high quality cycle parking to the London Plan standards.

Conclusion

4.23 In conclusion, the Active Travel Audit has identified that level, step-free access and paving quality is the largest barrier to active travel for the majority of the routes. Therefore, it is considered that the lack of step free access will make the largest impact on vulnerable road users' experience of walking and taking public transport.

- 4.24 The overall results of the Active Travel Audit indicate that the pedestrian / cyclist environment within the vicinity of the site was generally positive, and that alongside the identified improvements, walking and cycling will be actively encouraged in the future through good design.

5 TRANSPORT POLICY CONTEXT

Introduction

5.1 This section summarises the key transport policies at a national, regional and local level that are relevant to this proposal, including:

- National Planning Policy Framework (2021);
- The London Plan (March 2021);
- The Mayor's Transport Strategy (2018);
- Haringey Local Plan: Strategic Policies (July 2017); and
- Haringey Local Plan: Development Management DPD (July 2017).

National Transport Policy

National Planning Policy Framework (July 2021)

5.2 The revised National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

5.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy.

5.4 The Chapter notes at Paragraph 104 that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) *"the potential impacts of development on transport networks can be addressed;*
- b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

5.5 Paragraph 111 states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

5.6 Paragraph 112 highlights what developments should provide which are listed below:

- a) *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

5.7 The Chapter concludes at Paragraph 113 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.”

5.8 The Site has reasonable accessibility to public transport and local facilities, promotes sustainable travel by incorporating cycle parking and it is considered that there are no significant residual cumulative impacts due to the proposed development.

Regional Transport Policy

The London Plan (March 2021)

5.9 The London Plan (March 2021) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years.

- 5.10 Six core 'good growth' policies are identified and state the following with regards to transport:
- "Policy GG2 Making the best use of land – Point G: Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.*
- Policy GG3 Creating a healthy city – Point B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.*
- Policy GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions."*
- 5.11 Policy T1 sets out a number of strategic aims, key aims include:
- A. *"Development Plans should support, and development proposals should facilitate:*
- 1) *the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.*
- B. *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*
- 5.12 Policy T4 - Assessing and mitigating transport impacts provides the following advice:
- B. *"When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance."*
- 5.13 Policy T5 – Cycling states the following:
- A. *"Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*

- 1) *supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure.*
- 2) *securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.*

B. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.”

5.14 Table 10.2 of the London Plan sets out the cycle parking requirements for residential developments. This has been presented in **Table 4.1** below.

Table 4.1: Cycle Parking minimum standards (Higher cycle parking area)		
Use Class	Long-stay	Short-stay
C3-C4 dwellings	1 space per studio or 1 person 1 bedroom dwelling, 1.5 spaces per 2 person 1 bedroom unit dwelling, 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 units dwellings

The Mayor’s Transport Strategy (March 2018)

5.15 The Mayor’s Transport Strategy (MTS) was published in March 2018 and is a policy document developed in conjunction with the London Plan and the Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. The document outlines the Mayor’s vision and how TfL and its partners will achieve the vision.

5.16 The Mayor’s Transport Strategy sets out the Mayor’s policies and proposals to reshape transport in London over the next two decades. The document includes three key themes as set out below, all of which are considered and addressed by the Proposed Development.

1. Healthy streets and healthy people – creating streets and networks to encourage active and sustainable travel, reducing car dependency.
2. A good public transport experience – shifting journeys by private car to the public transport network.
3. New homes and jobs – unlocking growth through new homes and jobs, brought about through planning a city that encourages walking, cycling and public transport use.

Local Transport Policy

Haringey Local Plan: Strategic Policies (July 2017)

- 5.17 Haringey's Local Plan: Strategic Policies was formally adopted in March 2013 and consolidated with alterations in July 2017 and sets out the Council's stance towards the delivery of developments.
- 5.18 Strategic Policy 7 – Transport: Delivering Action on Climate Change and Quality and Healthy Places – states that *'In line with the London Plan policies, the Council will work with partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:*
- *Minimising congestion and addressing the environmental impacts of travel;*
 - *Promoting public transport, walking and cycling (including minimum cycle parking standards);*
 - *Promoting road safety and pedestrian movement particular in town centres and close to local services;*
 - *Promoting car sharing and establishing car clubs;*
 - *Seeking to located major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;*
 - *Adopting maximum car parking standards and car free housing wherever feasible;*
 - *Seeking to mitigate the impact of road based freight and promote alternatives;*
 - *Supporting measures to influence behavioural change such as promoting low carbon vehicles;*
and

- *Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance.*

Haringey Local Plan: Development Management DPD (July 2017)

- 5.19 Haringey's Development Management Development Plan Document (DPD) was adopted in July 2017 and sets out Haringey's spatial strategy for managing development and growth up to 2026.
- 5.20 Policy DM32 - Parking states that:
- *Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.*
 - *The Council will support proposals for new development with limited or no on-site parking where: There are alternative and accessible means of transport available; Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index; A Controlled Parking Zone exists or will be provided prior to the occupation of the development; Parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.*
- 5.21 The Site's PTAL rating is noted as 1b, however this underestimates the accessibility of the Site to public transport as Hornsey or Alexandra Palace stations are available within reasonable walking distance, but just beyond the 960m cut off distance for inclusion in the PTAL measure and so there are alternative and accessible alternatives available here to the use of the private car for transport. This is reflected in the low average car ownership for the area of 0.43 per household.
- 5.22 If we allow for the 22 cars currently parking on the Site overnight and a predicted total of 6 new cars due to the development the proposals would give rise to a potential increase in parking demand of 28 vehicles overnight, assuming no Controlled Parking Zone is implemented in the future.
- 5.23 If this were all to be placed on-street the overnight parking occupancy would increase to 90% (assuming a 5m bay length which is considered appropriate for this area), leaving 50 empty spaces, however an additional 32 estate parking bays were surveyed to be available, giving a typical total of 82 empty spaces remaining available for use.

- 5.24 Though the proposals would increase on-street parking demand, the occupancy would remain within acceptable limits, such that it is not expected that existing residents would have any material difficulty in parking in the surrounding area.

Policy Summary

- 5.25 The location of this proposed development with its existing public transport facilities and real opportunities for the use of active modes of transport means that the Site is highly suited to the proposed use.
- 5.26 It is recognised that the proposals are not in accordance with Haringey Policy DM32 as no on-site car parking is proposed, the PTAL rating of the Site is below 4 and there is no Controlled Parking Zone in place currently, however Hornsey or Alexandra Palace stations are available within reasonable walking distance just beyond the 960m cut off distance for inclusion in the PTAL measure and surveys demonstrate that sufficient on-street parking capacity is available in the surrounding area.

6 DEVELOPMENT PROPOSALS

- 6.1 This proposal seeks the redevelopment of the Site to provide 15 flats (6 x 1 bed, 8 x 2 bed and 1 x 3 bed homes) with associated cycle parking.

Access Arrangement

- 6.2 The primary pedestrian access to the proposed residential units will be via Boyton Road.

Parking

Cycle Parking

- 6.3 Two cycle stores are proposed within the building providing a total of 28 cycle parking spaces for residents, with an additional 2 external Sheffield stands allowing for 4 visitor cycle parking spaces. The cycle store also includes extra space that can be used for pram storage or the parking of accessible/adapted cycles.
- 6.4 In addition to this within the wider landscape improvements 2 cycle hangars are proposed for the use of existing residents, providing an extra 12 cycle parking spaces for the local community.

Vehicular Parking

- 6.5 No car parking is to be provided directly on-site, though if needed in the future if a blue badge holder was to move in to the development, the architect's plans indicate that a disabled bay could be provided within some of the kerbside space freed up by the removal of the site's crossover.
- 6.6 As set out in the following section of this report a permit free agreement will be offered, such that if a CPZ was implemented in the future the site's residents would not be eligible for permits, alongside incentives to use local car club facilities, both measures which will discourage car ownership.

Servicing

- 6.7 Refuse collection and deliveries will be undertaken on-street in line with the adjacent existing properties, on average the 15 properties would be expected to receive of the order of 2 deliveries per day.

7 TRIP GENERATION AND TRANSPORT NETWORK IMPACT

Trip Generation and Mode Split

7.1 In order to determine the potential trip generation of the proposed development, the TRICS database was interrogated under the categories: Residential – Affordable / Local Authority Flats, where sites were selected in Greater London, with a unit range between 15 – 100. This category only provided two comparable sites which were the following:

- HA-03-D-01: Neighbourhood Centre, 88 units in Harrow; and
- HG-03-D-03: Suburban Area, 90 units in Haringey.

7.2 The TRICS database was reinterrogated under the category Flats Privately Owned within Greater London. As this identified more sites and provided higher trip rates, these have been used within our assessment to provide a robust 'worse-case' scenario for the proposed development.

7.3 The trip rates from the TRICS database have been applied to the proposed 15 units to determine the trip generation of the site. **Table 7.1** presents the AM and PM peak hours (08:00-09:00 and 17:00-18:00) and daily (07:00-19:00) trip generation; a copy of the TRICS output rates used are included at **Appendix F**.

Table 7.1: TRICS Person Trip Rates and Trip Generation – 15 Residential Units						
Time Period	Total Person Trip Rates			Total Person Trips		
	In	Out	2-Way	In	Out	2-Way
AM Peak (08:00-09:00)	0.125	0.839	0.964	2	13	14
PM Peak (17:00-18:00)	0.518	0.268	0.786	8	4	12
Daily (07:00-19:00)	3.785	4	7.785	57	60	117

7.4 The trip generation above has been applied to the 2011 Census data for Method of Travel to Work (Workday Population) from the Super Output Middle Layer: Haringey 020, in which the site is located. **Table 7.2** below presents the multi-modal trip generation assessment of the site.

Table 7.2: Multi-Modal Trip Generation Assessment

Travel Mode	Census Mode Split	AM Peak			PM Peak			Daily		
		In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Underground	18%	0	2	3	1	1	2	10	11	21
Train	13%	0	2	2	1	1	2	8	8	15
Bus	20%	0	2	3	2	1	2	11	12	23
Taxi	0%	0	0	0	0	0	0	0	0	0
Motorcycle	1%	0	0	0	0	0	0	1	1	1
Driving a car	34%	1	4	5	3	1	4	19	21	40
Passenger in car	2%	0	0	0	0	0	0	1	1	2
Bicycle	3%	0	0	0	0	0	0	2	2	4
On foot	9%	0	1	1	1	0	1	5	5	11
Total	100%	2	13	14	8	4	12	57	60	117

7.5 The data above demonstrates that the site has the potential to generate a total of 117 trips across the day of which the majority will be undertaken by public transport, equating to a total of 59 trips across the day. During the AM peak, 7 trips are expected to be undertaken by public transport compared to 6 trips during the PM peak. These figures are considered negligible and will fall within the daily use of public transport within the area. With only a small increase in trips made by public transport in the peak commuting hours, the development is not expected to hinder the existing public transport services as the existing transport network is sufficient to cope with this minor increase.

7.6 Furthermore, it is worth noting that the above multi-modal trip generation assessment presents a 'worst-case' scenario for trips across the day. It is expected, given that the development will be car-free that vehicle trips are in fact likely to be much lower. However, a worst case scenario of 5 vehicle movements in the AM peak and 4 vehicle movements in the PM peak is considered negligible and will in fact likely have less impact on the local highway network compared to the existing car park use.

Parking Impacts

7.7 The 2011 Census has been interrogated to show car ownership data for the area. The most local Census car ownership data indicates an average car ownership of 0.43 vehicles per household, therefore the proposed 15 flats would be expected on average to own 6 cars.

- 7.8 As set out earlier in this report there is sufficient capacity available on-street to allow for the 22 cars currently parking on the Site overnight and the predicted total of 6 new cars due to the development, such that existing residents would not have any material difficulty in parking in the surrounding area and any disabled car parking required could be created on-street if required.
- 7.9 It is noted that the double yellow lines and tactile paving at the junctions adjacent to the site ensure that parked vehicles cannot obscure visibility at junctions or obstruct key pedestrian crossing locations, ensuring that any parking impacts due to the development will not give rise to any highway safety implications.
- 7.10 Many of the roads in the wider area are within Controlled Parking Zones and though a CPZ is not current in place on the roads immediately adjacent to the site, a permit free agreement is offered such that if a CPZ was implemented in the future the site's residents would not be eligible for permits.
- 7.11 It is recommended that the residents of the development on first occupation are provided with car club membership and a driving credit, in order to provide a sustainable and cost effective alternative to car ownership, minimising the potential parking impacts of the proposals in the event a CPZ is not implemented in advance of the occupation of the development, which are likely to reduce the development's car ownership levels below that indicated by Census data. These measures will be highlighted to potential tenants in advance of them signing a tenancy agreement.
- 7.12 Zipcar have the most comprehensive network of car club bays locally and their proposal for the site is attached at **Appendix G**.
- 7.13 The proposals also provide for good quality cycle parking for the new residents and in addition to this 2 cycle hangars are proposed for the use of existing residents within the wider area, providing an extra 12 cycle parking spaces for the local community, helping to encourage alternatives to car ownership and the usage of sustainable modes of transport.
- 7.14 Given Haringey like many other Councils has declared a climate emergency and has recently introduced a Climate Change Action Plan, a reduction in parking availability and the removal of parking spaces should not necessarily be seen as negative issue and instead can be viewed in the context of these emerging plans for the Borough, as alongside the mitigation measures



proposed, as a benefit to assist in encouraging reduced car ownership/usage, a shift to sustainable modes of transport and improved local air quality.

8 SUMMARY AND CONCLUSION

Summary

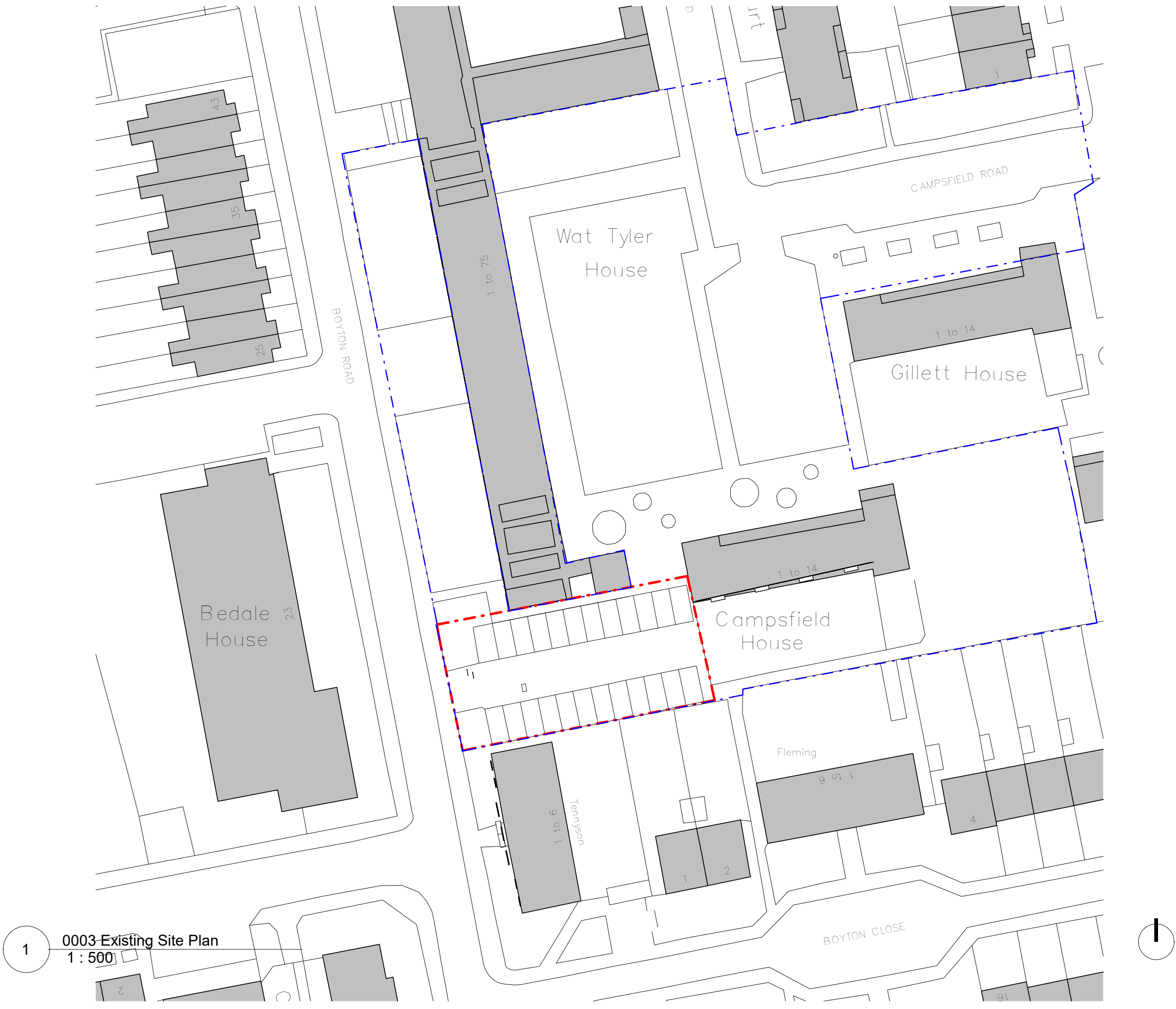
- 8.1 Caneparo Associates are appointed by the London Borough of Haringey ('the Applicant') to provide traffic and transport advice in relation to the proposed development of the site adjacent to Wat Tyler House, Boyton Road, Hornsey, London, N8 7AU.
- 8.2 The Site is currently in use as 24 car parking spaces and the planning application proposal seeks the redevelopment of the car park adjacent Wat Tyler House to provide 15 new Council rent homes in a part-4, 5 and 7-storey building. Provision of associated amenity space, cycle and refuse/recycling stores, a wheelchair parking space on Boyton Road and enhancement of existing communal areas and play space to the rear on the Campsbourne Estate.
- 8.3 In summary:
- The Site has reasonable accessibility to public transport and local facilities. Bus routes are available from the High Street and Hornsey and Alexandra Palace stations are available within a 1,050m walk distance of the Site. As such, most trips associated with the proposals can be expected to be made by sustainable modes of travel;
 - The proposals also provide for good quality cycle parking for the new residents and in addition to this 2 cycle hangars are proposed for the use of existing residents within the surrounding landscape improvements, providing an extra 12 cycle parking spaces for the local community, helping to encourage alternatives to car ownership and the usage of sustainable modes of transport.
 - Overnight weekday surveys undertaken by an independent survey company of the adjacent uncontrolled sections of local roads show an average occupancy level of 84% on the adopted highway (using the recommended 5m parking bay length recommended in the Lambeth methodology), below the 90% that we would consider represents parking stress, 78 empty spaces out of 496 still remain available for use.
 - On the overnight surveys an average of 85% of estate parking bays were in use, with 32 empty spaces out of 208. On the Site itself 22 car spaces were in use overnight.
 - The busiest midday survey showed 73% occupancy of uncontrolled on-street parking, with 146 empty spaces and 58% occupancy of estate parking with 87 empty spaces.

- The removal of the existing Site crossover as part of the redevelopment will allow space for any expected disabled parking demand of the development to be accommodated.
- It is considered that sufficient parking capacity is available locally to cater for the cars currently parking on the Site and the low level of car ownership expected to be associated with the development, such that existing residents would not have any material difficulty in parking in the surrounding area.
- Though a Controlled Parking Zone is not currently in place on the roads immediately adjacent to the site, a permit free agreement is offered, such that if a CPZ was implemented in the future the site's residents would not be eligible for permits. Residents will also be incentivised to utilise local Car Club facilities in order to encourage them not to own a car.

Conclusion

- 8.4 In conclusion, it is considered that the development proposal is appropriate for the location and generally accords with relevant adopted national, regional and local policy guidance.
- 8.5 Consideration of the proposed development identifies that it will not result in a material impact on the local transport network and though parking supply will reduce locally it is not considered that this will materially impact the ability of local residents to park on-street and this will be mitigated by car club incentives and a permit free agreement in the event a CPZ is implemented in the future.
- 8.6 It therefore meets the test of the NPPF, which states that: *"Development should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe."*
- 8.7 It is concluded that the development should not be prevented or refused on transport grounds.

Appendix A



Client:
London Borough of Haringey

KEY :
- - - - - Red boundary line showing the extent of the development
- - - - - Land within the ownership of the applicant

	21/10/18	Consultant Design Freeze	MB	CM
C	21/08/09	Consultant Design Freeze	WO	CM
B	21/08/19	Issued for information	MB	CM
A	21/05/25	Issued for information	MB	CM
-	21/01/25	Issued for comments	MB	CM
REV	DATE	DESCRIPTION	DWN	CHK

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.

Key Plan:

Project:
0535 - Boyton Road, Wat Tyler N8 7AW

Drawing Title:
Existing Site Plan

CONSULTANT DESIGN FREEZE

Drawing Number:
KCA-0535-0003

Scale: Paper Size: Revision:
As indicated A3 C



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1 0003-Existing Site Plan
1 : 500

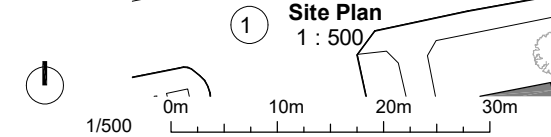
Appendix B



Landscaping proposal to be replaced with Remapp's landscape design layout

Existing crossover to be omitted

Proposed new parking bay



1 Site Plan
1 : 500

Client:

London Borough of Haringey

KEY :

--- Red boundary line showing the extent of the development

--- Areas of enhanced public realm, landscaping and play space

G	22.07.08	Issued for Design Freeze REV A	
F	21.11.29	Green Boundary Line updated	
E	21.11.18	Boundary line colour and description revised	
D	21/10/18	Proposed parking bays removed. Issued for Design Freeze	
	21/10/05	Consultant Design Freeze	
C	21/09/09	Consultant Design Freeze	
B	21/05/25	Issued for information	
	21/05/24	Issued for information	
	21/02/05	Issued for information	
A	21/01/25	Issued for comments	
-	14/04/20	Issue for QRP	
REV	DATE	DESCRIPTION	DWN CHK

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.

Key Plan:

Project:

0535 - Boyton Road, Wat Tyler N8 7AW

Drawing Title:

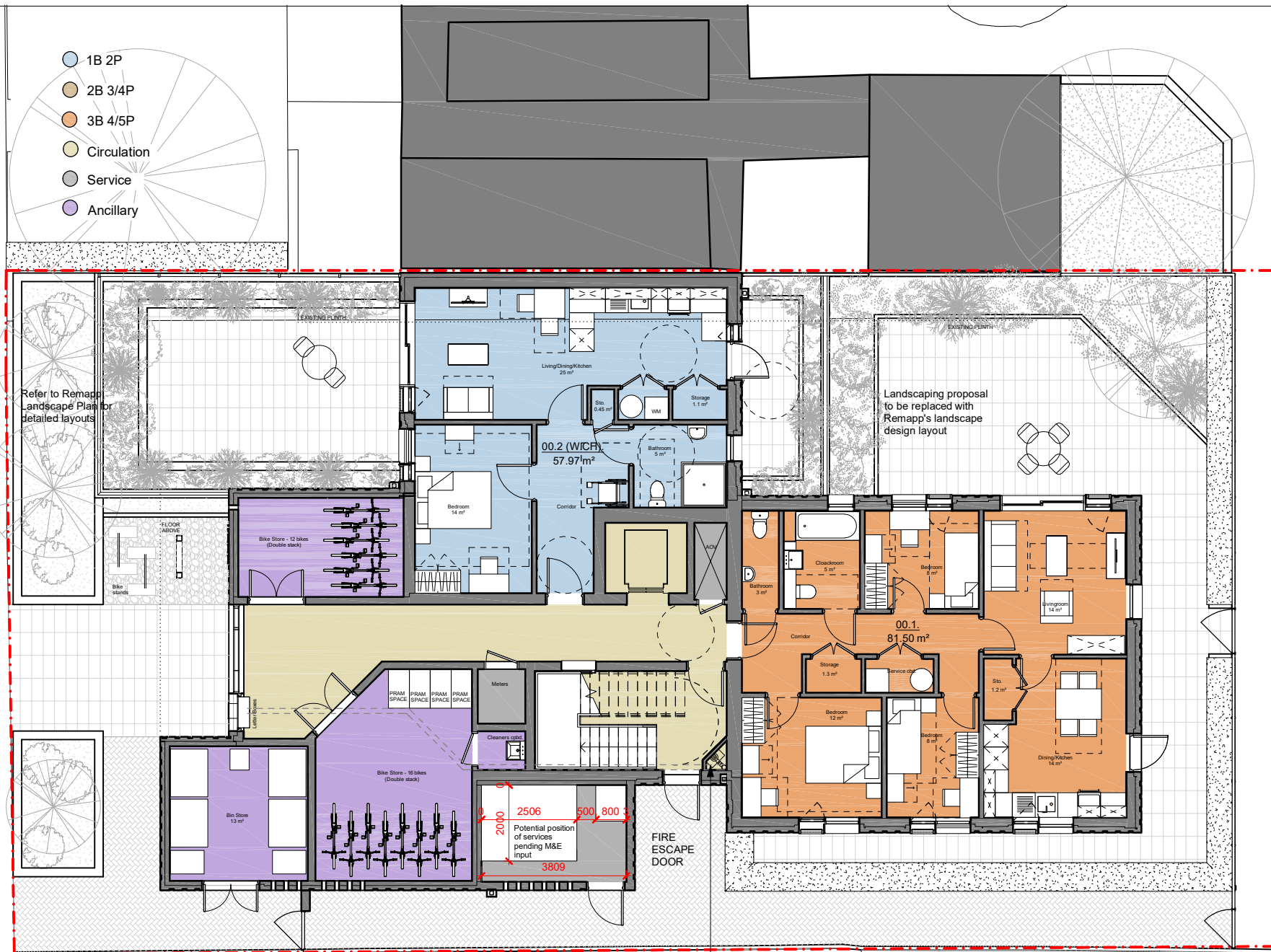
Proposed Site Plan

**CONSULTANT
DESIGN FREEZE
REV A**

Drawing Number:

KCA-0535-1000

Scale:	Paper Size:	Revision:
As indicated	A3	G



1 Proposed Ground Floor Plan
1 : 100

1/100 0m 1 2 3 4 5m

Client:
London Borough of Haringey

K	22.07.08	Issued for Design Freeze REV A	
J	21.11.08	Access to meter room relocated	
I	21/10/18	Consultant Design Freeze	
I	21/10/05	Position of lift and AOV revised. Gate added	
H	21/09/09	Consultant Design Freeze	
G	21/06/18	Issued for information	
F	21/06/08	Issued for information	
E	21/05/25	Issued for information	
D	21/05/24	Issued for information	
D	21/02/05	Issued for information	
C	21/01/25	Issued for comments	
B	21/01/20	Issued for comments only	
A	23/11/20	Updated Layouts for entrance and storage	
-	14/04/20	Issue for QRP	
REV	DATE	DESCRIPTION	DWN CHK

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.

Key Plan:

Project:
0535 - Boyton Road, Wat Tyler N8 7AW

Drawing Title:
Proposed Ground Floor Plan
**CONSULTANT
DESIGN FREEZE
REV A**

Drawing Number:
KCA-0535-1100

Scale: As indicated Paper Size: A3 Revision: K

Appendix C

Job Number & Name: **Haringey**

Site Number/Name: **Boyton Road**

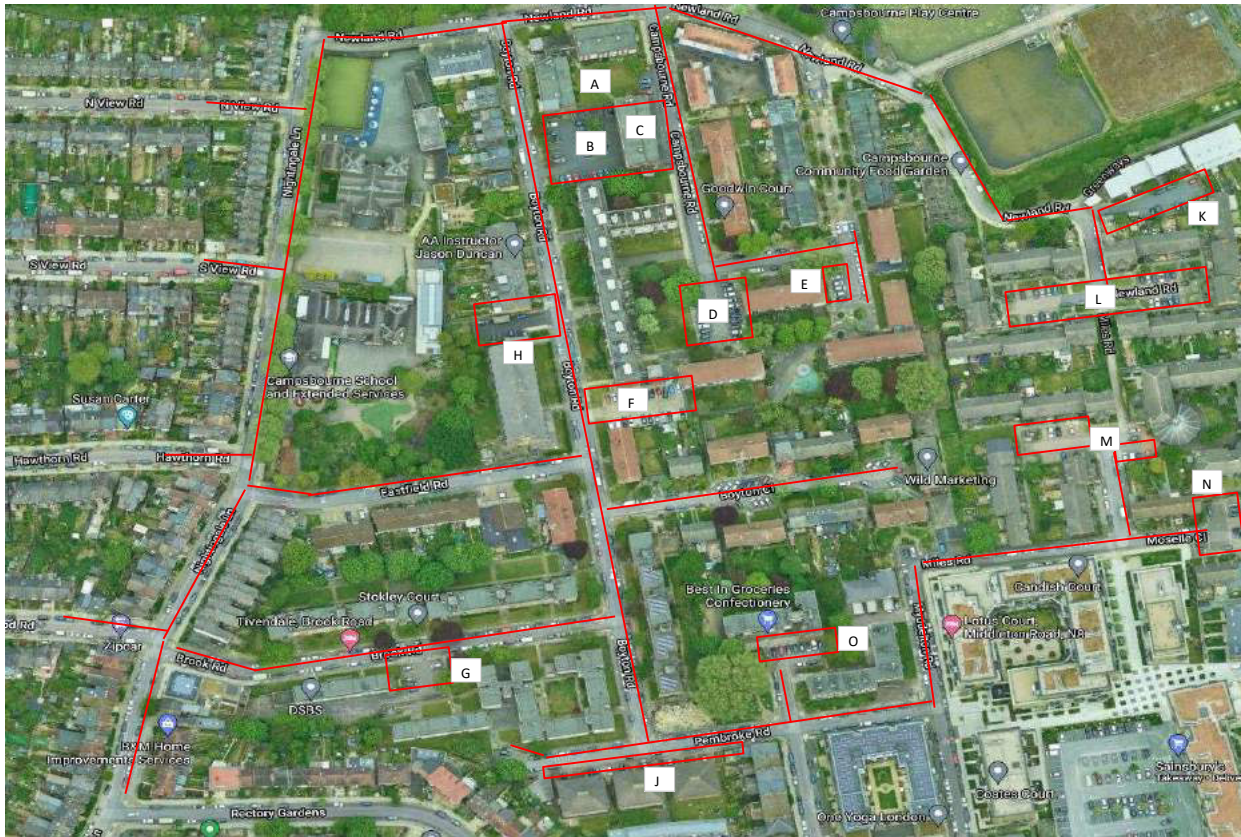
Client: **Caneparo Associates**

Date: Weds May 19th Thurs May 20th & Sat May 22nd 2021

Parking beats: 00:30 overnight [2 days], & 12:00 weekday & Saturday

Weather: Dry

Survey Site Location: Red Lines indicate survey boundary



Description of column headers

Total Length of Available Kerb Space Measured length (in metres) of kerb space [inc SY Lines] excluding individual short sections of less than 5m [ie between two crossovers]

Unuseable kerb Space Measured length (in metres) of unuseable kerb space - sections left over not divisible by 5m - ie 12m/10m [2 spaces] - 2m unuseable

Length (m) Measured length (in metres) of total useable kerb length per road parking type, rounded to the nearest 5m

Calculated Spaces Calculation of number of available spaces based on 5m length

Cars Parked Number of vehicles parked per time period

Stress Calculated stress per restriction per road based on number of parked vehicles and number of available spaces

please refer to OS supplied mapping for survey area and road inventory

Brief Overview Summary Traffic Surveys UK were appointed by **Caneparo Associates** to carry out a Parking survey over three days

The survey was carried out to current Lambeth Methodology guidelines to 200m from site

The purpose of the survey is to examine the roads within 200 metres walking distance of the site and establish the existing levels of "parking stress", meaning the percentage of the kerbside parking space occupied at peak periods.

This information can be used to assess whether there would be sufficient spare capacity for any additional parking generated by the development or whether special measures would be needed to manage the pressure for parking space.

The use of a 200 metre walking distance to define the roads affected by the development is accepted as standard practice

An initial assessment was made taking into account the following factors:-

- The size and nature of the development
- Setting of development – residential/industrial etc, proximity to shopping centres, schools, railway stations etc

- Parking provisions within the development
- Other transport improvements linked to the development.

The survey area and the times and days of the surveys were defined taking into account the results of the background assessment

and in accordance with the Lambeth methodology parking beats stipulated within the current methodology.

The lengths of restricted and unrestricted parking recorded on site were converted into equivalent numbers of parking spaces, assuming a 5.0 metre length for each space (2.4 metres if echelon to the kerb). Any sections with dropped kerbs were excluded from the calculation, as were any lengths of less than 5.0 metres [between crossovers]

A Road inventory has been supplied of the area detailing road parking available and restrictions

Vehicle plots are also supplied of positions of parked vehicles on the required OS mapping

Survey area is extended to a junction if close to survey "boundary distance" - a turning point for a vehicle

Likewise survey boundary is curtailed if no parking is possible i.e. junction approach [maybe signalled], narrow restricted road near a bridge or pedestrian crossing, or level crossings etc.

Result overview/observations The survey site is in a wholly residential area. Parking is unrestricted

Also parking areas off road were included and recorded separately, within the survey area.

Parking Stress on the 2 x overnight parking beats ranged from 84% - 83% ON ROAD, which equated to approximately 70-75 spaces on road within the whole survey area. The daytime beats resulted in less parking stress at 78% for the weekday and 65% ON ROAD for the weekend parking beat.

Individual Estate parking areas [car park areas and isolated marked bays] have been recorded separately

Weekday overnight off road parking areas averaged at 85% parking stress for the two parking beats

Daytime beats 1200 hrs for weekday and Saturday these parking areas were 58% and 61% parking stress respectively

Traffic Surveys UK Ltd

Job Number & Name: **Haringey**

Site Number/Name: **Boyton Road**

Client: **Caneparo Associates**

Date: Weds May 19th Thurs May 20th & Sat May 22nd 2021
00:30 overnight [2 days], & 12:00 weekday & Saturday
Dry

All roads measured by measuring wheel

unrestricted parking Disabled space

crossovers

Current roadworks/bollards for construction [lost parking]



00:30 Wednesday May 19th 2021

00:30 Thursday May 20th 2021

Traffic Surveys Uk Ltd	Job Number & Name: Boynton Road Haringey
Parking Beat	Client: Caneparo Associates
Parking Stress	Date: May 19th, 20th & 22nd 2021

5.0m per Vehicle Space				Unrestricted Parking				Side by Side[and Angled parking] - not marked bay parking areas				Car Club - CC31				Estate Parking Areas Marked bays				Disabled Spaces				Non-Space parking [over crossover, sub 5m spaces etc]			TOTALS			Safe Single Yellow Line parking Mon - Sat 0800 - 1830				Double Yellow/Keep Clear Line/RR	
Street Name	Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Marked Bays	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress		Cars Parked		Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked			
Nightingale Lane	409.9	24.9	370	74	57	77%												15	3	2	67%		0		77	59	77%					0			
Newland Road	348.7	13.7	330	66	58	88%	5	2	2	100%													0		68	60	88%					0			
Hawthorn Road	99.3	4.3	90	18	15	83%												5	1	0	0%		0		19	15	79%					0			
Eastfield Road	164.7	14.7	150	30	19	63%																	0		30	19	63%					0			
Brook Road	274.6	14.6	260	52	39	75%																	1		52	40	77%					0			
Boyton Road	486.3	16.3	470	94	63	67%																	0		94	63	67%					0			
Boyton Close	161.5	0.5	100	20	10	50%	61	20	15	75%													0		40	25	63%					0			
Campsbourne Road	54.5	4.5	40	8	6	75%												10	2	2	100%		0		10	8	80%					0			
Campsfield Road	83.7	3.7	75	15	14	93%												5	1	1	100%		0		16	15	94%					0			
Pembroke Road	195.2	15.2	170	34	36	106%												10	2	1	50%		1		36	38	106%					0			
Myddleton Road	95.5	10.5	85	17	19	112%																	0		17	19	112%					0			
Miles Road	82.2	2.2	75	15	12	80%												5	1	1	100%		3		16	16	100%					0			
Moselle Close	26.3	1.3	25	5	2	40%																	0		5	2	40%					0			
Southview Road	50.6	5.6	45	9	8	89%																	0		9	8	89%					0			
Northview Road	46	1	45	9	7	78%																	0		9	7	78%					0			
Beechwood Road	40.5	0.5	40	8	7	88%					5	1	1	100%									0		8	7	88%					0			
A- Koblenz House bays															5	2	40%						0		5	2	40%					0			
B - Rhein House car park															32	16	50%						0		32	16	50%					0			
C - Rhein House - bays															20	11	55%						0		20	11	55%					0			
D - Wat Tyler House - car park															21	17	81%						0		21	17	81%					0			
E - Campsfield Rd Bays															8	8	100%						0		8	8	100%					0			
F - Campsfield House - Car Park															23	14	61%						0		23	14	61%					0			
G - Stokley Court - bays															9	6	67%						0		9	6	67%					0			
H - Bedale House - bays															7	5	71%						1		7	6	86%					0			
J - Pembroke Rd - bays															12	5	42%						0		12	5	42%					0			
K Peacock House bays															10	4	40%						0		10	4	40%					0			
L - Newland Rd bays															28	14	50%						0		28	14	50%					0			
M - Miles Rd Bays															16	10	63%						0		16	10	63%					0			
N - Moselle Close bays															10	4	40%						0		10	4	40%					0			
O - Campsbourne Rd [sth] bays															7	5	71%						1		7	6	86%					0			
TOTALS	2619.5	133.5	2370	474	372	78%	66	22	17	77%					208	121	58%	50	10	7	70%		7		714	524	73%	0	0	0	nil		0		

Traffic Surveys Uk Ltd	Job Number & Name: Boynton Road Haringey
Parking Beat	Client: Caneparo Associates
Parking Stress	Date: May 19th, 20th & 22nd 2021

5.0m per Vehicle Space				Unrestricted Parking				Side by Side[and Angled parking] - not marked bay parking areas				Car Club - CC31				Estate Parking Areas Marked bays				Disabled Spaces				Non-Space parking [over crossover, sub 5m spaces etc]		TOTALS			Safe Single Yellow Line parking Mon - Sat 0800 - 1830				Double Yellow/Keep Clear Line/RR	
Street Name	Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Marked Bays	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked		Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked			
Nightingale Lane	409.9	24.9	370	74	42	57%												15	3	1	33%	0		77	43	56%					0			
Newland Road	348.7	13.7	330	66	44	67%	5	2	2	100%												0		68	46	68%					0			
Hawthorn Road	99.3	4.3	90	18	9	50%												5	1	0	0%	0		19	9	47%					0			
Eastfield Road	164.7	14.7	150	30	13	43%																0		30	13	43%					0			
Brook Road	274.6	14.6	260	52	32	62%																1		52	33	63%					0			
Boyton Road	486.3	16.3	470	94	60	64%																0		94	60	64%					0			
Boyton Close	161.5	0.5	100	20	10	50%	61	20	18	90%												0		40	28	70%					0			
Campsbourne Road	54.5	4.5	40	8	8	100%												10	2	2	100%	0		10	10	100%					2			
Campsfield Road	83.7	3.7	75	15	13	87%												5	1	1	100%	1		16	15	94%					0			
Pembroke Road	195.2	15.2	170	34	29	85%												10	2	1	50%	0		36	30	83%					0			
Myddleton Road	95.5	10.5	85	17	20	118%																0		17	20	118%					0			
Miles Road	82.2	2.2	75	15	8	53%												5	1	1	100%	4		16	13	81%					1			
Moselle Close	26.3	1.3	25	5	3	60%																0		5	3	60%					0			
Southview Road	50.6	5.6	45	9	5	56%																0		9	5	56%					0			
Northview Road	46	1	45	9	7	78%																0		9	7	78%					0			
Beechwood Road	40.5	0.5	40	8	8	100%					5	1	1	100%								0		8	8	100%					0			
A- Koblenz House bays															5	3	60%					0		5	3	60%					0			
B - Rhein House car park															32	24	75%					0		32	24	75%					0			
C - Rhein House - bays															20	14	70%					0		20	14	70%					0			
D - Wat Tyler House - car park															21	14	67%					0		21	14	67%					0			
E - Campsfield Rd Bays															8	8	100%					0		8	8	100%					0			
F - Campsfield House - Car Park															23	14	61%					0		23	14	61%					0			
G - Stokley Court - bays															9	5	56%					0		9	5	56%					0			
H - Bedale House - bays															7	4	57%					1		7	5	71%					0			
J - Pembroke Rd - bays															12	6	50%					0		12	6	50%					0			
K Peacock House bays															10	3	30%					0		10	3	30%					0			
L - Newland Rd bays															28	13	46%					0		28	13	46%					0			
M - Miles Rd Bays															16	7	44%					0		16	7	44%					0			
N - Moselle Close bays															10	6	60%					0		10	6	60%					0			
O - Campsbourne Rd [sth] bays															7	6	86%					4		7	10	143%					0			
TOTALS	2619.5	133.5	2370	474	311	66%	66	22	20	91%					208	127	61%	50	10	6	60%	11		714	475	67%	0	0	0	nil		3		

12:00 Saturday May 22nd 2021

Traffic Surveys UK Ltd

Job Number & Name: **Haringey**

Site Number/Name: **Boyton Road**

Client: **Caneparo Associates**

Date: Wednesday May 19th 2021

00:30 overnight [2 days], & 12:00 weekday

& Saturday

Dry

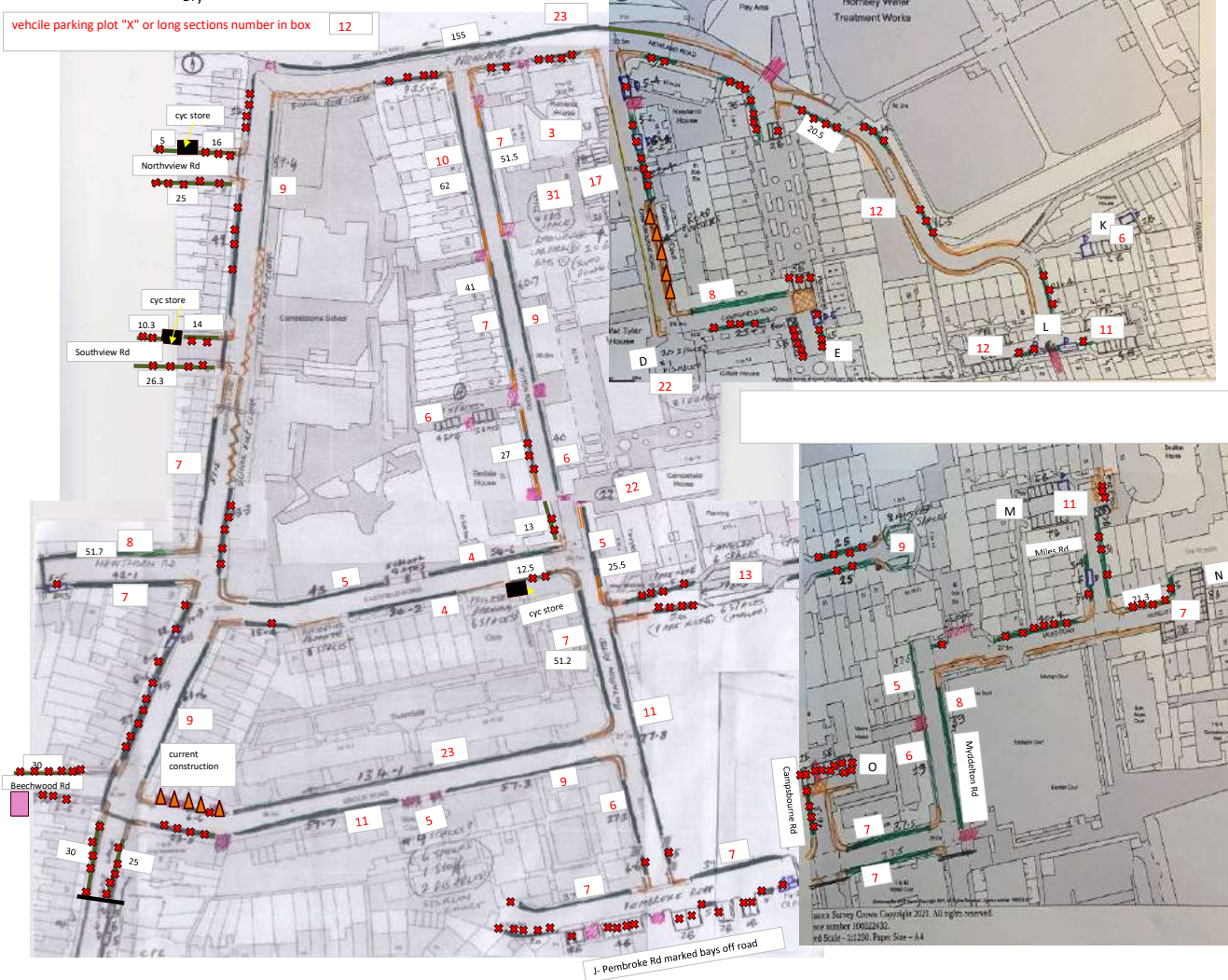
All roads measured by measuring wheel

unrestricted parking Disabled space

crossovers

Current roadworks/bollards for construction [lost parking]

vehicle parking plot "X" or long sections number in box 12



Job Number & Name: **Haringey**

Site Number/Name: **Boyton Road**

Client: **Caneparo Associates**

Date: Thursday May 20th 2021

00:30 overnight [2 days], & 12:00 weekday

& Saturday

Dry

vehicle parking plot "X" or long sections number in box

12

All roads measured by measuring wheel

unrestricted parking

Disabled space

crossovers

 Current roadworks/bollards for construction [lost parking]

Traffic Surveys UK Ltd

Job Number & Name: **Haringey**

Site Number/Name: **Boynton Road**

Client: **Caneparo Associates**

Date: Weds May 19th Thurs May 20th & Sat May 22nd 2021
00:30 overnight [2 days], & 12:00 weekday
& Saturday

site photos taken Saturday approx 1200 hrs

Nightingale Rd



Nightingale Rd



Nightingale Rd & Eastfield Rd Junction



Newland Rd



Newland Rd



Newland Rd & Boynton Rd Junction



Newland Rd parking bays



Boynton Close



Boynton Rd



Boynton Rd



Eastfield Rd



Eastfield Rd



Miles Rd - Bay areas and Ambulance Area (parked over)



Wat Tyler House bays



Myddleton Rd



Brook Rd



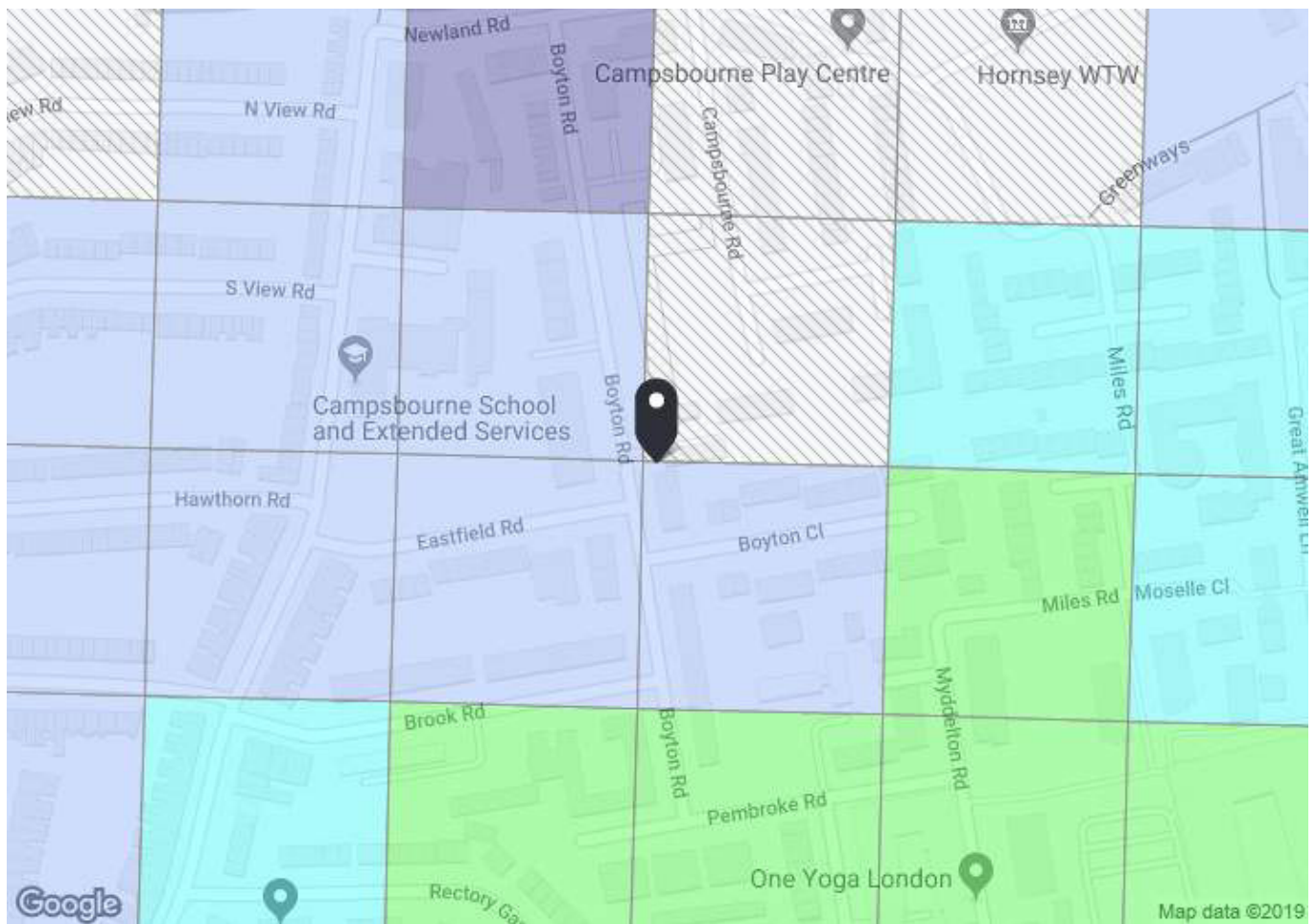
Campsfield House Bays



Campsfield Rd



Appendix D



PTAL output for Base Year 1b

Tennyson House, Boyton Rd, London N8 7AX, UK
Easting: 530302, Northing: 189593

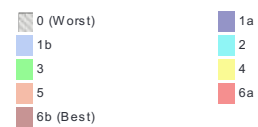
Grid Cell: 129032

Report generated: 17/12/2019

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HIGH ST THREE COMPASSES	144	430.55	8	5.38	5.75	11.13	2.69	1	2.7
Bus	HORNSEY H ST MIDDLE LANE	V3	565.12	11.5	7.06	4.61	11.67	2.57	0.5	1.29
Total Grid Cell AI:										3.98

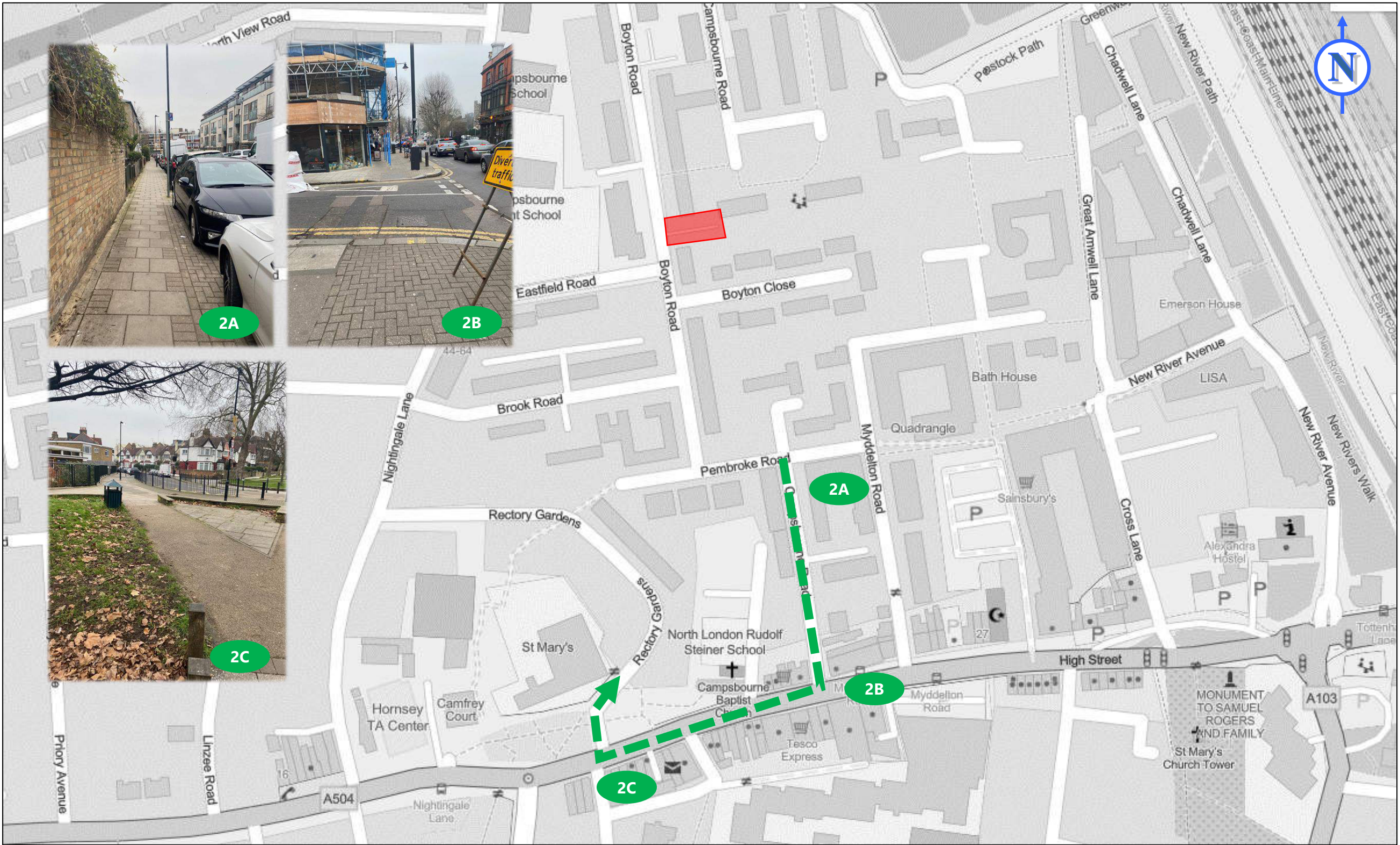
Appendix E



KEY:
Route 1: Hornsey Station ➡

NTS		Size: A3
SW	Checked by: NB	Date: 24.01.2022

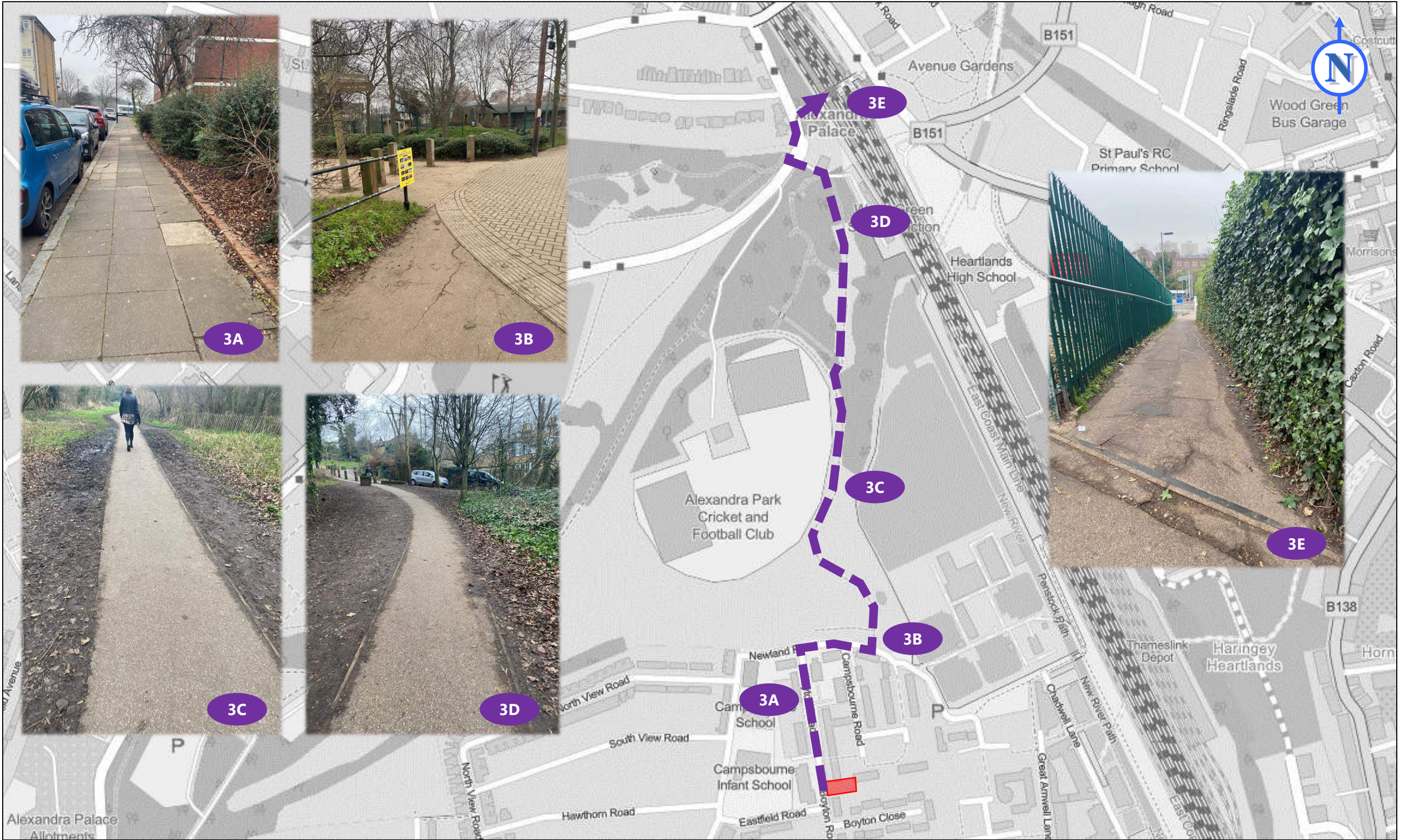
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KEY:
Route 2: St Mary's Church of England Primary & Junior School →

NTS		Size: A3
SW	Checked by: NB	Date: 24.01.2022

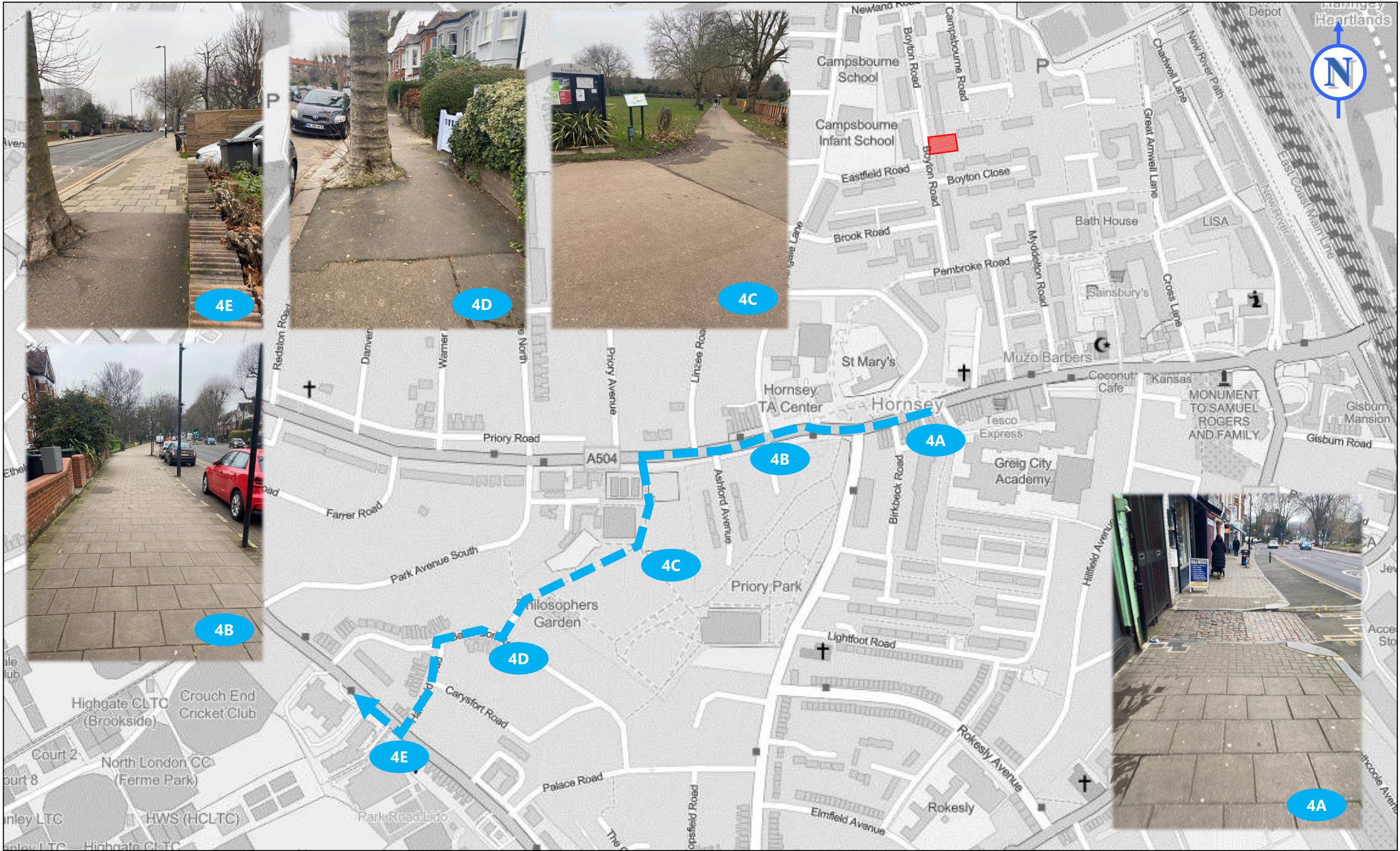
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KEY:
Route 3: Alexandra Park & Alexandra Palace Station ➡

NTS		Size: A3
SW	Checked by: NB	Date: 24.01.2022

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KEY:
Route 4: Queenswood Medical Practice ➡

NTS		Size: A3
SW	Checked by: NB	Date: 24.01.2022

**CANEPARO**
ASSOCIATES

Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

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Appendix F

Calculation Reference: AUDIT-358901-220203-0231

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLESelected regions and areas:**01 GREATER LONDON**

HG	HARINGEY	1 days
HO	HOUNSLOW	1 days
NH	NEWHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 12 to 30 (units:)
 Range Selected by User: 9 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 06/03/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	1 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

C3 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 1 days

50,001 to 100,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More 3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

2 Poor 1 days

3 Moderate 1 days

4 Good 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	HG-03-C-02	BLOCK OF FLATS	HARINGEY
	HIGH ROAD		
	WOOD GREEN		
	WOODSIDE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	01/10/14	Survey Type: MANUAL
2	HO-03-C-05	BLOCK OF FLATS	HOUNSLOW
	PARK LANE		
	HOUNSLOW		
	CRANFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: FRIDAY	06/03/20	Survey Type: MANUAL
3	NH-03-C-01	BLOCK OF FLATS	NEWHAM
	ARTHINGWORTH STREET		
	STRATFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: THURSDAY	14/11/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
TH-03-C-04	Unit size

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 4.49

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.125	3	19	0.768	3	19	0.893
08:00 - 09:00	3	19	0.125	3	19	0.839	3	19	0.964
09:00 - 10:00	3	19	0.143	3	19	0.196	3	19	0.339
10:00 - 11:00	3	19	0.196	3	19	0.179	3	19	0.375
11:00 - 12:00	3	19	0.125	3	19	0.179	3	19	0.304
12:00 - 13:00	3	19	0.196	3	19	0.089	3	19	0.285
13:00 - 14:00	3	19	0.143	3	19	0.214	3	19	0.357
14:00 - 15:00	3	19	0.268	3	19	0.143	3	19	0.411
15:00 - 16:00	3	19	0.321	3	19	0.286	3	19	0.607
16:00 - 17:00	3	19	0.625	3	19	0.321	3	19	0.946
17:00 - 18:00	3	19	0.518	3	19	0.268	3	19	0.786
18:00 - 19:00	3	19	0.786	3	19	0.304	3	19	1.090
19:00 - 20:00	1	14	0.214	1	14	0.143	1	14	0.357
20:00 - 21:00	1	14	0.000	1	14	0.071	1	14	0.071
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.785			4.000			7.785

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Appendix G



Car Club proposal for Wat Tyler House, Boyton Road, N8 7AE

January 2022



Wat Tyler House Car Club - Introduction

Enterprise Car Club is an hourly, self-service car rental company, available to members 24/7/365. Vehicles can be picked up in and around a city or region and booked in advance or at the last minute. Located in over 180 UK cities and communities our 100,000+ members have access to over 2,500 cars and vans.

Enterprise Holdings is the parent company of Enterprise Car Club. A car club is a natural extension of the local car-rental service that Enterprise Rent-A-Car has pioneered in the UK over the last 20 years.

Enterprise Car Club will be able to provide new communities with a wider variety of vehicles backed by the Enterprise Rent-A-Car neighbourhood network and award-winning customer service.

Enterprise Car Club already hosts over 150 vehicles at developments across the UK. These range from City Centre residential developments in London and major regional cities (e.g., Manchester, Leeds, Bristol, Edinburgh, Glasgow, and Newcastle), to mixed use developments, business parks and non-city centre locations on the fringes of cities or outside major conurbations.

The mobility decisions and behaviour of residents of new developments/communities (business or private) are influenced by their mobility needs in and around their new location, but also across the region and country. A good range of mobility solutions in one and not the other risks travel behaviours remaining focussed on vehicle ownership and far lower adoption of more sustainable and multi-modal options.

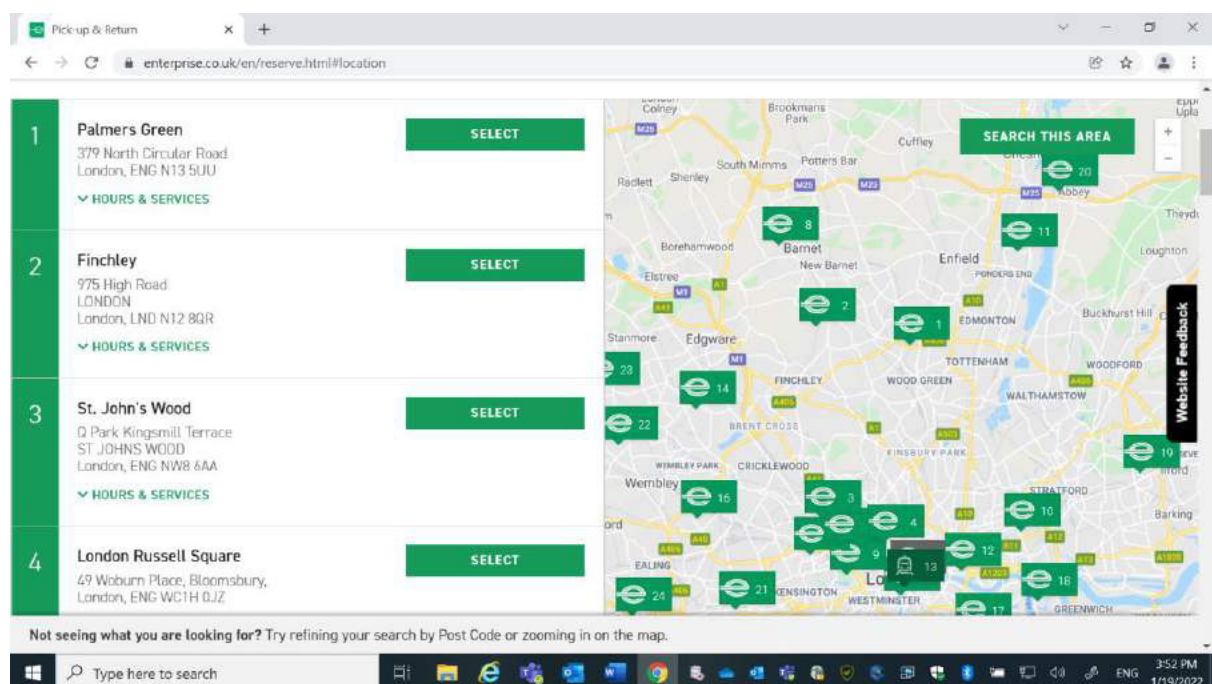
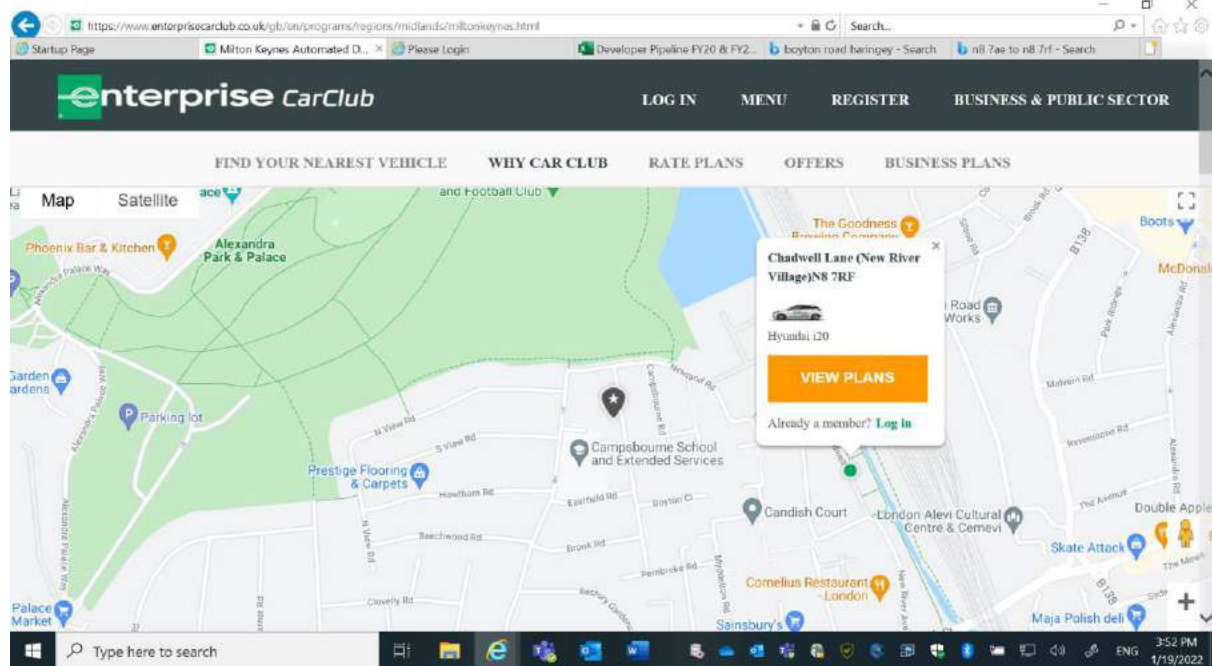
Enterprise has an already established and rapidly expanding national car club and car rental network providing shared mobility from Inverness to the Isle of Wight, Northern Ireland to East Anglia. Large urban centres are covered but towns and smaller communities are also now served by Enterprise Car Club and Enterprise Rent-A-Car. By the time this new development starts to be occupied mobility solutions from Enterprise will be available across the UK integrated physically and digitally alongside other sustainable modes such as public transport, active travel, and shared mobility options. Enterprise Car Club already has vehicles within 500 metres of 181 UK train station. These stations represent 34% of UK national rail journeys.

Enterprise Car Club is integrated with Enterprise Rent-A-Car as a brand, business, and proposition for residents of the development. This means that personal members of Enterprise Car Club will receive a discount with Enterprise Rent-A-Car and can access all its services in the immediate area around the development and across the UK. Together this integrated approach provides the most powerful alternative to car ownership for individuals and businesses.

Enterprise in the area around Wat Tyler House, N8 7AE

Currently Enterprise Car Club has a good presence in the local area, closest vehicle is 0.4 miles away (see first map). Discussions are ongoing to expand this in partnerships with council's, train operators and developers. This car club presence is supported by a strong branch presence (see second map below) and Enterprise also has "[month or more](#)" and commercial vehicles options in the region via [Enterprise Flex-E-Rent](#).

Combined these options make Enterprise the best possible mobility partner for the Wat Tyler House community whether residents need a car for a few hours, days or months.



The National Car Club

Wat Tyler House residents will also have access via their Car Club membership to over 2,500 vehicles across the UK. The map below shows the current Enterprise Car Club network which is expanding rapidly.

Wat Tyler House residents who join Enterprise Car Club can use any of these vehicles and if bookings are cancelled more than 5 hours in advance there are no charges. Enterprise locates car club vehicles with public transport in mind enabling members to travel in combination with public transport and only driving for the smallest possible portion of the journey. One example of this is Enterprise Car Club's presence along the LNER network connecting York to Darlington, Durham, Newcastle, Berwick-upon-Tweed, and Edinburgh to the north and Wakefield, Doncaster, Newark, Peterborough, and London Kings Cross to the south.



Car Club Proposal for Wat Tyler House, N8 7AE

Given the scale of the development (15 units), the strong network of existing car clubs in the area and the requirement to provide memberships we advise the following:

- Minimum car club – Membership Only – using existing network – 3 Years
- Vehicles provided – petrol/hybrid vehicles currently operate in the local area
- Total cost - £2,500 ex VAT.
- Incentive for site only residents – 3 year's free membership of Enterprise Car Club
- The offer will be provided to multiple residents at the same address and throughout the contracted period.
- All residents joining would also be able to get a discount with Enterprise Rent-A-Car. The combination of car club and car rental is very attractive to people as an alternative to car ownership. This would be promoted via a leaflet customised to the offer (see below example), via digital/social media marketing and events
- Any Businesses located at the development site will be provided with free Enterprise Car Club membership for themselves and their employees
- Attendance at sales and promotional events
- Dedicated 24/7 Clubhouse Team and 24/7/365 online reservation system available, by phone or on our app.
- Creation of reports and statistics for the developer and council.
- Zero vehicle maintenance and cleaning responsibilities.
- Dedicated personal development account manager.
- Car Club personal members will receive discount on rentals with Enterprise-Rent-A-Car. Details of nearest branch are below which offers a free "We'll pick you up service".
- Car Club members holding both a corporate and personal membership can link their accounts, so they can have a single sign on to the car club booking system.

One Enterprise and Future Mobility

Car Club usage can be supported and supplemented day traditional car rental (typically for longer journeys) via a local branch and the free “We’ll pick you up service” or a delivery service to the business park. One-way hires are available via the traditional Enterprise Rent-A-Car network.

Enterprise has developed “Enterprise Travel Direct” ETD to assist businesses wishing employees to have access to both car club and daily rental mobility options alongside the use of employee’s own cars for business mobility (grey fleet). ETD allows businesses to load the parameters of their travel policy/hierarchy into the system to manage and direct their employees to the travel option most suitable to their needs in terms of cost, carbon savings etc.

Enterprise is developing Mobility as a Service and Ridesharing services which can also assist business parks provide efficient mobility for residents.

Globally, Enterprise is at the forefront of new mobility solutions and over \$2 billion has been invested in a variety of businesses and technologies that will be critical in solving many of the current and future mobility challenges. Enterprise is seeking to bring innovative Mobility as a Service (MAs) platforms to cities and large sites that will provide users with transport on demand across all modes. Employees could receive “Mobility Credits” from employers and the platform could be white labelled to the location or business.

In response to the changing mobility required by employers in 2020-21 due to the COVID19 situation Enterprise is working to evolve new solutions for employers to assist with employee mobility during the working day and for the employees commute to work. More information can be made available. Enterprise also has implemented a clean car pledge because of the current COVID19 situation. See below for more details.

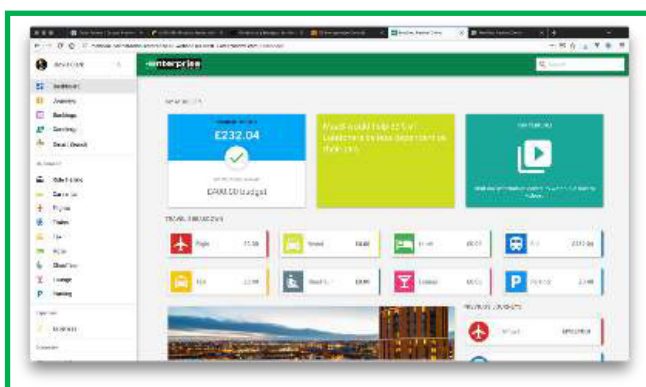
Complete Clean Pledge

Today and every day, we are committed to maintaining the highest standards of cleanliness in the industry. Now more than ever, our customers and employees deserve to know we stand behind that commitment with the Complete Clean Pledge. We pledge to go above and beyond our already rigorous cleaning protocols, including strict sanitizing procedures to protect the health and safety of all.

Learn more about our [Complete Clean Pledge](#).

Below are details on our modified services and the steps we are taking company-wide to protect customers and employees while remaining available to those who need us during this challenging time.

Looking to rent a car? [Find a location near you](#).



Enterprise 9 Seat Minibus

- Low Emission Zone Compliant
- Department for Transport Approved
- Compact and Easy to Drive
- Climate Control
- Side Load Cassette Step
- Drive on Standard Licence (B1)
- Speed Limited to 62 mph
- Single Seats
- Reverse Camera
- M1 Vehicle – Approved for Passenger Transportation
- Adjustable and Fully Flexible Seating Layout



Example Marketing Leaflet

Lawrence Green Residents offer:

Join today for £10

Annual membership usually £60

+ **£10** Free Driving Credit*

+ **5%** off Enterprise-Rent-A-Car

EnterpriseCarClub.co.uk/LAWRENCE

Quote the offer code:

LAWRENCE



enterprise
CarClub

Your property
comes with a car



enterprise
CarClub

**£10 first year
membership***

Annual membership usually £60

*First year's membership for only £10 (usually £60). £10 driving credit applied once application is approved. Offer ends on 31/03/2024. For Lawrence Green residents only. Hourly price is based on 24 hour rental, based on the UK average Friday-Sunday daily rate of our vehicles as of 01/01/2023. Mileage charge based off UK wide fleet majority as at 01/01/2023. Drive time expires after 90 days of joining. Members must complete their first Car Club rental to qualify for 5% discount code. Full terms and conditions at www.enterprise.co.uk/club/whitel. ©2023 Enterprise Car Club. K004601 00.00 GB



Your nearest car is:
Wallshut Wood,
Bristol, BS16 1GJ



Rent by the hour from
£2.50/hr* & 21p/mile



Fuel, taxes and
servicing included



Access 1,400+
vehicles nationwide

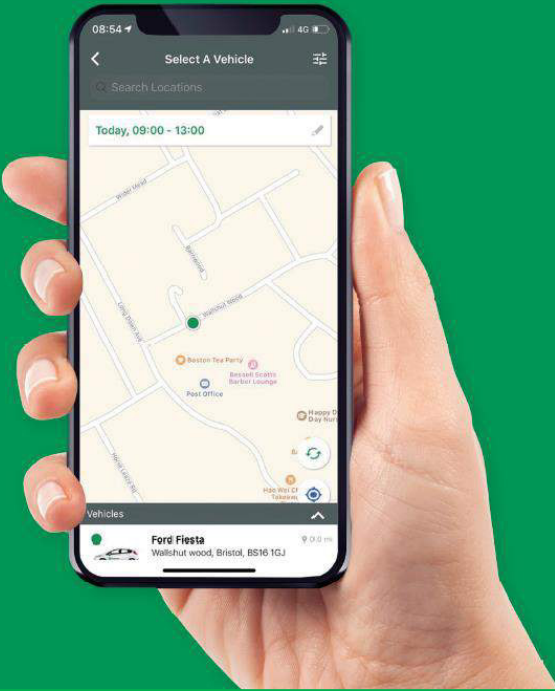


24/7 access
year round

Book & Unlock

from the palm of your hand

Use our app to access cars and vans parked on streets, at train stations, car parks and Enterprise Rent-A-Car branches across the UK. Membership includes fuel, insurance and breakdown cover, meaning you only pay for a vehicle when you need it.



1. Join
Become a member
online or on the app

2. Reserve
Book in advance or on the
go, online or using the app

3. Unlock & Go
Access the vehicle via the app
and retrieve the keys using
the PIN-PAD in the glovebox

4. Return
Once back at the original
parking bay, lock the
vehicle via the app



Download on the
App Store

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Join Now

8