

An architectural rendering of the Berol Quarter development, featuring a mix of modern and historic architecture. A large, multi-story brick building with arched windows and the word 'BEROL' written vertically on its side is in the foreground. Behind it is a taller, modern building with a grid of windows. A large tree stands in the center, and a plaza with people and bicycles is at the bottom. The entire image is overlaid with a semi-transparent red color.

BEROL QUARTER

Transport Assessment

WSP

BEROL QUARTER LIMITED

December 2022



Berol Quarter Limited

BEROL QUARTER

Transport Assessment

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1 INTRODUCTION

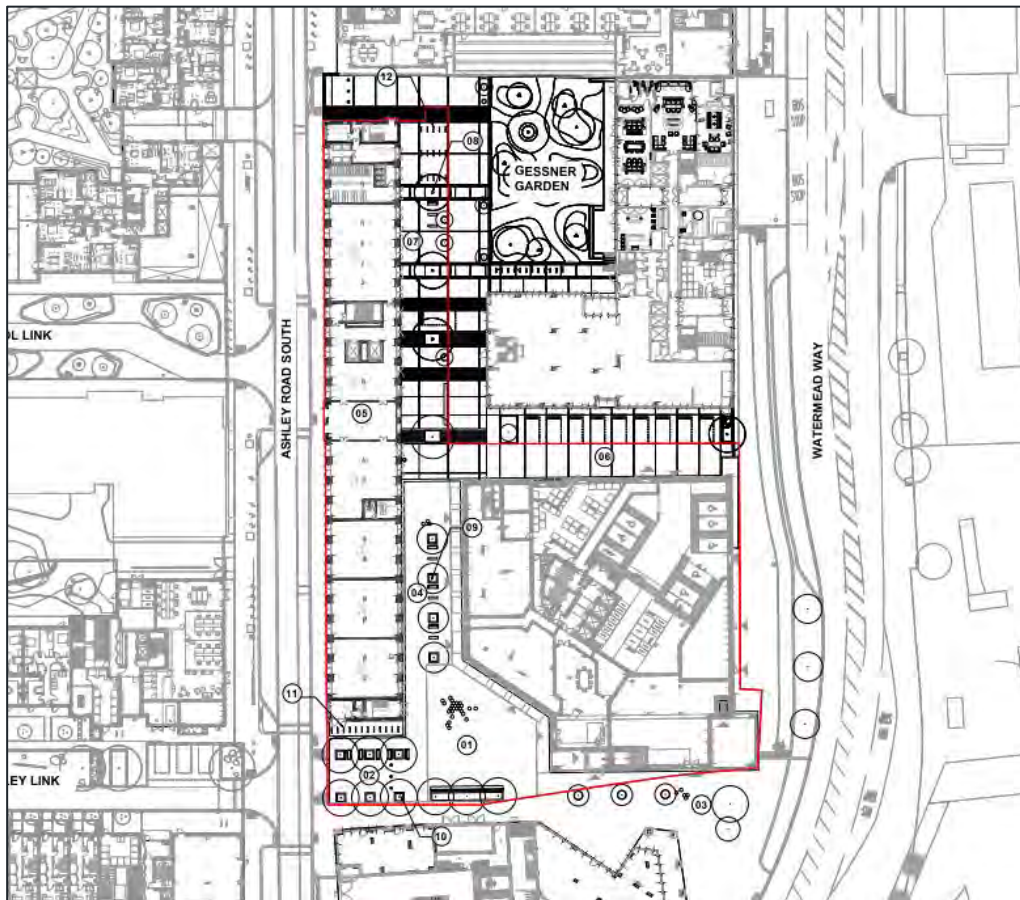
1.1 COMMISSION

- 1.1.1. WSP has been appointed by Berol Quarter Limited to provide transport consultancy advice to secure full planning permission for the redevelopment of Berol Quarter, herein referred to as 'the Site'. The Site is located on Ashley Road in Tottenham Hale, within the London Borough of Haringey (LBH) and incorporates both 2 Berol Yard site and Berol House.
- 1.1.2. This Transport Assessment (TA) has been prepared to assess the transport considerations of the Proposed Development in the context of national, regional and local planning policy and guidance and in accordance with the Transport for London (TfL) Healthy Streets Best Practice Guidance (February 2019).

1.2 SITE DESCRIPTION

- 1.2.1. The existing Site comprises 2 Berol Yard, a currently vacant plot of land on Watermead Way, and Berol House, the former Berol pencil factory which is now an existing office building that runs north-south along Ashley Road.
- 1.2.2. The Site location is presented in **Figure 1-1**.

Figure 1-1 Site Location



- 1.2.3. The surrounding area is currently undergoing transformational change. It is a former industrial area, with a number of remaining warehouse-type buildings, however, there are several approved planning permissions for mixed-use development in the immediate surroundings, some of which are built or under construction. In the coming years, the area will be residential with a mix of commercial and employment uses across much of the ground floor.
- 1.2.4. The Site is located within close proximity to Tottenham Hale public transport interchange (bus, rail and underground stations). The Site is bound by Ashley Road to the west, Watermead Way to the east and new residential buildings to the south and north boundaries of the Site. The Site benefits from a PTAL score of 6a (Excellent).
- 1.2.5. The Site forms part of the wider Ashley Road South Masterplan area occupying 2.67 hectares, which is identified as Site Allocation TH6: Ashley Rd South Employment Area for an employment-led mixed-use quarter north of Tottenham Hale District Centre.

1.3 SITE HISTORY

- 1.3.1. The Site was granted planning permission in 2018 (GLA ref: D&P/4336/02; LPA ref: HGY/2017/2044), as part of a wider hybrid application. A Reserved Matters application for appearance, landscaping, layout, scale and access were approved in 2020 (LPA ref: HGY/2020/0080). The residential component at 1 Berol Yard (The Gessner) has been completed and in operation since 2021. The remaining two plots (Berol House and the ADA College building) of the original hybrid planning application remain unbuilt.
- 1.3.2. To summarise, the remaining consented yet unbuilt parts of the Site include:
- The ADA college building (referred to as 2 Berol Yard within this Application).
 - The redevelopment of Berol House.

1.4 PROPOSED DEVELOPMENT

- 1.4.1. The Proposed Development at 2 Berol Yard will replace the approved ADA college building which formed part of the above referenced consented development (planning reference: HGY/2017/2044) within the wider Ashley Road South master plan. The proposed new building will provide:
- 210 residential units at 35% affordable housing.
 - Four retail units totalling 699 sq. m (GEA) on the ground floor.
 - 376 residential cycle spaces (long stay) within the building and 6 visitor spaces (short stay) within the public realm.
 - 4 long stay cycle parking spaces for retail use and 18 short stay cycle parking spaces within the public realm.
 - 7 accessible blue badge car parking spaces within building envelope (one for retail and six for residential).
- 1.4.2. The Proposed Development at Berol House will replace the consented development at Berol House which formed part of the consented scheme (planning reference: HGY/2017/2044) within the wider Ashley Road South masterplan. The new development proposals would replace the previously consented development with:
- 5,209 sq. m (GEA) office land use.
 - Four retail units and one small retail unit totalling 714 sq. m (GEA) on the ground floor.
 - 44 long stay cycle parking spaces within the building and 30 short stay cycle parking spaces within the public realm.

- One blue badge car parking space.

- 1.4.3. Wider public realm improvements within the Site's red-line boundary include the provision of an undercroft pedestrian route through Berol House (route known as Berol Passage), and also a pedestrian boulevard known as Berol Walk along the eastern side of Berol House. East-west pedestrian movements through the Site will be via Berol Passage and Gessner Lane. North-south pedestrian movements will be via Berol Walk. The accesses for the Site will integrate and fall on desire lines with the pedestrian and cycle improvements on Ashley Road that are being delivered the London Borough of Haringey.
- 1.4.4. All parts of the Site lead to the existing footway network and have been designed to address the needs of people with disabilities and reduced mobility. The layout maximises the catchment area for access to public transport services which will benefit future users of the Site and neighbouring areas.
- 1.4.5. Car parking is provided in accordance with LBH and TfL parking standards and cycle parking provision will be provided in accordance with London Plan (2021) standards and London Cycle Design Standards (LCDS) where possible.
- 1.4.6. A servicing strategy will be developed to ensure that delivery and refuse collection activity can be accommodated safely and efficiently with a managed solution. An Outline Delivery and Servicing Management Plan has been produced as a separate document to support this application.
- 1.4.7. A Framework Residential and Commercial Travel Plan to encourage the use of sustainable modes of transport for future occupiers of the Site has been produced to support this Application.

1.5 PRE-APPLICATION CONSULTATION

- 1.5.1. A pre-application meeting was undertaken on 10th August 2022 with officer at LBH and the GLA in order to agree the transport planning requirements (for both 2 Berol Yard and Berol House).
- 1.5.2. The key transport related comments were:
- The Site comprises a significant development opportunity within the Borough and the proposed uses in a high-density mixed-use development on this under-utilised site partly within a town centre, with very good public transport connections, is supported in principle.
 - The Site must consider Policy D5 of the London Plan seeks to ensure that new development achieves the highest standards of accessible and inclusive design.
 - The application should be supported by a full Healthy Streets Transport Assessment (TA).
 - An Active Travel Zone assessment (ATZ) should be conducted following TfL guidance.
 - TfL recommends Legible London and TfL Cycleways signage to serve the development and highway around it, in accordance with London Plan Policies D8, T2 and T3.
 - The applicant should provide long and short stay cycle parking for all elements of the development, in line with London Plan Policy T5 minimum standards.
 - The proposal for 3% Blue Badge (BB) parking spaces from the outset for the residential element is supported in this case, with the commitment to provide for an additional 7% should this arise. The applicant should highlight potential locations for future provision should need arise.
- 1.5.3. Since this meeting, the development proposals have evolved to address the key concerns.

1.6 REPORT STRUCTURE

1.6.1. This TA has been produced in accordance with TfL guidance which aids those submitting planning applications for major developments in London where a TA is required. Following this introductory section, the remainder of this report is set out as follows:

- Chapter 2: Policy Context;
- Chapter 3: Transport Planning for People;
- Chapter 4: The Surrounding Area;
- Chapter 5: Active Travel Zone;
- Chapter 6: Proposed Development;
- Chapter 7: Trip Generation;
- Chapter 8: London-Wide Network and Impact Assessment;
- Chapter 9: Management Plans; and
- Chapter 10: Summary and Conclusions.

2 POLICY CONTEXT

2.1 INTRODUCTION

- 2.1.1. This chapter will review key transport policy and guidance to provide context for assessment of the Proposed Development on a national, regional and local scale.

2.2 NATIONAL

- 2.2.1. At a national level, the following policy, legislative and guidance documents will be considered:

- Planning Practice Guidance (NPPG); and
- National Planning Policy Framework (NPPF).

NATIONAL PLANNING PRACTICE GUIDANCE, 2021

- 2.2.2. The NPPG was first published in 2016 and is subject to ongoing updates (last update June 2021) to provide updated and revised guidance on planning where necessary.
- 2.2.3. The online version allows stakeholders to be alerted in real time when amendments to individual policies are made, thereby ensuring that the most up-to-date guidance documents are available. The NPPG provides additional guidance to supplement the planning policies contained in the NPPF.
- 2.2.4. The NPPG provides clarity on the role, function and structure of Transport Assessments and Travel Plans:

Transport Assessments and Statements are ways of assessing the potential transport impacts of developments and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans.

- 2.2.5. Travel Plans, Transport Assessments and Statements can positively contribute to:
- Encouraging sustainable travel;
 - Lessening traffic generation and its detrimental impacts;
 - Reducing carbon emissions and climate impacts;
 - Creating accessible, connected, inclusive communities;
 - Improving health outcomes and quality of life;
 - Improving road safety; and
 - Reducing the need for new development to increase existing road capacity or provide new roads.
- 2.2.6. They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

NATIONAL PLANNING POLICY FRAMEWORK, 2021

- 2.2.7. The NPPF aims to enable local people and their accountable councils to produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
- 2.2.8. The NPPF sets out a presumption in favour of sustainable development which should be delivered with three main dimensions: economic; social and environmental.
- 2.2.9. The NPPF sets aims for a transport system balanced in favour of sustainable transport modes, in order to give people a real choice about how they travel. It also encourages solutions which support reductions in greenhouse gas emissions and reduce congestion.
- 2.2.10. Relating to assessing sites for development:
- ‘All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.’*
- 2.2.11. Plans and decisions should take account of whether:
- *‘appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - *Safe and sustainable access to the Site can be achieved for all people;*
 - *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.’*
- 2.2.12. The NPPF sets out those developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Developments should be located and designed where practical to do so and is consistent with achieving sustainable development.
- 2.2.13. The NPPF further sets out that a ‘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.’
- 2.2.14. The NPPF requires the applications for development to fulfil the following criteria:
- *‘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;*
 - *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - *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;*
 - *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.’*

- 2.2.0. Travel Plans are considered a key tool in achieving the above and should be provided where Developments generate significant amounts of movement.

2.3 REGIONAL

- 2.3.1. At a regional level, the TA has been prepared in full consideration of the following documents:

- London Plan (2021);
- The Mayor's Transport Strategy (2018); and
- Guide to the Healthy Streets Indicators (2017).

THE LONDON PLAN, 2021

- 2.3.2. The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for good growth.
- 2.3.3. The Plan is part of the statutory development plan for London, meaning that the policies in the plan should inform decisions on planning applications across the capital. Borough's Local Plans must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably, which the London Plan sets out.
- 2.3.4. The London Plan recognises that transport plays a fundamental role in addressing the whole range of spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants, having major effects on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely.
- 2.3.5. The document aims to ensure that London's transport is easy, safe and convenient for everyone, and encourages the use of cycling, walking and public transport. The Mayor's key target, as set out in Policy T1 is that 80% of all trips in London are to be made by foot, cycle or public transport by 2041.
- 2.3.6. The London Plan recognises that London's challenges of guaranteeing its status as an efficient, well-functioning globally competitive city are intertwined with the obstacles and opportunities that transport brings. It states that the integration of land use and transport is essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way.
- 2.3.7. In order to achieve this, the London Plan acknowledges that a strategic shift is needed to reduce Londoners' dependency on the car, creating a healthy, pleasant and sustainable street environment in which people can walk, cycle and use public transport.
- 2.3.8. 'Policy T4 Assessing and mitigating transport impacts' states that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. It is acknowledged that transport assessments should be submitted with development proposals where appropriate and 'focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development.'

- 2.3.9. The London Plan focuses heavily on improving infrastructure and facilities for cycling and subsequently increasing its mode share across the city. 'Policy T5 Cycling' recognises that access to secure cycle parking is vital to achieve these goals and as such, all new development in the city must provide convenient and accessible cycle parking in line with minimum standards. Regarding short-stay cycle parking, this 'must be available for shoppers, customers, messengers and other visitors, and must be convenient and readily accessible. It must have step-free access and be located within 15m of the main entrance wherever possible.' The London Plan also identifies that supporting facilities such as changing rooms, shower facilities and lockers at the location of the destination are key to increasing the levels of cycling.
- 2.3.10. It is acknowledged that the dominance of vehicles on streets is a significant barrier to walking and cycling and reduces the appeal of streets as public places. To manage London's road network, align with the Healthy Streets Approach and ensure that people and businesses can move about the city as the population grows, new car parking provision must be carefully controlled.
- 2.3.11. 'Policy T6 Car Parking' states that parking should be restricted in line with existing and future public transport accessibility and connectivity. Car-free development should be targeted in places that are well-connected, whilst development elsewhere should be designed to provide the minimum necessary parking ('car-lite'). Where parking is provided, infrastructure for electric or other Ultra-Low Emission vehicles should be provided.
- 2.3.12. Cycle parking standards for each land use are summarised in Table 2-1.

Table 2-1 London Plan (2021) Cycle Parking Standards

Land Use-Class		London Plan Minimum Cycle Parking Standards	
		Long Stay	Short Stay
A2-A5	Financial/professional services; cafes and restaurants; drinking establishments	From a threshold of 100 sqm: 1 space per 175 sqm (GEA)	From a threshold of 100 sqm: 1 space per 40 sqm (GEA)
B1	Business offices	1 space per 150 sqm (GEA)	First 5,000sqm: 1 space per 500 sqm Thereafter: 1 space per 5,000 sqm (GEA)
	Light industry and research and development	1 space per 250 sqm (GEA)	1 space per 1,000 sqm (GEA)
C3-C4	Dwellings	1 space per studio 1.5 spaces per 1-bedroom unit 2 spaces per all other dwellings	1 space per 40 units

- 2.3.13. Policy T6 states that car parking should be restricted in line with existing and future public transport accessibility and connectivity and that Car-Free developments should be targeted in places that are well connected. Blue Badge parking should be provided for residential and non-residential elements ensuring access to at least one on or off-street disabled parking bay as close as possible to the building entrance or facility they are associated with.

THE MAYORS TRANSPORT STRATEGY (MTS), 2018

- 2.3.14. The Mayor has devised a transport strategy which outlines an updated vision for London in the next 25 years, mainly centred around the reduction of car dependency and the Healthy Streets Approach.
- 2.3.15. The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoner's dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.
- 2.3.16. In relation to new homes and jobs, the Mayor writes to ensure developments are delivered in line with transport principles of good growth by using transport to – create high-density, mixed-use places and unlocking growth potential in underdeveloped parts of the city.
- 2.3.17. The MTS notes that transport has a role to play in delivering good growth that satisfies the following principles:
- Good access to public transport;
 - High-density, mixed use developments;
 - People choose to walk and cycle;
 - Car-free and car-lite places;
 - Inclusive, accessible design;
 - Carbon-free travel; and
 - Efficient freight.
- 2.3.18. The policies of the MTS seek tackle the challenges through:
- *“Making London a city where people choose to walk and cycle more often by improving street environments....and promoting the benefits of active travel;*
 - *Aiming for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041;*
 - *Prioritising space efficient modes of transport to tackle congestion and improve the efficiency of streets for the movement of people and goods, with the aim of reducing overall traffic levels by 10-15 per cent by 2041;*
 - *Seeking to make London's transport network zero emission by 2050;*
 - *Using the Healthy Streets Approach to deliver coordinated improvements to public transport and streets to provide an attractive whole journey experience that will facilitate mode shift away from the car; and*
 - *Supporting mode shift away from car travel: new transport services should not encourage more car journeys, especially where there are good walking, cycling or public transport options.”*

HEALTHY STREETS APPROACH

- 2.3.19. The Healthy Streets approach forms the core theme of the London Plan and Mayor's Transport Strategy. Healthy Streets demonstrates the health benefits of more inclusive and healthier street environments, which are aimed to encourage a more active lifestyle. A transport behaviour shift is advocated to reduce Londoners' dependency on the car by creating a better and healthier approach to street design, ensuring that the street is encouraging a healthy lifestyle. According to Healthy Streets, the street environment should be a pleasant and sustainable environment in which people can walk, cycle and use public transport safely.
- 2.3.20. 'Policy T2 Healthy Streets' of the London Plan outlines that development proposals should:
- *Demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with TfL guidance;*
 - *Reduce the dominance of vehicles on London's streets whether stationary or moving; and*
 - *Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.*
- 2.3.21. **Figure 2-1** illustrates the ten Healthy Streets indicators outlined in the London Plan.

Figure 2-1 Healthy Streets Indicators



Source: Lucy Saunders

2.3.22. The Site has taken into account the Healthy Streets indicators and will aim to achieve the following headline policy objectives:

- *Patterns of land use that support active travel and public transport;*
- *Active modes are prioritised ahead of vehicular transport; and*
- *Active frontages, appropriate ground floor uses and natural surveillance of public spaces.*

2.3.23. Best practice guidance and principles set in the Mayor of London's Transport Strategy (MTS), Vision Zero and the Healthy Streets for London have been considered in the development of the proposed scheme. A summary of the key principles and their interpretation is provided in Table 2-2.

Table 2-2 Healthy Streets Approach Conformity Matrix

Policy / best practice	Criteria	Conformity
Mayor's Transport Strategy	Policy 1	The Proposed Development is within walking and cycling distance from public transport, aiding the transition towards 80% sustainable mode share.
	Policy 2	The Proposed Development benefits from good access to a number of cycle routes within close proximity to the Site providing links to various destinations and further cycle facilities.
Vision Zero for London	Action Plan	The Proposed Development does not adversely impact the safety of the existing highway network, providing pedestrian crossings at key desire lines.
		The internal site road network will be designed to improve safety for vulnerable road users, limiting vehicular access and giving pedestrians and cyclists priority.
		Proximity to good night London Underground / bus provision enables late night journeys to be made safely by public transport instead of by car.
Healthy Streets	Clean air	The Proposed Development will encourage sustainable travel and provide electric vehicle charging bays in line with building regulations. The scheme also incorporates various landscaping proposals (e.g. trees) to absorb air pollution.
	Things to see and do	The Proposed Development includes a variety of different land uses, with active ground floor frontages and various landscape design including 'Berol Green'.
	People feel safe	The variety of land uses and ground floor frontages will ensure that the Site is active and well-lit at all times, creating natural surveillance.
	People choose to walk, cycle, and use PT	The Proposed Development is in walking and cycling distance of a variety of public transport and local amenities and a bus route located on the access road. Permeability will be improved through the Site, whilst cycle parking will be provided in line with both London Plan standards and LCDS.

VISION ZERO

- 2.3.24. Vision Zero is a key and ambitious element of the Mayor's Transport Strategy. With Vision Zero the Mayor aims to eliminate all deaths and serious injuries on London's Street network by 2041. This is an initiative being taken in major cities across the world, and within London the following elements are the cornerstones of the Vision Zero Action Plan:
- *Safe speeds – encouraging speeds appropriate to the streets through the widespread introduction of new lower speed limits, one-way servicing streets and traffic calming measures;*
 - *Safe streets – designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes;*
 - *Safe vehicles – reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles;*
 - *Safe behaviours – reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists; and*
 - *Post-collision response – developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.*
- 2.3.25. The Proposed Development will assist with achieving the Vision Zero target, with the development being car-lite and encouraging the majority of development trips to be made by sustainable and active modes.

2.4 LOCAL

HARINGEY'S LOCAL PLAN, STRATEGIC POLICIES 2013-2026, MARCH 2013

- 2.4.1. Haringey's Local Plan was formally adopted as a replacement for the Core Strategy in March 2013. The Local Plan sets out key visions and policies for the future development of the borough up to 2026.
- 2.4.2. The Council has developed a series of strategic objectives that aim to meet the spatial strategy for Haringey up to 2026. Tottenham Hale is identified as a key location for future growth, with potential for significant increases in jobs and homes.
- 2.4.3. Policy SP7: Transport focuses on promoting sustainable travel and making sure all developments are fully integrated with all forms of transport. The policy also states that:

“the Council will work with its partners to promote the following travel demand management schemes by ... adopting car free housing wherever feasible and seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning.”

- 2.4.4. The Proposed Development provides a scheme with a limited amount of parking, with excellent accessibility to the local public transport network, therefore the development is compliant with Policy SP7 of Haringey's Local Plan Strategic Policies 2013 – 2026 (March 2013).

TOTTENHAM STRATEGIC REGENERATION FRAMEWORK 2014 (SRF)

- 2.4.5. The Tottenham Strategic Regeneration Framework was formally adopted in March 2014. The document outlines seven strategies to set out how the vision for Tottenham's future growth can be achieved.

2.4.6. Strategy two outlines the need to develop:

“improved access to jobs and business opportunities: Tottenham is part of the world’s most exciting city and an existing and competitive global jobs market. We want better access to these opportunities but we also want more of those opportunities to be in Tottenham itself. We will work to attract major investment and deliver local business growth in successful business sectors to provide new jobs in and for, Tottenham”. (page 8, SRF 2014)

2.4.7. The Proposed Development is providing office space within the regeneration scheme, in order to maximise the business opportunities within the local area, providing more jobs for current residents and attracting new residents to live and work within Tottenham Hale.

2.4.8. Strategy 4 outlines the need to develop a “fully connected community with even better transport links”. The Council will work to improve connections within Tottenham for all types of transport including walking and cycling. Improvements to Tottenham’s public transport infrastructure will enable the Council to achieve this vision.

TOTTENHAM HALE DISTRICT CENTRE FRAMEWORK DECEMBER 2015

2.4.9. The Tottenham Hale DCF provides guidance on the development of the area. Policy TH6 within the document states that:

“Through reconfiguration and high quality refurbishment of key heritage assets, supported by the installation of class leading digital infrastructure; Ashley Road South will become the tech campus at Tottenham Hale.... Additionally the tech campus will host incubator facilities to shape entrepreneurial potential into new start-up businesses”(page 40, DCF 2015).

2.4.10. The Proposed Development will positively contribute to the ambitions expressed within this document for the Ashley Road area, as well as the wider Tottenham Hale District Centre. As set out previously, the intention of the DCF is to promote the Ashley Road South area as the northern section of a new “High Street” which runs between Tottenham Hale Retail Park, via Station Square and towards Ashley Road North.

TOTTENHAM HALE DISTRICT CENTRE FRAMEWORK STREETS & SPACES STRATEGY NOVEMBER 2015

2.4.11. The Streets and Spaces Strategy for the new Tottenham Hale District Centre is one of three supporting Strategies which develop aspects of the Tottenham Hale District Centre Framework (DCF). This strategy, structured in 4 sections, first sets out a series of site wide proposals, drawn from an analysis of existing challenges and site assets, and an understanding of community priorities.

2.4.12. This strategy outlines six key challenges that will enable the development of a successful District Centre:

- *“Legibility: Creating a clear hierarchy of distinctive new or remodelled existing street and spaces;*
- *Connectivity: Facilitate movement of pedestrians and cyclists;*
- *Traffic: Reduce the speed and dominance of traffic throughout the area;*
- *Activity: Facilitate, encourage and create opportunities within the public realm for, a wide range of commercial, informal and community activities;*
- *Maintenance: Deliver an easily maintained public realm environment and provide an economic and sustainable maintenance strategy; and*

- *Greening: Use street planting, including trees and integrated SUDS to reinforce the movement network”.*

- 2.4.13. The vision of the strategy brings together themes and design principles. The vision focuses on improvements to the local route network and the importance of clear pedestrian facilities linking destinations along the north / south spine, and along the east / west route connecting developments to Tottenham Hale Bus, Rail and Underground Stations.
- 2.4.14. Section 8.1 of the DFC outlines the aspirations for Ashely Road South and states *‘Ashley Road will be a thriving mixed-use area with a vibrant mix of high density businesses and homes occupying converted and new purpose built accommodation’.*
- 2.4.15. The Proposed Development is in accordance with the Streets and Spaces Strategy for the new Tottenham Hale District Centre as it will provide linkages and improved urban realm for pedestrians and cyclists wishing to access Down Lane Park and the surrounding area.

TOTTENHAM AREA ACTION PLAN, ADOPTED JULY 2017

- 2.4.16. The Area Action Plan (AAP) has been prepared in order to ensure that the scale of development and change proposed for Tottenham through 2026 and beyond is positively managed and guided by a planning framework. It also ensures that investment decisions meet the aspirations of the local community and the Council for the area as a whole, as well as specific places and locations within it.
- 2.4.17. The AAP identifies land capable of delivering 10,000 new homes and 5,000 new jobs by 2026. The AAP has been adopted after Planning Inspector review and cabinet ratification in 2017.
- 2.4.18. Development and regeneration within Tottenham will be targeted within four specific neighbourhood areas, including Tottenham Hale.
- 2.4.19. A number of area wide planning policies have been set out to support borough-wide planning policies.
- 2.4.20. Policy AAP3: Housing states that:

“To improve the diversity and choice of homes, and to support mixed and balanced communities in Tottenham, the Council will seek the delivery of 10,000 additional homes across the Tottenham AAP area in order to meet housing needs”

- 2.4.21. Ashley Road South is allocated as a designated Employment Area, specifically as a Local Employment Area.
- 2.4.22. The Proposed Development is set to provide office space within the scheme, in accordance with the Tottenham AAP Employment Policy AAP4 (A), contributing towards the regeneration and renewal of Ashley Road as a DEA in order to maximise the number and variety of jobs within the local area, attracting potential employees. This is also in accordance with the Tottenham Area Action Plan, which outlines the indicative development capacity of 444 residential units and 15,300sqm of town centre offering.
- 2.4.23. Policy AAP7 (A): Transport states that:
- *“The Council will support future improvements in the levels of public transport accessibility and capacity across the Tottenham AAP area. The Council expects development proposals to:*
 - *Seek improvements to connectivity and permeability for pedestrians whilst minimising the likelihood of conflicts with vehicular traffic,*

- *Consider opportunities for improving walking and cycling across the AAP area, which could include the introduction of a wider cycling and walking network; and*
- *Promote where appropriate, traffic calming, pedestrian accessibility enhancements, road safety measures and cycle facilities such as on street cycle parking.”*

2.4.24. The Proposed Development is in accordance with the Tottenham AAP Transport Policy AAP7 (A), contributing towards the connectivity for pedestrians and cyclists through reducing vehicular traffic by only providing blue badge parking and creating a comprehensive and upgraded public realm with new footways and cycle links.

2.4.25. The development will also encourage more people to travel sustainably through walking and cycling as key areas, such as Tottenham Hale Rail and Bus station, Tottenham Hale Retail Park, Down Lane Park and a number of other local amenities are all accessible in under a ten-minute walking time.

HARINGEY’S WALKING AND CYCLING ACTION PLAN MARCH 2022

2.4.26. The Walking and Cycling Action Plan (WCAP) sets out how the Council aims to enable more walking and cycling in the borough, in line with the Council’s adopted 2018 Transport Strategy and fulfil the Haringey’s ambitions to have a reputation for being a walking and cycling borough both regionally and nationally.

2.4.27. Key part of the WCAP is the Delivery Plan which identifies the projects and programmes Haringey will deliver through the life of the Plan. The WCAP Delivery Plan provides a costed road map to meeting the aims of the Action Plan and outlines: the future cycling routes, Low Traffic Neighbourhoods, walking schemes, the School Streets programme, the council’s behavioural change programme and delivering cycle parking.

2.4.28. The vision for the WCAP is to achieve by 2032:

- *A reputation for being one of the best walking and cycling boroughs, both regionally and nationally.*
- *walking and cycling are natural choices*
- *Active travel to have improved the wellbeing of our residents, reducing obesity and improving air quality.*
- *To reduce motor vehicle use for short trips with a shift to active travel.*

2.4.29. The WCAP sets out 5 policies to support walking and cycling. These policies focus on increasing active travel, improving opportunities and infrastructure and removing barriers for walking and cycling, delivering a network of Low Traffic Neighbourhoods, and re-allocating road space to enable sustainable growth and to make walking and cycling safer.

2.4.30. The Proposed Development is in alignment with the WCAP policies and conforms with the plan objectives given it contributes to:

- *Active frontages, appropriate ground floor uses and natural surveillance of public spaces.*
- *Active modes are prioritised ahead of vehicular transport.*
- *Providing access to secure cycle parking facilities to households and cycle parking near retail and commercial uses; and*
- *Patterns of land use that support active travel and public transport.*
- *Making main roads easy to walk along and safe to cross through improving the pedestrian and cycling environment by reducing the number of vehicular trips associated with the proposed development, when compared to the consented scheme.*

3 TRANSPORT PLANNING FOR PEOPLE

3.1 INTRODUCTION

- 3.1.1. In accordance with the latest TfL Guidance, the TA seeks to demonstrate that the new development will be a pleasant and convenient place for people of all abilities to walk, cycle and use public transport – including people already living in the area.
- 3.1.2. This chapter therefore presents an overview of the most up-to-date London travel trends and likely travel patterns by future occupants of the Proposed Development, with a focus on sustainable modes (walking, cycling and public transport).

3.2 OVERVIEW OF TRAVEL IN LONDON AND HARINGEY

- 3.2.1. The London Travel Demand Survey Report (LTDS) 14 is the most recent publication of the annual report which examines and summarises trends and developments relating to travel in London. This document reports on the overall trend in travel demand and mode shares up to 2021. The document takes into consideration the disruption brought about by the global coronavirus pandemic from early 2020, and reviews London's recovery during the latter part of 2021.
- 3.2.2. From 2000 until 2019 the share of trips made by private transport had fallen from 48% to 33%. This was a positive trend, with the reduction helping to improve London's air quality, reduce congestion and reduce the contribution of transport to climate change.
- 3.2.3. The active, efficient and sustainable mode share in 2019 was at 63%, following continuous year on year increases. This was a positive trend and supportive of the ambitious goal of the Mayors Transport Strategy (MTS) of an 80% mode share for sustainable modes.
- 3.2.4. Since the onset of the pandemic the trend in daily journey stages in London has seen a significant change. The daily journey stages in 2020 were 22.3 million, down from 31.6 million in 2019.
- 3.2.5. The public transport modes saw the biggest decrease in demand in 2020, with rail stages down by 59.5%, London Underground stages down by 63.4%, and bus demand decreasing by 47.7%. The private transport mode saw a lower decrease with car stages decreasing by 17.7%. However, walking and cycling saw an increase in demand with increases of 0.5% and 6.4% respectively.
- 3.2.6. The LTDS 14 sets out travel demand for public transport in comparison with the numbers observed in the pre-pandemic period. It indicates that for Haringey, bus demand in 2021 is at 72% of pre-pandemic levels, higher than the average of all London boroughs and the highest 'recovery' in central London. Similarly, demand for London Underground services is at 65% of pre-pandemic levels.
- 3.2.7. With respect to people travelling for work, the LTDS provides evidence which suggests that there is appetite among individuals and businesses for flexible working to continue in the long term and many businesses have already begun changing their work practices.
- 3.2.8. Results from the London Travel Demand Survey indicate that 84% of employees who are able to work from home would like to split their working time between home and their usual workplace and 82% of those employees think that their employer will encourage a flexible or hybrid working arrangement in the future. Only 7% would choose to return to their normal workplace all the time and 9% would like to work from home all the time.

- 3.2.9. The evidence so far suggests that working from home will be more common than it was before the pandemic, with many employers implementing long-term hybrid working plans, although a settled position will likely take some considerable time to establish, as employers and employees test new modes of working as the pandemic diminishes further.
- 3.2.10. This is considered an important consideration, as it means the number of people commuting to work during the traditional morning and afternoon peak hours is likely to be significantly lower than what would have been the case, prior to the pandemic. This is evidenced in the LTDS, that indicates in number of trips undertaken in 2020/21 is approximately 21% lower than those recorded in 2019/20.

3.3 PROPOSED DEVELOPMENT OCCUPIERS

RESIDENTS

- 3.3.1. The main component of the Proposed Development is the residential element. The various dwelling types are likely to attract new renters who will typically be commuting on multiple times a week (albeit unlikely to be every weekday). As such, it is envisaged that a large proportion of the trips from the development will be taken on public transport, using Tottenham Hale Station and bus services operating in the local area. During the week, these trips will be tidal in nature and will typically be outbound in the morning, with inbound trips in the PM peak. There will also be a number of trips during the evening associated with nearby leisure uses.
- 3.3.2. Based upon the Site's proximity to public transport services, the size and mix of units and the target demographic, the development will be Car-Free with designated bays for disabled parking.
- 3.3.3. There are numerous amenities within a short distance from the Proposed Development site such as:

Leisure:

- Tottenham Hale Retail Park
- Down Lane Park
- Tottenham Marshes
- Bernie Grant Arts Centre
- Tottenham Green Pools and Fitness.

Education:

- Harris Academy
- Welbourne Primary School
- Hyland House School
- Holy Trinity Church of England Primary School.

Transport:

- Burdock Road Lea Valley Technopark, Ferry Lane, Broad Lane, Monument Way and Tottenham Hale Bus Station.
- Tottenham Hale Underground Station.

- 3.3.4. As such, it is targeted that a high proportion of these trips are taken by sustainable and active travel modes.

COMMERCIAL EMPLOYEES

- 3.3.5. The majority of trips for the Site will be made by employees associated with the office / retail space. The LTDS suggests that the travel characteristics for these land uses will be tidal in nature, with

inbound employee trips taking place during the morning peak period and outbound employee trips taking place in the evening peak period.

- 3.3.6. The proposal will be 'Car-Free' except for blue badge parking spaces for employees in line with London Plan policy. Noting this, it is anticipated that the majority of trips associated with office / retail will be by public transport, on foot, or by bicycle.

VISITORS

- 3.3.7. Many visitors to the development will be in the form of local residents using the amenities on their doorstep or visitors from elsewhere. Due to the nature of the amenities on offer, it is expected that the many trips will be made by local residents and would be part of an existing trip.
- 3.3.8. Guests to the residential element of the development would typically arrive and depart in the evenings on weekdays, arriving by public transport or on foot / bicycle if they live within close proximity.

4 THE SURROUNDING AREA

4.1 INTRODUCTION

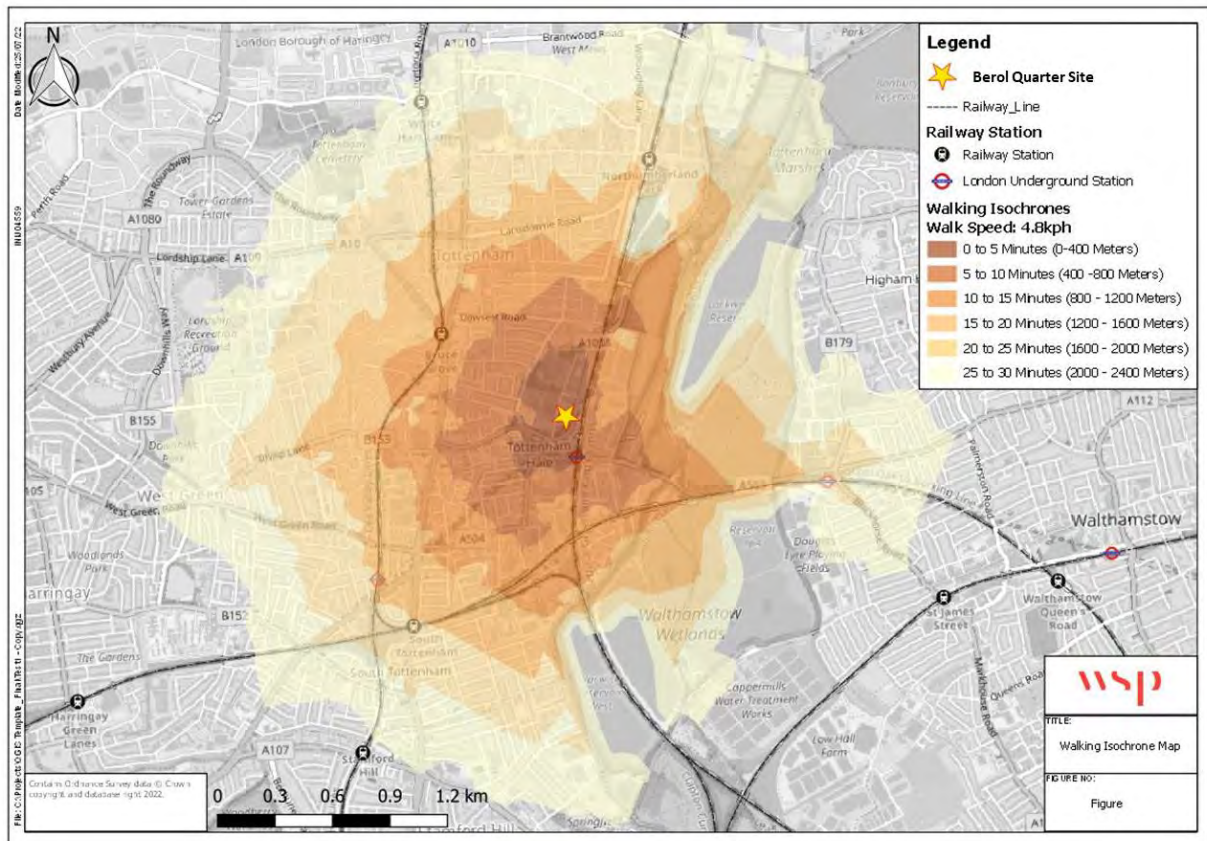
4.1.1. The review of planning policy and guidance in the preceding chapter highlights the importance of integrating land use, transport and planning decisions. This chapter therefore provides an overview of the baseline conditions in the vicinity of the Site, discussing:

- Pedestrian Accessibility
- Cycling Accessibility
- Public Transport Accessibility
- The Local Road Network
- Collisions
- Accessibility to Local Amenities
- Car Clubs

4.2 PEDESTRIAN ACCESSIBILITY

4.2.1. The Site's central location means that most essential amenities are available in the local vicinity and can be accessed on foot. Figure 4-1 illustrates the 30-minute walk catchment from the centre of the development site assuming a walking speed of 4.8kph. Within this catchment area, future residents, visitors or employees will be able to walk to a number of key areas including Bruce Grove and South Tottenham.

Figure 4-1 Walking Isochrones



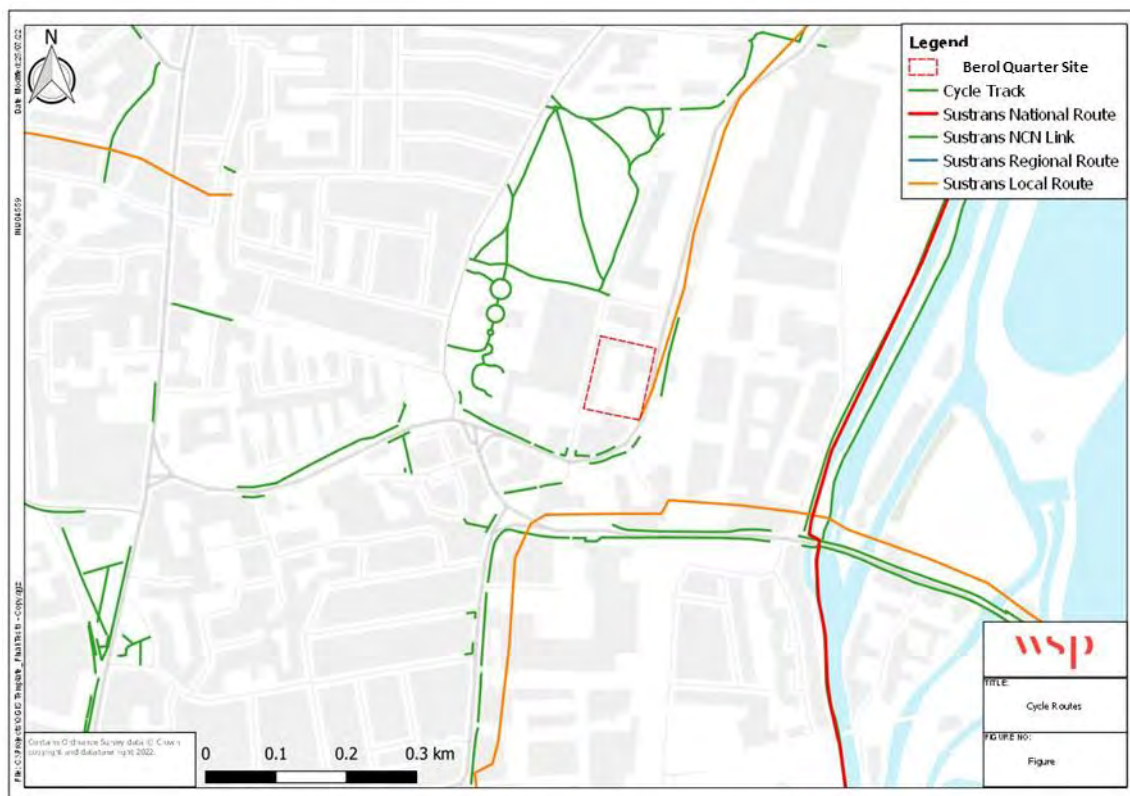
- 4.2.2. The Site is located within reasonable walking distance of essential amenities and facilities. Footway connections are available for pedestrians travelling to facilities to the west of the Site on the A10 High Street, by travelling south on Ashley Road and then joining the shared footways on Hale Road and Monument Way. Crossing facilities are frequently provided along this route and are present at Hale Road / Monument Way / The Hale junction and the A10 High Road / Monument Way junction. Lighting is provided along this route.
- 4.2.3. Wide footway connections are also available for pedestrians wishing to travel to the facilities to the south of the development site such as Tottenham Hale Railway Station, Tottenham Hale Retail Park and Wellbourne Primary School. Pedestrians can travel to facilities to the south of the Site via footways available on Hale Road, The Hale, Station Road, Ferry Lane and Broad Lane. Signalled crossings are provided at the junction of Monument Way / The Hale / Hale Road on desire lines and also at the junction of The Hale / Ferry Lane and Broad Lane. Street lighting is provided on all of these footways and all footways are overlooked by commercial properties, ensuring natural surveillance along these routes.
- 4.2.4. Tottenham Hale Railway Station is located 250m southeast of the Site and is easily accessible via the footway network surrounding the Site. A toucan crossing is available on Watermead Way which allows pedestrians and people with enhanced mobility requirements to cross to Tottenham Hale Railway Station.
- 4.2.5. The surrounding pedestrian facilities are of a good quality and currently the footways adjacent to the Site are 2m wide, which is the recommended width in Manual for Streets. In addition, the Ashley Road South Masterplan seeks the redevelopment of the public realm, which would further increase the pedestrian comfort, widen footways, declutter the carriageway and install shared surfaces.
- 4.2.6. Dropped kerbs and tactile paving are available at key crossing points within the local highway network.

4.3 CYCLE ACCESSIBILITY

- 4.3.1. Cycling is a popular and accessible mode of transport in London and has the potential to substitute short car trips, particularly those less than 5km. The Proposed Development benefits from a number of cycle routes within close proximity to the Site providing links to various destinations and further cycle facilities.
- 4.3.2. Ashley Road currently provides an on-road cycle route along its entirety from its junction with Watermead Way to its northern end. The route connects to off road cycle routes to the north and south of Ashley Road. The off-road cycle way to the north allows further connection to National Cycle Route 1 and off-road cycle ways along Hale Road connect towards facilities in the A10.
- 4.3.3. There are existing cycle parking facilities available in the form of Sheffield stands located to the south of the Site adjacent to Tottenham Hale Bus Station and Rail/Underground Station.
- 4.3.4. The Hale Road / Monument Way route is situated to the south of the Site and provides an off-road cycle route from Ashley Road to the A10 to the west of the Site. Hale Road provides a two-way off-road cycle route along its northern footway which changes to a shared cycle/pedestrian path along Monument Way.

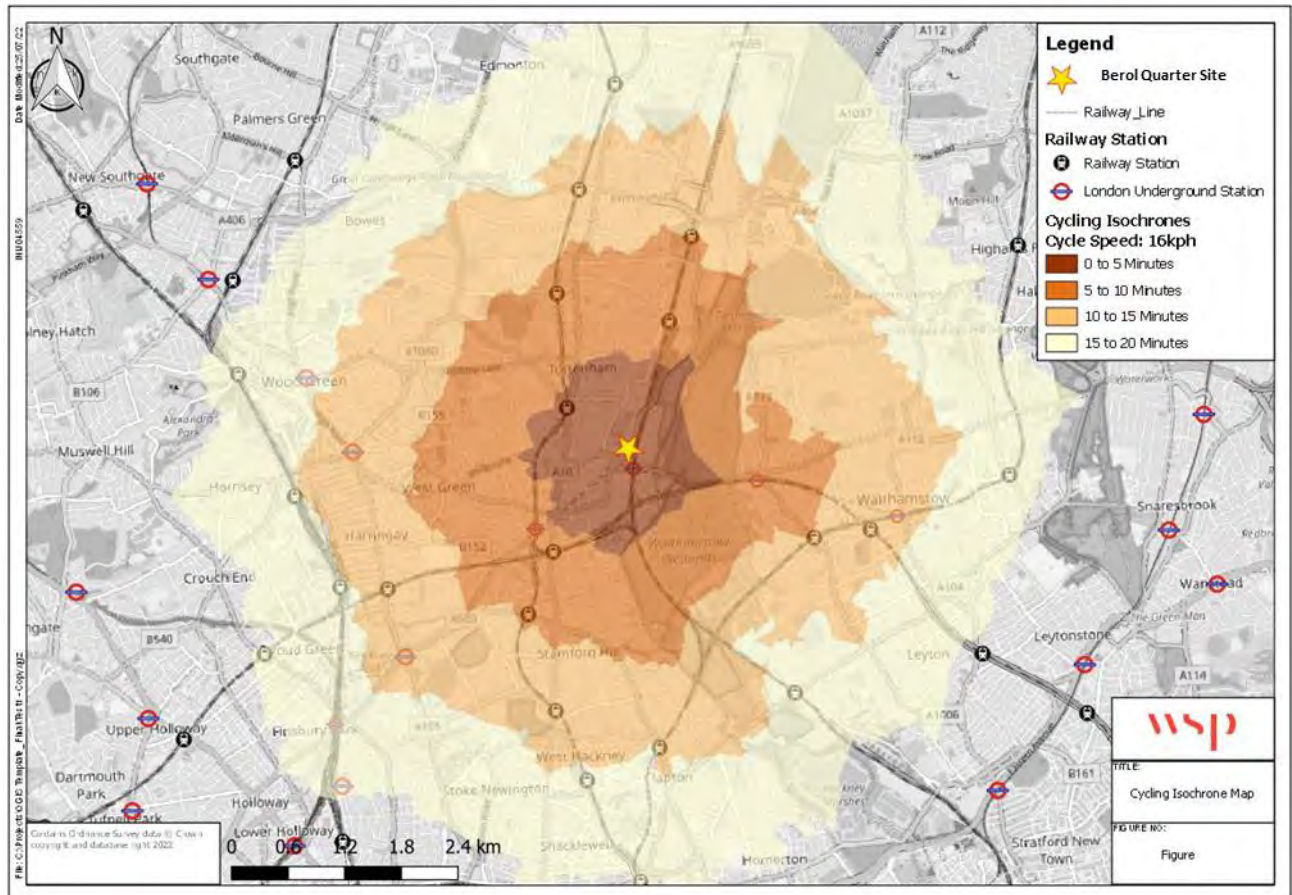
- 4.3.5. The A10 is located approximately 850m to the west of the Site and forms part of the London Cycle Network as well as Cycle Superhighway Route 1. The A10 provides a strategic north south route through Tottenham Hale while providing various links to cycle routes with connections to the Proposed Development including Monument Way, Chesnut Road and Tynemouth Road.
- 4.3.6. The northbound route is an on-road shared cycle/bus lane from Monument Way to the Chestnut Road junction with no segregation further north nor on the southbound route along the A10. This is a direct route for cyclists to access the Cycle Superhighway Route 1 in both a north and south direction.
- 4.3.7. The Hale / Ferry Lane route is part of the London Cycle Network and can be reached approximately 350m to the south of the Proposed Development providing connection towards the east of the Site to wards Walthamstow.
- 4.3.8. National Cycle Route 1 (NCR1) is situated to the east of the Proposed Development and can be accessed via the off-road cycle route to the north of Ashley Road as well as via Ferry Lane. NCR1 provides a traffic free link offering connection to a number of cycle routes in the area while also being appropriate for recreational cycling. The route provides connection from Greenwich to Lee Valley Regional Park including links north to Waltham Abbey and south to Stratford.
- 4.3.9. Cycle Superhighways Route 1 can be accessed via the A10 approximately 1,000m to the west of the Proposed Development. Cycle Superhighway 1 provides a route from Stoke Newington to White Hart Lane benefitting from segregated cycle tracks and signage that indicates connections to various other destinations along route.
- 4.3.10. Figure 4-2 illustrates the local cycle routes in the vicinity of the Site:

Figure 4-2 Local Cycling Routes within the Vicinity of the Site



- 4.3.11. Figure 4-3 illustrates the area that can be travelled via bicycle within 20 minutes. The isochrones assume a speed of approximately 16km/hr and demonstrates that it is possible to cycle to locations such as Edmonton, Meridian Water, Waltham Forest, Leyton, Stoke Newington and Wood Green, all within a 15-20 minute journey.

Figure 4-3 Cycling Isochrones



4.4 PUBLIC TRANSPORT ACCESSIBILITY

- 4.4.1. The existing public transport accessibility of the Site has been assessed using the Public Transport Accessibility Level (PTAL) methodology. The PTAL methodology has been adopted by the GLA and TfL as a means of quantifying and comparing accessibility of a site by public transport. The PTAL methodology takes into account the time taken to access the public transport network including:
- The walk time to various public transport services;
 - the average waiting time for each service; and
 - The reliability of each service.
- 4.4.2. The current methodology is based on a walk speed of 4.8kph and considers rail stations within a 12-minute walk (960m) of the Site and bus stops within an 8-minute walk (640m) of the Site. The PTAL assessment is undertaken using the operating patterns of existing public transport services during the morning peak hour.

- 4.4.3. Currently, based on TfL's web-based Planning Information Database, the Site benefits from a PTAL rating of 6a (see Figure 4-3). It is therefore reasonable to conclude that future residents and employees across the Site would benefit from one of the highest level of accessibility available and therefore the application site can be categorised as benefitting from an excellent level of access to public transport and is in a highly sustainable location for development.

Figure 4-4 PTAL Score



BUS SERVICES

- 4.4.4. Tottenham Hale Bus Station is located to the south of the Site at approximately 330m. Table 4-1 summarises of bus routes and service frequencies.
- 4.4.5. Additional frequent bus services to alternative destinations accessible from the A10 are also available. Bus stops within the vicinity of the Proposed Development site are shown in Figure 4-5.
- 4.4.6. All stops in the vicinity of the Site are equipped with a flag and a timetable. A shelter and seating is provided at key stops on Ferry Lane, Broad Lane, Monument Way and Tottenham Hale Bus Station. Real-time information is also provided at the southbound stop on Broad Lane.

Figure 4-5 Map of Local Bus Stops

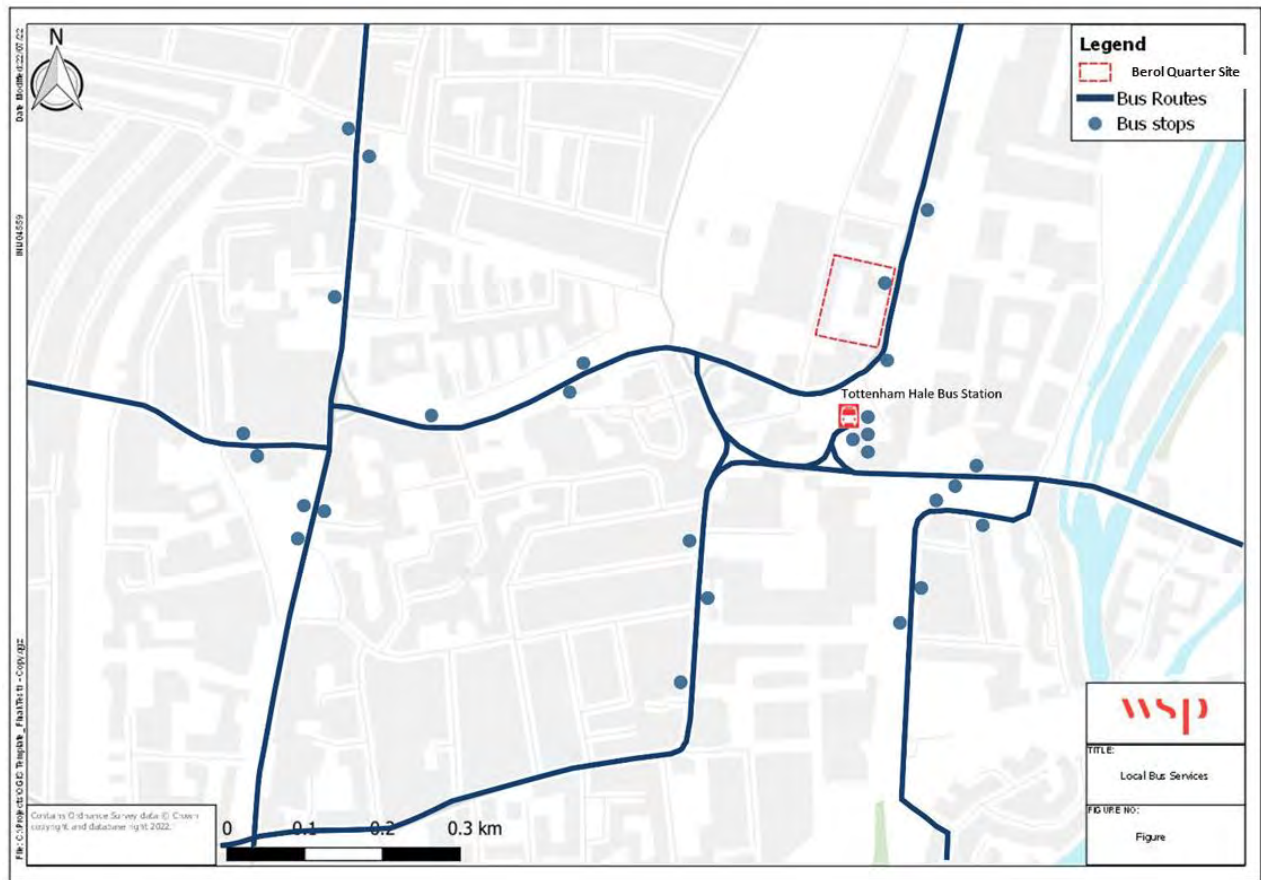


Table 4-1 Tottenham Hale Bus Services

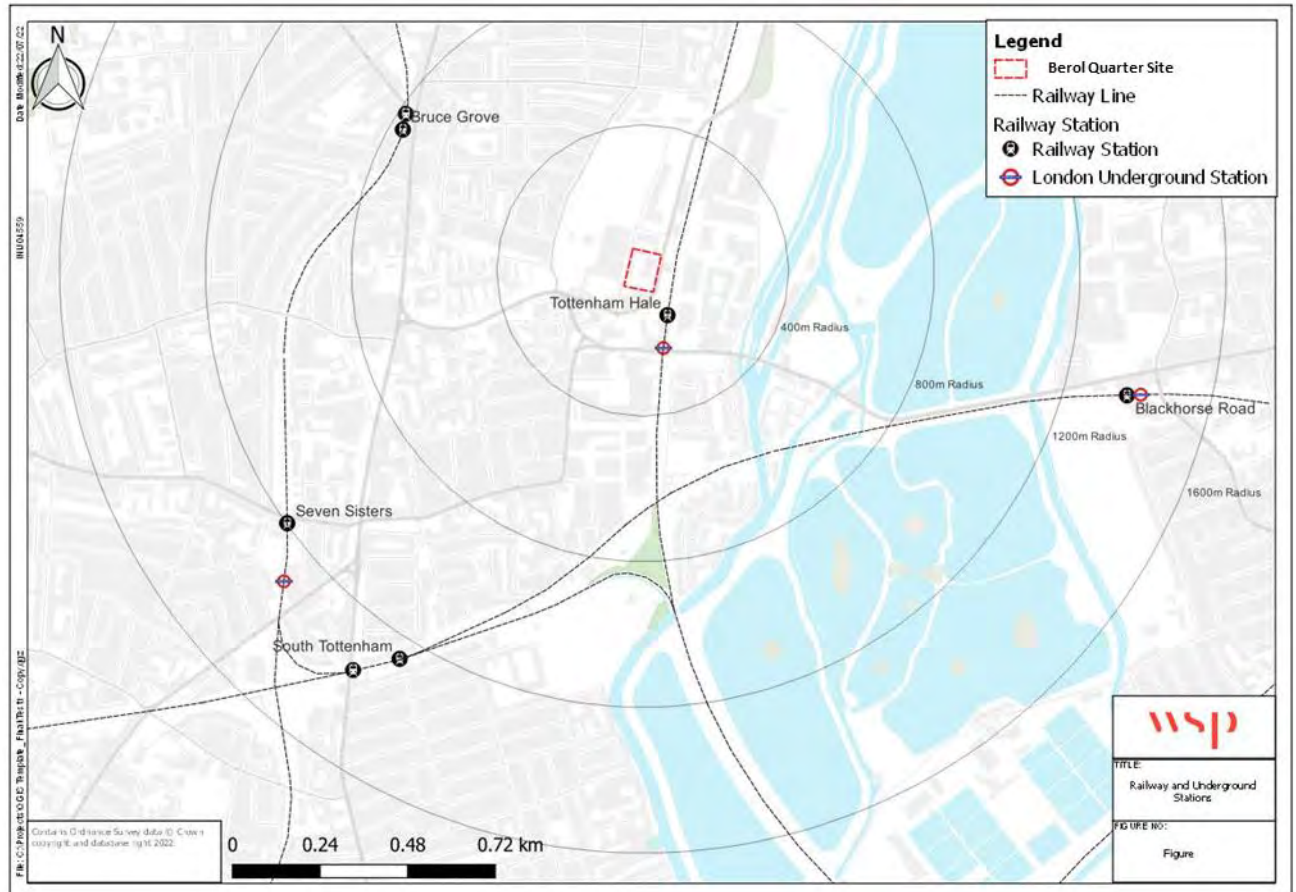
Service	Route	Service Frequency (min)
76	Tottenham Hale Bus Station – Lower Marsh	9-13
123	Lordship Lane – Hainault Street	8-12
230	Fyfield Road - Wood Green Station	14-18
N73	Holles Street - Walthamstow Station	30
41	Tottenham Hale Bus Station - Archway Station	5-8
W4	Ulster Gardens – Ferry Lane Primary School	8-12
N41	Trafalgar Square - Tottenham Hale Bus Station	30
192	Tottenham Hale Bus Station – Little Park Gardens	8-12

- 4.4.7. As can be seen, the Site benefits from excellent connections with high frequency bus routes that connect key local destinations such as Euston, Kings Cross, Ilford, Wood Green, Holloway and Enfield.

NATIONAL RAIL AND UNDERGROUND

- 4.4.8. Tottenham Hale railway station is situated approximately 330m (less than 5 minutes' walk) southeast of the Proposed Development site and is illustrated within Figure 4-6.

Figure 4-6 Tottenham Hale Railway and London Underground Station



- 4.4.9. Tottenham Hale Rail station serves London Stanstead Airport & East Anglia, plus the Victoria London Underground Line (LUL). Rail services are provided by Greater Anglia to a range of destinations during the peak periods.
- 4.4.10. There are ticket barriers at the station and step-free access is available for the whole station and step free access is provided for all platforms. A combination of sheltered cycle parking facilities and Sheffield stands are available adjacent to the station entrance for public use.
- 4.4.11. The station is served by Greater Anglia and provides up to 23 services in peak hour as shown in Table 4-2.

Table 4-2 Tottenham Hale Rail Services

Service	Route	AM Peak Hour Frequency (0800-0900)	PM Peak Hour Frequency (1600-1700)
Greater Anglia	Hertford East and Broxbourne to London Liverpool Street	10	8
	Cambridge and Stansted Airport to London Liverpool Street	6	7
	Kings Lynn and Ely to London Liverpool Street	1	1
	Bishop's Stortford to Stratford	4	4
	Stratford to Stanstead Airport	2	2
Total		23	22

4.4.12. Similarly, to the railway station, Tottenham Hale Underground Station is located approximately 330m southeast from the centre of the Proposed Development site as shown within Figure 4-6. The station is served by the Victoria Line and provides up to 35 services in a single direction at peak hours as shown in Table 4-3.

Table 4-3 Tottenham Hale London Underground Services

Service	Service	Avg Peak frequency (Trains/Hour)
Victoria Line	London Underground	35

4.4.13. Each train on the Victoria Line has a capacity of 864 passengers and with an average of 35 trains per direction per hour, the Victoria Line has a capacity of approximately 30,240 passengers per hour.

4.4.14. London Underground train services allow for destinations to be reached across Inner and Central London. Travel by underground provides a realistic alternative to the private car. Travel times to key destinations on the Victoria Line are detailed below:

- King's Cross St. Pancras – 10 minutes;
- Euston – 12 minutes;
- Oxford Circus – 15 minutes; and
- Victoria – 19 minutes.

4.4.15. The Night Tube operates on the Victoria Line offering a 24-hour service on Friday and Saturday.

FUTURE PUBLIC TRANSPORT NETWORK IMPROVEMENTS

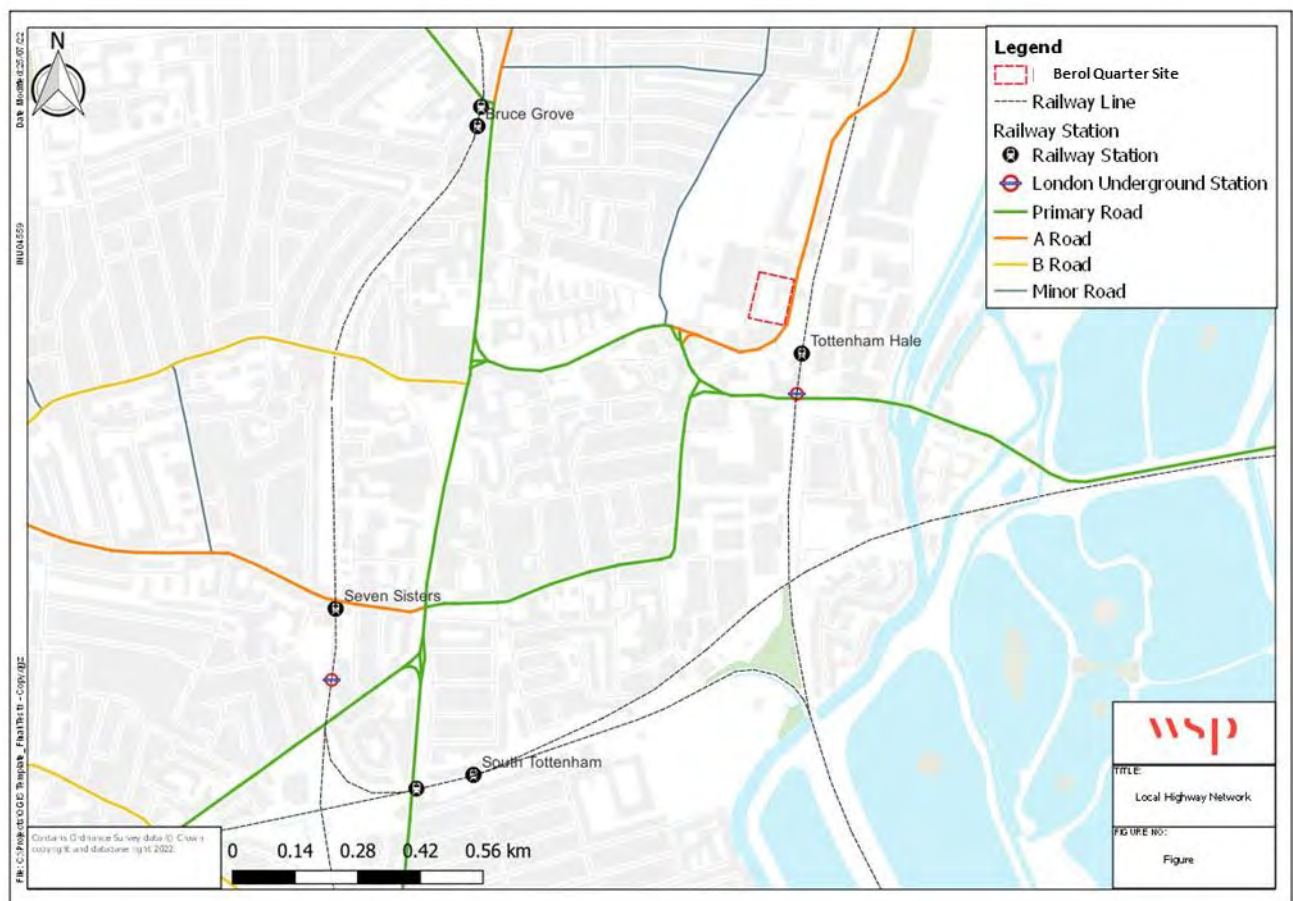
4.4.16. Tottenham Hale Station is subject to improvements in conjunction with Tottenham Hale Underground Station. Improvements are set to include the provision of step-free access to National Rail platforms, improvements to the concourse and relocation of existing gate lines.

- 4.4.17. Upgrades to the West Anglia main line are also proposed and will enable more frequent local rail services at Tottenham Hale.
- 4.4.18. As per Annual report of 2020-21, improvements are underway on the Victoria Line to signalling and track to increase frequencies to 36 trains per hour.
- 4.4.19. Further improvements are also underway at Tottenham Hale to reduce capacity constraints at the station which include an enlarged station concourse to reduce crowding and queueing and improvements to interchange by relocating London Underground gate lines.

4.5 LOCAL ROAD NETWORK

- 4.5.1. Ashley Road is within the London Borough of Haringey and is located 330m to the northwest of Tottenham Hale Station, underground and bus station and south of the Northern Circular (A406). An overview of the local highway network is illustrated within Figure 4-7.

Figure 4-7 Local Highway Network



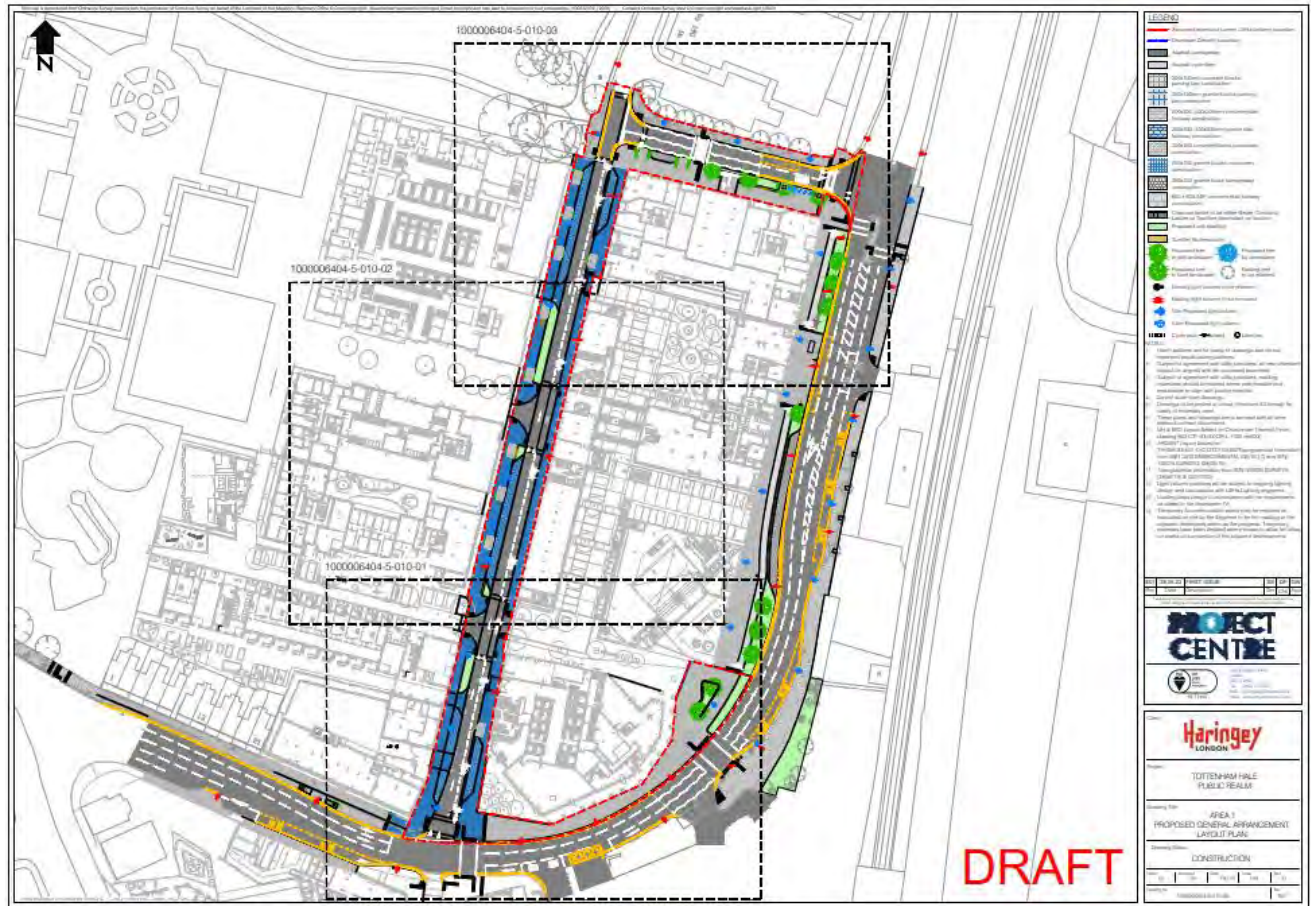
- 4.5.2. The key local highway network in the area surrounding the Site includes Ashley Road, Burdock Road, Watermead Way, Hale Road, Monument Way and High Road which are described in this section.

- 4.5.3. Ashley Road is a lit two-way single carriageway highway with a speed limit of 20mph. The road, which has an average width of approximately 7.5m, runs in a north / south alignment and runs through the middle of the wider Ashley Road south masterplan site. On-street parking restrictions (double yellow lines) are present on the eastern side of Ashley Road and single yellow line restrictions are present on the western side. The Site currently does not form a part of a Controlled Parking Zone (CPZ) but is surrounded by roads that are restricted.
- 4.5.4. Ashley Road is subject to highway layout changes as part of the Ashley Road Masterplan, which are discussed further below. These improvements to the active travel infrastructure and layout of Ashley Road are currently being designed and delivered by the London Borough of Haringey and will result in significant changes to the above existing description.
- 4.5.5. To the north of the Site, Burdock Road is a single carriageway road with street lighting and joins Ashley Road via a priority junction.
- 4.5.6. Hale Road is located to the south of Ashley Road and provides access to the A10 approximately 600m further west. Hale Road benefits from street lighting and two lanes for vehicles travelling westbound. The Hale is a street lit dual carriageway situated to the south of Hale Road and joins Monument Way at its northern end, which is part of the TLRN (TfL Road Network or “Red Route”).
- 4.5.7. Watermead Way (A1055) connects to the south of Ashley Road and east of Burdock Road. Further north provides access to the north circular (A406) within 3km. Watermead Way is a dual carriageway route travelling north towards Burdock Road signalised three-arm junction. The road benefits from street lighting along its entirety.
- 4.5.8. The North Circular (A406), accessed via Watermead Way, provides access to the national motorway network. The North Circular (A406) is a 25.7 mile ring road around Central London providing various connections to the surrounding areas including Wembley, Southgate, Woodford and Barking.
- 4.5.9. The A10 is a strategic north / south route situated to the west of the Site which comprises both dual and single carriageway sections of road along its length. The A10 can be accessed from the Site via monument way and provides an additional link north to the North Circular (A406) and Shoreditch to the south.

ASHLEY ROAD IMPROVEMENTS

- 4.5.10. As part of the Ashley Road Masterplan, improvements to the active travel infrastructure and highway layout of Ashley Road are currently being designed and delivered by the London Borough of Haringey. The proposed Ashley Road improvements are shown on Figure 4-8 overleaf and contained in **Appendix A**.

Figure 4-8 Ashley Road Improvements



4.5.11. Improvements to Ashley Road include the following:

- Northbound vehicular flow only along Ashley Road from the Watermead Way junction to the south and the Burdock Road junction to the north.
- A contra-flow cycle lane for southbound cycles.
- x 4 raised tables on key pedestrian desire lines and junctions.
- Laybys sporadically located for servicing and deliveries.

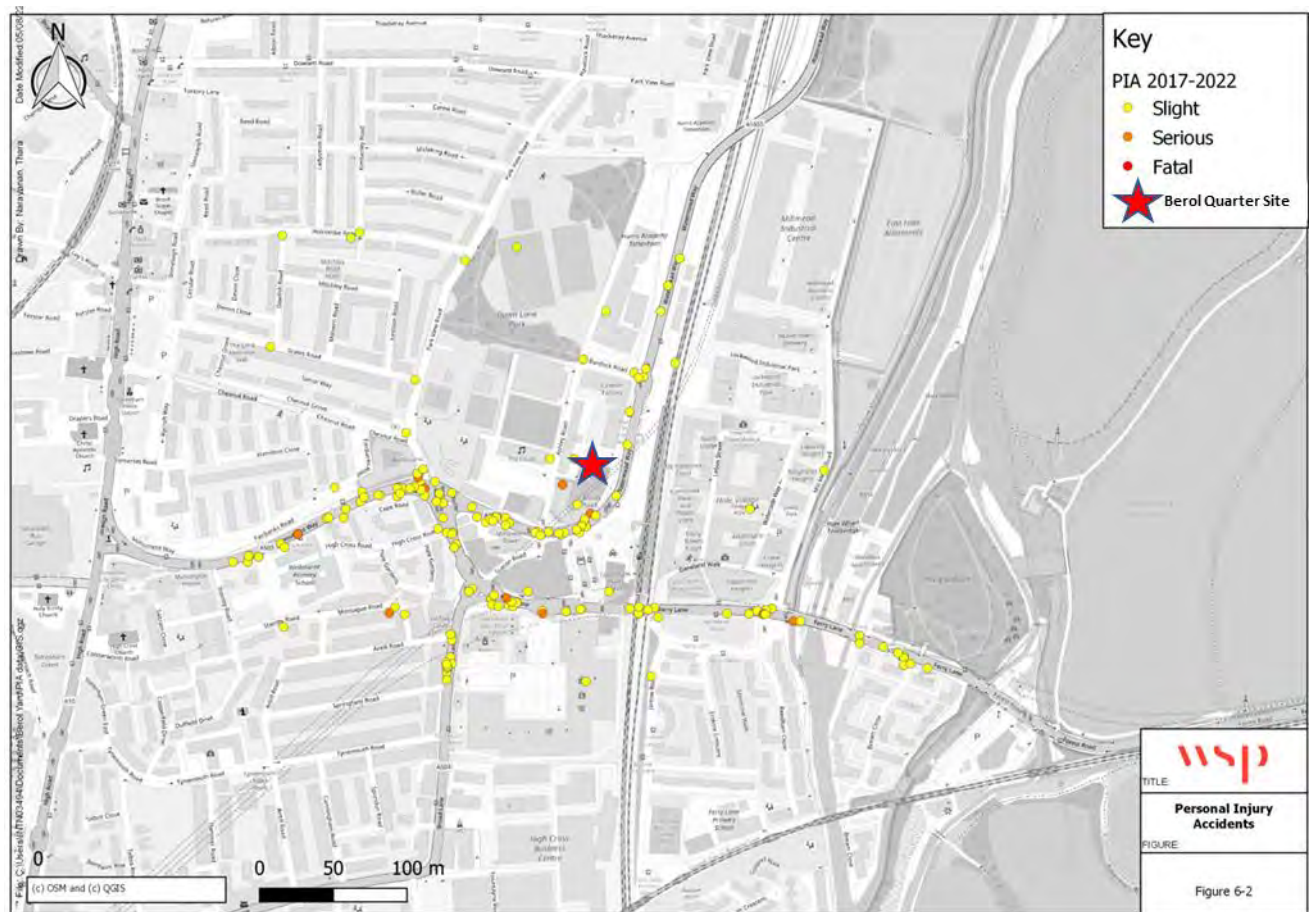
4.6 PERSONAL INJURY ACCIDENT DATA ANALYSIS

4.6.1. Personal Injury Accident (PIA) data recorded within the vicinity of the Proposed Development for the five-year period up to the 2022 has been obtained from TfL. Figure 4-9 below illustrates the location of accidents recorded within the studied PIA area and Table 4-4 summarises the accident records by severity.

Table 4-4 Summary of Accidents by Severity

Severity	Accidents recorded (2017-2022)			
	Total	Pedestrians	Cyclists	Cars and other vehicles
Fatal	0	0	0	0
Serious	17	6	3	8
Slight	191	26	19	146

Figure 4-9 PIA Survey Area and Accident Location



- 4.6.2. As can be seen from Table 4-4, no fatal accidents were recorded near the Site from 2017-2022. The majority (92%) of the accidents recorded near the Site are classified as 'Slight' and 8% of them are classified as 'Serious'. A total of eleven serious accidents are recorded near the Site within 800m radius, out of which one is recorded near the Site on Ashley Road and one on Watermead Way, two at Park View Road/The Hale junction, four on Ferry Lane, one at Broad Lane and one each at Monument Way and Montague Road.

4.6.3. The severe accidents on Ashley Road and Watermead Way involved pedestrian casualties as the pedestrians who were trying to cross the road was hit by a car. The largest cause of these accidents, according to the recorded contributory factors suggests as a result of driver / pedestrian error and / or lack of judgement, as opposed to any fundamental flaws with the existing road layout.

4.6.4. Hence, it is reasonable to assume that no improvements are needed on the junctions and the road layout to improve the safety.

4.7 ACCESSIBILITY TO LOCAL FACILITIES

4.7.1. Planning guidance highlights the emphasis being placed on the integration of land-use, transport and planning decisions. In order to achieve good integration, development should be encouraged in areas with good levels of accessibility to local facilities and employment, as well as to public transport services.

4.7.2. This section of the report looks at access to local facilities in the surrounding area including education, retail, leisure, recreation, and healthcare facilities.

EDUCATION

4.7.3. There are several educational facilities located within 1km distance of the Proposed Development , the equivalent to a 12 minute-walk. The list below summarises the location of these schools and the walking time to each school is summarised below:

- Harris Academy – 350m north – 4 minutes’ walk;
- Welbourne Primary School – 550m west – 7 minutes’ walk;
- ADA College – 600m south – 7 minutes’ walk;
- Hyland House School – 700m west – 8 minutes’ walk; and
- Holy Trinity Church of England Primary School – 800m west – 10 minutes’ walk.

4.7.4. Harris Academy Tottenham, located on Ashley Road approximately 350m (four minutes’ walk) north of the Proposed Development, provides primary, secondary and sixth form education to pupils within the local area.

4.7.5. Welbourne Primary School, located on Stainby Road, is approximately 600m (7 minutes’ walk) southwest of the Proposed Development. Welbourne Primary School can be accessed via footways located on Hale Road, High Cross Road, Hale Gardens and Montague Road resulting in a route primarily situated on local residential roads. Furthermore, the route benefits from street lighting along its entirety and signalised pedestrian crossings situated on Hale Road.

4.7.6. Hyland House School, located on Holcombe Road, is approximately 700m (8 minutes’ walk) west of the Proposed Development. Hyland House School is accessible via the southern footpath within Down Lane Park, Park View Road and Holcombe Road. The pedestrian route benefits from being located on either off road facilities or local residential roads. The route benefits from street lighting along the entire route.

4.7.7. Holy Trinity Church of England Primary School, located on Somerset Road, is approximately 800m (10 minutes’ walk) west of the Proposed Development. Holy Trinity Church of England Primary School can be accessed via footways along Ashley Road, Hale Road, Cheshunt Road and south on Rycroft Way. The route benefits from street lighting along its length and is situated primarily on local residential roads.

4.7.8. In addition to Harris Academy, Sixth Form education facilities are listed below:

- The College of Haringey, Enfield and North East London is located on High Road, approximately 1100m (14 minutes' walk) southwest; and
- The Musical Theatre Academy (MTA), located on Town Hall Approach Road, approximately 1100m (13 minutes' walk) southwest.

4.7.9. Based on the information set out above, it is reasonable to conclude that the Proposed Development is situated within relatively close proximity to existing educational facilities. Pedestrian connections to these facilities provide direct routes via pedestrian footways which all benefit from street lighting and various pedestrian crossings. Furthermore, the routes are primarily situated on local residential roads, well suited to pedestrians. Therefore, it would be reasonable to assume that future residents will be able to access these facilities.

RETAIL AMENITIES

- 4.7.10. Tottenham Hale Retail Park is located approximately 200m (3 minutes' walk) south of the Proposed Development and contains a wide range of shops as well as food retailers; such as Lidl, and restaurants; such as Subway and Burger King. The range of shopping opportunities provided allows new and existing users to have access to multiple services within a short walk of the Proposed Development. The quickest route to the retail park would entail a pedestrian travelling south on Ashley Road, crossing at the signalised pedestrian crossings on Hale Road.
- 4.7.11. Within 850m (11 minutes) west of the Site is High Road which contains an array of local non-food retail and food retailers with several anchor stores.
- 4.7.12. In addition to these existing services, the development proposals also include further retail offerings. Therefore, it is reasonable to assume the future residents and employees at the Proposed Development will benefit from being within comfortable walking distance of several existing and proposed retail units.

LEISURE AND RECREATION FACILITIES

- 4.7.13. In addition to the leisure facilities currently available in Tottenham Hale Retail Park, the local area has a selection of recreational land uses within a short distance from the Proposed Development.
- 4.7.14. Down Lane Park is situated adjacent to the Proposed Development, whilst Tottenham Marshes, River Lee navigation and the local reservoirs are also within walking distance (660m or 8 minutes' walk).
- 4.7.15. The Bernie Grant Arts Centre is located on Town Hall Approach Road and is approximately 1,000m (13 minutes' walk) southwest of the Proposed Development, showcasing films, theatrical performances and creative classes.
- 4.7.16. The Gym (Tottenham Hale), located on Lebus Street, is approximately 450m (six minutes' walk) southeast from the Proposed Development. Tottenham Green Pools and Fitness, located on Phillip Lane, is approximately 1000m (13 minutes' walk) west of the Proposed Development and provides Council run leisure facilities and a local swimming pool.
- 4.7.17. Future residents and employees of the Proposed Development will therefore have immediate access to the existing leisure facilities within the vicinity of the Site.

EMPLOYMENT

- 4.7.18. Tottenham Hale provides employment opportunities within close proximity to the Site including Tottenham Hale retail Park to the south of the Site, Tottenham Green Leisure Centre, Bernie Grants Arts Centre and a number of employment opportunities within Millmead Business Centre to the east of the Site. The Site has excellent public transport connections to key employment centres including Bank and Waterloo, Kings Cross St. Pancras, Euston and Oxford Circus, as well as local employment hubs in Tottenham itself. The links to public transport is discussed further within this Chapter.

HEALTHCARE

- 4.7.19. In terms of healthcare and local services, Tynemouth Medical Practice presents the closest clinic for treatment and is situated 800m (10 minutes' walk) to the south of the development, at Tynemouth Road. Bruce Grove Primary Health Care, located on High Road, is situated 880m (11 minutes' walk) west. Dowsett Road Surgery is located on Dowsett Road and is situated 880m (11 minutes' walk) away north of the Proposed Development.
- 4.7.20. The closest hospital is North Middlesex University Hospital, which offers a range of services including Accident and Emergency and is located approximately 3.4 km north from the Proposed Development. St Ann's Hospital is situated 2.9 km southwest from the Proposed Development and offers outpatient services such as physiotherapy and post-natal care. North Middlesex University Hospital can be accessed by car in approximately 11 minutes or via a combination of on foot and bus in circa 30 minutes from the Site.

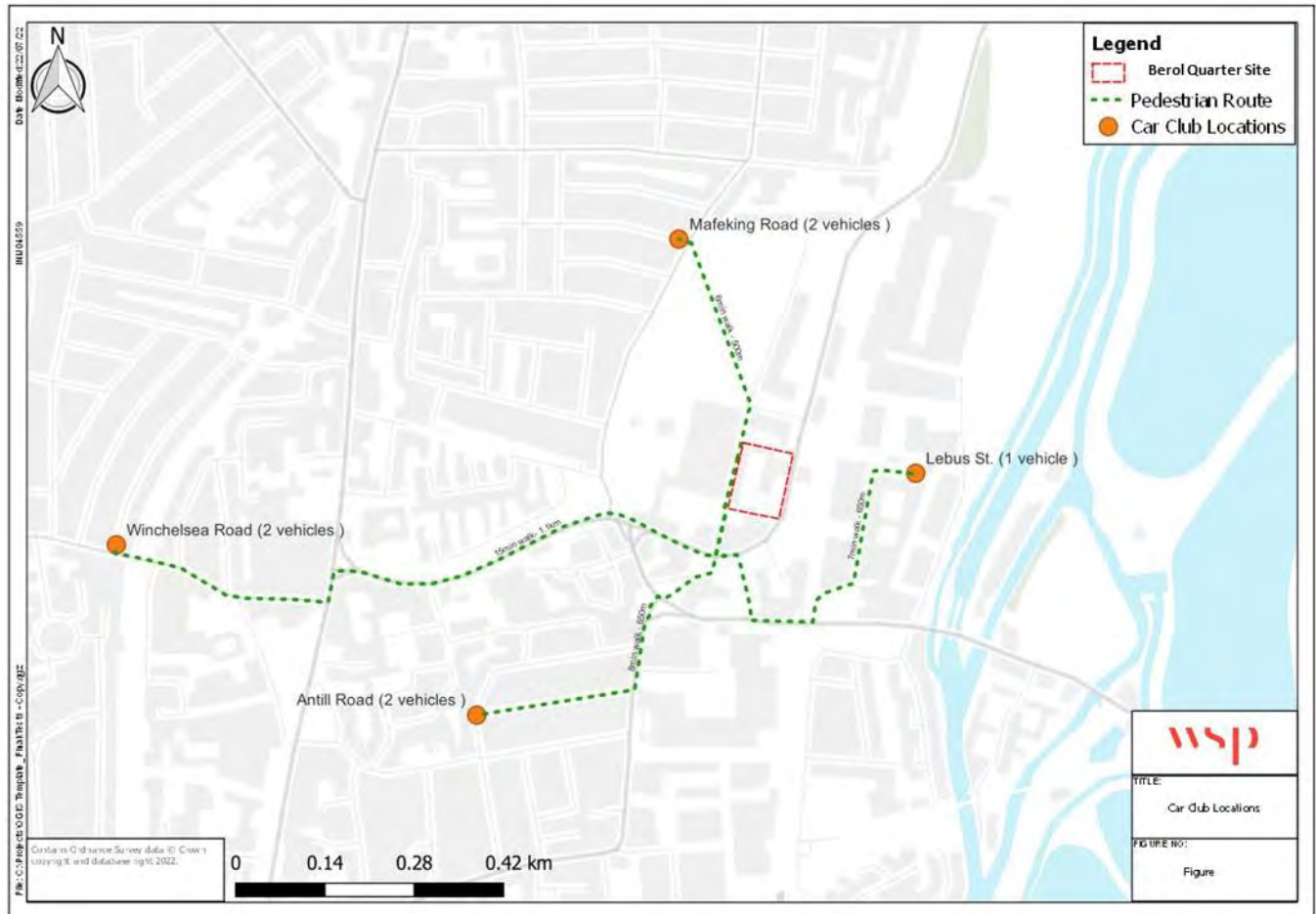
4.8 CAR CLUBS

- 4.8.1. Car clubs provide short term car hire, offering an environmentally friendly and cost-effective alternative to owning a car. ZipCar, being one of the largest car club operators, estimate that on average, every car club vehicle provided results in around 10-15 private cars taken off U.K. roads. The benefits of the schemes can be summarised as:
- **Cheaper:** Owning a car has added cost of insurance, tax, service and maintenance and depreciation.
 - **Greener:** Generally, those involved in the scheme choose walking, cycling and public transport as their mode of travel, using the car club only when it is their best option.
 - **Convenient:** Can be booked within a minutes notice and be on your way in a clean, well looked after car, which can be used for as long as required.
- 4.8.2. There are two types of car club services currently operating in Haringey:
- **Round trip Car Club** services operated by Zipcar and Enterprise Car Club: These vehicles are picked up from and returned to dedicated parking bays. There are currently 74 such Car Club vehicles in Haringey, 71 operated by Zipcar and 3 operated by Enterprise Car Club
 - **One-way (flexible) Car Club** service operated by Zipcar: These vehicles can be used for one-way journeys and can be picked up and parked in any legal parking bay in the borough.
- 4.8.3. Haringey's Car Club scheme now offers Zipcar members access to 71 on-street vehicles which include cars, people carriers and vans.
- 4.8.4. A number of existing car club provisions in the local area have been identified and are listed below, all of which have capacity for at least one vehicle:

- Antill Road (2 vehicles - Zipcar) – approx. 650m;
- Mafeking Rd (2 vehicles - Zipcar) – approx. 500m and;
- Lebus St. (1 vehicle - Zipcar) – approx. 650m
- Winchelsea Road (2 vehicle – Zipcar) – approx. 1150m.

4.8.5. The closest Zipcar in relation to the Site are summarised overleaf and illustrated within Figure 4-10.

Figure 4-10 Location of Nearest Zipcar Car Clubs

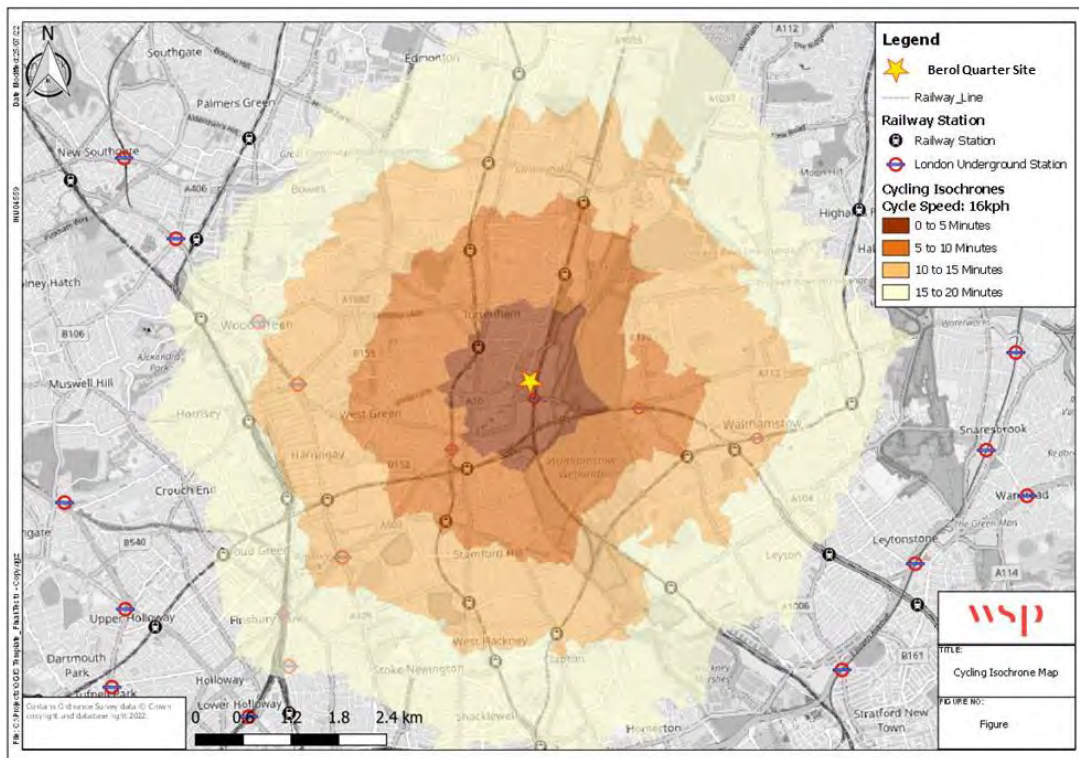


5 ACTIVE TRAVEL ZONE

5.1 INTRODUCTION

- 5.1.1. The Active Travel Zone (ATZ) assessment is a qualitative analysis of the cycle and walking network surrounding the Proposed Development. The methodology has been developed by TfL to support the Healthy Streets approach and Vision Zero. The ATZ assessment is carried out to assist the understanding of the Proposed Development potential to contribute promoting sustainable travel.
- 5.1.2. The ATZ Assessment comprises a virtual site visit during which Point of View (PoV) records of the key routes are taken at circa 150m intervals. The photographic survey (via Google Streetview) of the routes is then benchmarked against Healthy Streets indicators 3-10 as follows:
- Easy to cross;
 - People feel safe;
 - Things to see and do;
 - Places to stop and rest;
 - People feel relaxed;
 - Not too noisy;
 - Clean air; and
 - Shade and shelter.
- 5.1.3. The ATZ is defined as the area that stretches around the Proposed Development encompassing a zone within a 20-minute cycle journey. The ATZ area is illustrated in Figure 5-1. All figures included in the ATZ assessment are also included at **Appendix B**.

Figure 5-1 Active Travel Zone



5.2 MOST IMPORTANT JOURNEYS

- 5.2.1. The most important destinations within the ATZ and the most likely routes are selected based on a destinations priority and proximity. It is acknowledged in the TfL guidance that the ATZ extends for a distance equivalent to 20 minutes cycling from the Site, however most people will rely on a smaller area for access to key destinations by active travel.
- 5.2.2. The BREEAM 2016 standard recognises the proximity of amenities as an index of sustainability and the amenities benchmark distance is 500m to 1,000m depending on the type of development. Another indication of the ATZ neighbourhood extent in London could be the willingness to walk to a public transport station which according to TfL is 960m or up to 12 minutes walking. A similar approach could be taken for cycling (e.g. 10 minutes cycling).
- 5.2.3. Noting the above, the key destinations have been prioritised as shown in Table 5-1, based on the expected main users of the Site and their most common journeys. The destinations are broken down into the following categories:

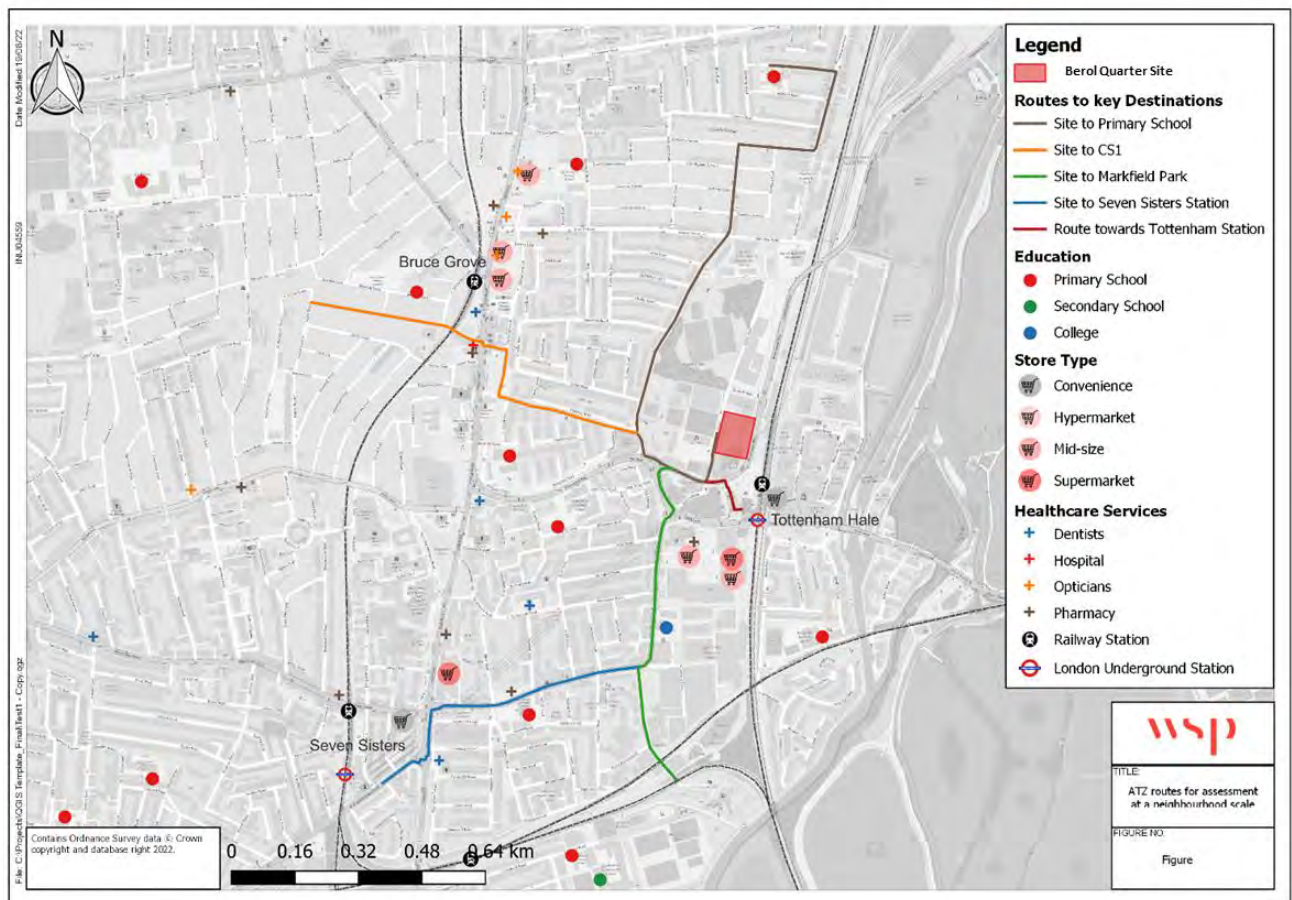
Table 5-1 Key ATZ destinations

Destination type	Destination	Included in ATZ
Public transport stops	Bus Stops on A504 Broad Lane, Hanbury Road, Seymour Avenue and Halefield Road	Yes
Public transport stations	Tottenham Hale Bus Station	Yes
Current and future strategic cycle network	WCAP Recommended Cycle Routes, CS1	Yes
Town centres	Broad Lane - Tottenham Food centre	Yes
Parks	Don lane Park Markfield Park	Yes
Schools / colleges	Harris Primary Academy Coleraine Park Ada. National College for Digital Skills Earlsmead Primary School	Yes
Hospitals / doctors	Bruce Grove Primary Health Care Centre	Yes
Places of worship	Saint Mark's Methodist Church The People's Christian Fellowship	Yes

Destination type	Destination	Included in ATZ
Supermarkets	Tottenham Hale Retail Park Tesco Superstore Sainsbury's Local	Yes

5.2.4. The proposed ATZ routes for assessment at a neighbourhood scale are shown in Table 5-2.

Figure 5-2 ATZ routes for assessment at a neighbourhood scale



5.2.5. Below, each route is benchmarked against the Healthy Streets indicators listed earlier in the chapter, with potential improvements identified where appropriate.

JOURNEY 1 – SITE TO PRIMARY SCHOOL

Table 5-2 Healthy Streets analysis of the route towards Harris Primary Academy Coleraine Park

Healthy indicator	Streets	Observations	Areas for improvement
Clean air		The route runs along relatively lightly trafficked (when compared to nearby A-roads) routes that help reduce exposure to emissions for those travelling to the school via active modes. Some of the route have off-road cycle route that may encourage more bicycle trips.	There is no area for improvement.
People feel safe		The route benefits from street lighting and has 20mph speed restrictions.	There is no area for improvement.
Not too noisy		N/A as desk-based assessment.	N/A as desk-based assessment.
Easy to cross		There are signalised crossing points located at A503 / Park View Road allowing pedestrians to cross.	A review of whether the crossing points align with the crossing desire lines could be undertaken.
Places to stop and rest		There are not many places to stop and rest along the route, with the exception of bus stops (where seating is available).	Additional seating could be provided where space permits.
Shade and shelter		There are some trees along Park View Road providing some shade and shelter.	There is no area for improvement.
People feel relaxed		Footways are relatively narrow and high levels of on-street parking along the route reduces opportunities to reallocate roadspace. On-street parking along the route along the route results in are relatively narrow route has Cycling along this route may not be comfortable as some of the cycle route is along the Park View Road and A503 have poor signage on the footways.	A review of on-street parking demand could provide an opportunity to reduce parking provision and reallocate road space for those travelling via active modes.
Things to see and do		Down Park Lane can be accessed through this route which attracts more pedestrians and cyclists.	The journey could be made interesting with installation of artwork or greenery, if appropriate.

JOURNEY 2 – SITE TO CS1

5.2.6. The journey is reviewed against each Healthy Streets indicator in Table 5-3

Table 5-3 Healthy Streets analysis of the route towards CS1

Healthy indicator	Streets	Observations	Areas for improvement
Clean air		The route predominantly runs along a car-free route (between Chestnut Road) that reduces exposure to emissions.	Landscaping and trees could help further reduce exposure to vehicle related emissions.
People feel safe		The majority of the route benefits from residential buildings and shops overlooking the streets.	There is no area for improvement.
Not too noisy		N/A as desk-based assessment.	N/A as desk-based assessment.
Easy to cross		The route benefits from multiple crossing points for pedestrians that are mostly well implemented.	Signalised crossings with dedicating cycling facilities could be considered to improve the cycling environment.
Places to stop and rest		There are limited seating options along the route.	Seating could be considered along the route, in particular, the section of car-free route between Chestnut Road.
Shade and shelter		There is no shade or shelter except along Chestnut Road along the route.	Tree planting along this access link can be considered to provide shade and shelter
People feel relaxed		Large section of the route is car-free providing a more relaxed space away from traffic.	There is no area for improvement.
Things to see and do		There is a plethora of shops and amenities along the route, in particular on the A10 High Street.	Opportunities to install artwork or greenery could be considered, if appropriate.

JOURNEY 3 – SITE TO MARKFIELD PARK

5.2.7. The journey is reviewed against each Healthy Streets indicator in Table 5-4

Table 5-4 Healthy Streets analysis of the route towards Markfield Road

Healthy indicator	Streets	Observations	Areas for improvement
Clean air		Most of the route runs along the busy Broad Lane and rest of the routes along	There is no area for improvement.

Healthy indicator	Streets	Observations	Areas for improvement
		Markfield Road is quieter. Bicycle lanes and signages have been marked clearly along the route.	
People feel safe		The route feels safe as the route is well lit and bicycle lanes are marked all along the route. High levels of natural surveillance.	There is no area for improvement.
Not too noisy		N/A as desk-based assessment.	N/A as desk-based assessment.
Easy to cross		Crossing facilities are provided along the route and signalised crossing points at A503 Hale Road.	There is no area for improvement.
Places to stop and rest		There are not many places to stop and rest along the route, although there are some well-equipped bus stops where you can stop and rest.	The wider footways on the route could potentially accommodate additional seating provision, if appropriate.
Shade and shelter		There is little to no shade or shelter along the entirety of the road	Tree planting along this access link can be considered to provide shade and shelter
People feel relaxed		Large sections of routes where traffic levels are high benefit from off-street cycling facilities.	There is no area for improvement.
Things to see and do		There are multiple destinations along the route, such as Tottenham Retail Park, Ada National College for Digital Skills and convenience stores, studio and art centre.	There is no area for improvement.

JOURNEY 4 – SITE TO SEVEN SISTERS STATION (CONNECTING THE CONFIRMED FUTURE LBH CYCLE ROUTES)

5.2.8. The journey is reviewed against each Healthy Streets indicator in Table 5-5.

Table 5-5 Healthy Streets analysis of the route towards Seven Sisters Station

Healthy indicator	Streets	Observations	Areas for improvement
Clean air		Most of the route runs along the Broad Lane which is heavily trafficked and exposure to emissions would be high.	Landscaping and trees planted as part of the development could help reduce

Healthy indicator	Streets	Observations	Areas for improvement
			the impact on air quality for the areas adjacent to it.
People feel safe		The route feels safe with well-lit route and shops overlooking the streets. Bicycle lanes are marked all along the route.	There is no area for improvement.
Not too noisy		N/A as desk-based assessment.	N/A as desk-based assessment.
Easy to cross		Crossing facilities are provided along the route and signalised crossing points at High Road/ Seven Sisters Road junction.	Dedicated cycling facilities at signalised crossings could be considered to improve the cycling environment.
Places to stop and rest		There are not many places to stop and rest along the route, although there are some well-equipped bus stops where you can stop and rest.	The wider walkways could be designed to allow for additional seating, if appropriate.
Shade and shelter		There is little shade or shelter along the entirety of the road.	Tree planting along this access link can be considered to provide shade and shelter
People feel relaxed		Some sections of route provide dedicated off-road cycle lanes whilst others require cyclists to share road space with vehicles, that provides a less relaxed environment.	If viable and demand for such facilities, opportunities to improve the cycling environment via off-road cycle lanes could be considered.
Things to see and do		There is a plethora of retail stores and restaurants along the route.	There is no area for improvement.

JOURNEY 5 – SITE TO TOTTENHAM STATION

5.2.9. The journey is reviewed against each Healthy Streets indicator in Table 5-6.

Table 5-6 Healthy Streets analysis of the route towards Tottenham Station

Healthy indicator	Streets	Observations	Areas for improvement
Clean air		Exposure to emissions is likely to be high for this particular route, due to it being on a heavily trafficked route (or adjacent to one).	There is no area for improvement.
People feel safe		The majority of the route feels safe with residential buildings and shops overlooking the	There is no area for improvement.

Healthy indicator	Streets	Observations	Areas for improvement
		streets providing high levels of passive surveillance.	
Not too noisy		N/A as desk-based assessment.	N/A as desk-based assessment.
Easy to cross		There are signalised crossing points located on the A1055 Watermead Way/Ashley Road and at the Station entry allowing pedestrians and cyclists to cross.	There is no area for improvement.
Places to stop and rest		There is some well-equipped bus shelter near the end of the route at Tottenham Hale Station where you can stop and rest.	There is no area for improvement.
Shade and shelter		There is little shade or shelter along the route.	Tree planting can be considered to provide shade and shelter.
People feel relaxed		The total length of the route is only about 250m with footways on both sides of the road.	There is no area for improvement.
Things to see and do		The route leads to Tottenham Hale Interchange which attracts people on foot and bicycles.	There is no area for improvement.

6 PROPOSED DEVELOPMENT

6.1 INTRODUCTION

- 6.1.1. This chapter will outline the Proposed Development scheme in terms of land use, off-site improvements, access strategy, parking provision and servicing arrangements.

6.2 DEVELOPMENT PROPOSALS

- 6.2.1. The proposals for Berol Quarter (2 Berol Yard, Berol House and public realm) is summarised below:

2 BEROL YARD

- 6.2.2. The 2 Berol Yard scheme will replace the consented ADA college building which formed part of the consented development (planning reference: HGY/2017/2044) within the wider Ashley Road South master plan.

- 6.2.3. The proposed 2 Berol Yard building will consist of:

- 210 residential units at 35% affordable housing.
- Four retail units totalling 699 sq. m (GEA) on the ground floor.
- 376 residential cycle spaces (long stay) within the building and 6 visitor spaces (short stay) within the public realm.
- 4 long stay cycle parking spaces for retail use and 18 short stay cycle parking spaces within the public realm.
- 7 accessible blue badge car parking spaces within building envelope (one for retail and six for residential).

- 6.2.4. The ground floor plan for 2 Berol Yard is contained in **Appendix C**.

BEROL HOUSE

- 6.2.5. The proposed Berol House scheme will replace the consented scheme for Berol House which formed part of the consented development (planning reference: HGY/2017/2044).

- 6.2.6. The Berol House building will consist of:

- 5,209 sq. m (GEA) office land use.
- Four retail units and one small retail unit totalling 714 sq. m (GEA) on the ground floor.
- 44 long stay cycle parking spaces within the building and 30 short stay cycle parking spaces within the public realm.
- One blue badge car parking space.

- 6.2.7. The ground floor plan for Berol House is contained in **Appendix C**.

ON-SITE PUBLIC REALM IMPROVEMENTS

- 6.2.8. The public realm of Berol Quarter has been designed to incorporate pedestrians of all ages and abilities. The following pedestrian links are proposed and have been detailed in the access strategy:

- Berol Walk.
- Berol Passage.
- The Square.
- Green Link.

- West Approach.

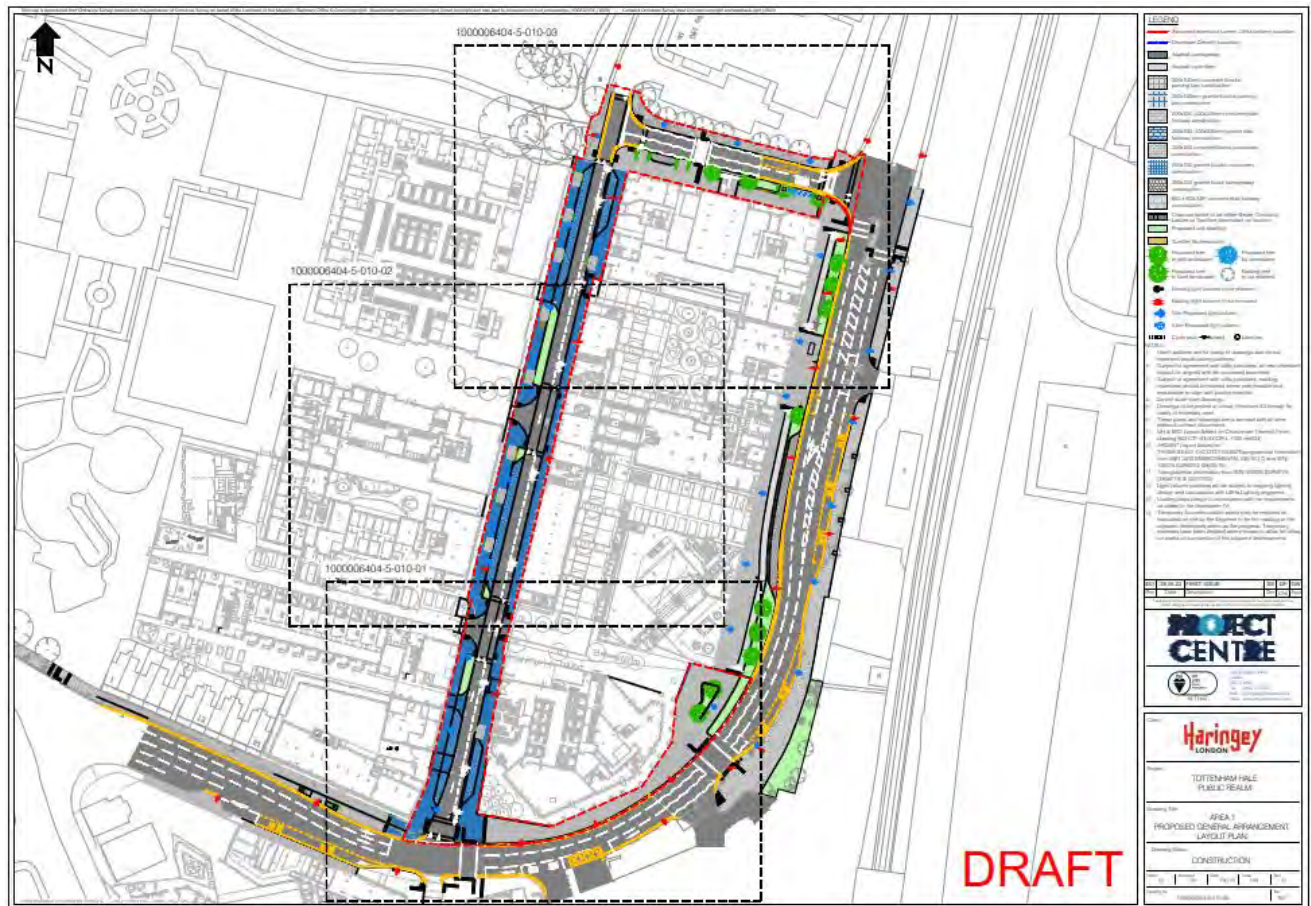
Figure 6-1 On-site Public Realm



6.3 OFF-SITE IMPROVEMENTS

- 6.3.1. As detailed in Chapter 4 (Section 4.5), the Site forms part of the wider Ashley Road South Masterplan area. As part of the Ashley Road Masterplan, improvements to the active travel infrastructure and highway layout of Ashley Road are currently being designed and delivered by the London Borough of Haringey. The proposed Ashley Road improvements are shown on Figure 6-2 below and contained in **Appendix A**.

Figure 6-2 Ashley Road Improvements



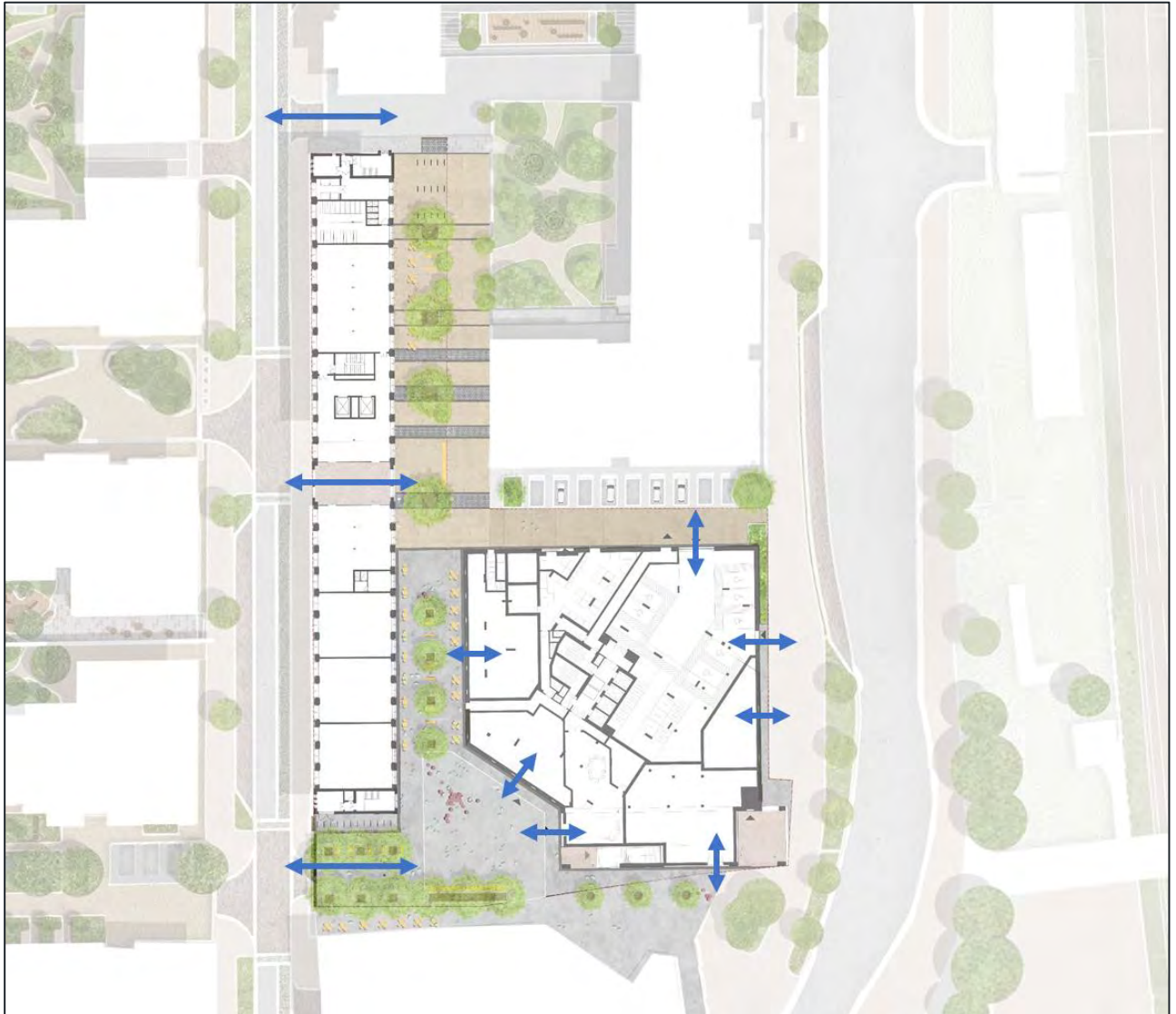
6.3.2. Improvements to Ashley Road include the following:

- Northbound vehicular flow only along Ashley Road from the Watermead Way junction to the south and the Burdock Road junction to the north.
- A contra-flow cycle lane for southbound cycles.
- x 4 raised tables on key pedestrian desire lines and junctions.
- Laybys sporadically located for servicing and deliveries.

6.4 ACCESS STRATEGY

The Site wide masterplan is shown in Figure 6-3 and contained in **Appendix C**.

Figure 6-3 Berol Quarter Access Strategy



PEDESTRIAN ACCESS

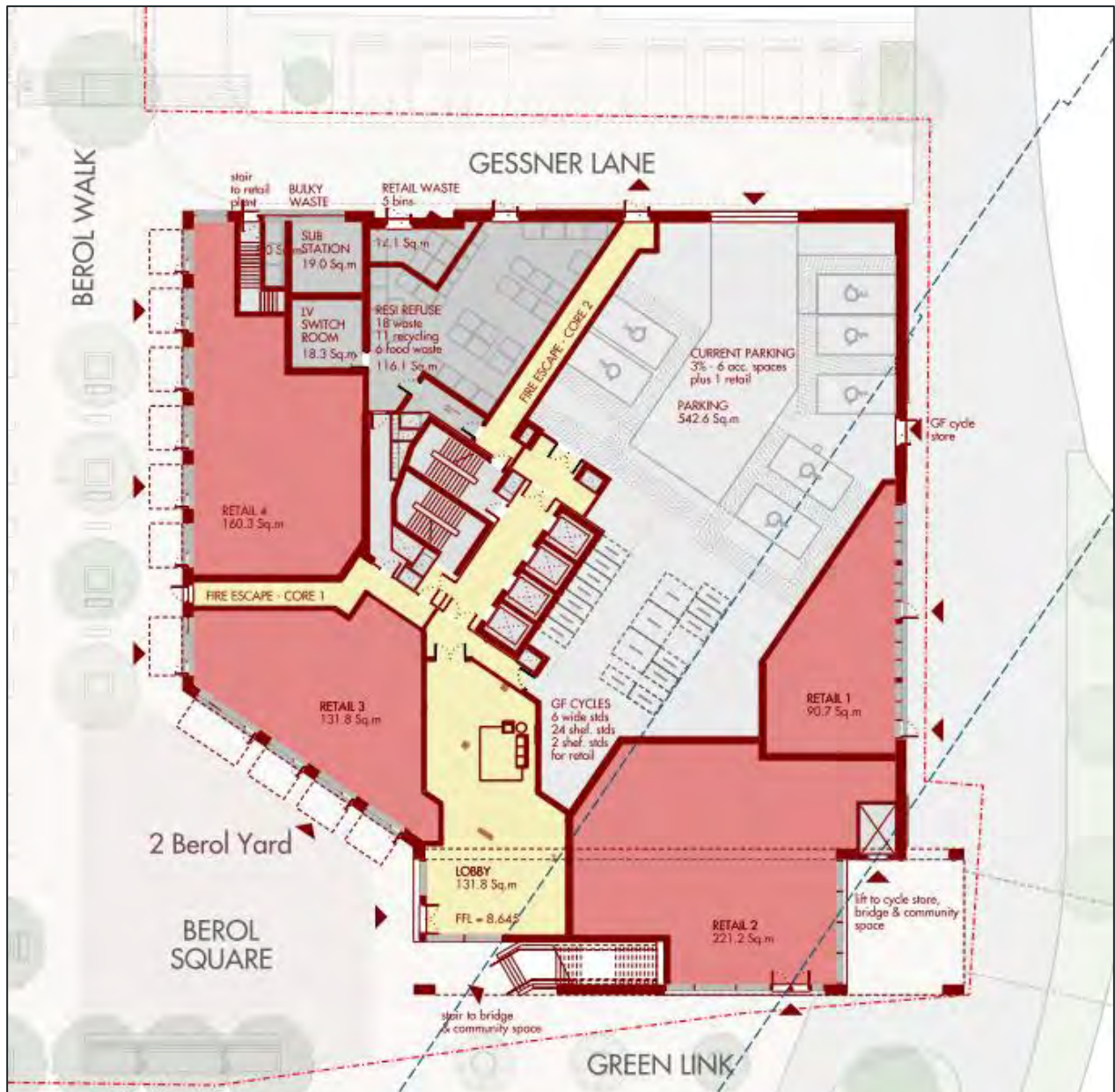
On-site Movements

- 6.4.1. As shown in Figure 6-3, wider public realm improvements within the Site's red-line boundary include the provision of an undercroft pedestrian route through Berol House (route known as Berol Passage), and also a pedestrian boulevard known as Berol Walk along the eastern side of Berol House and Green Link to the south of 2 Berol Yard. East-west pedestrian movements through the Site will be via Berol Passage and Gessner Lane or Green Link. North-south pedestrian movements will be via Berol Walk. The accesses for the Site will integrate and fall on desire lines with the pedestrian and cycle improvements on Ashley Road that are being delivered by the London Borough of Haringey.
- 6.4.2. All parts of the Site lead to the existing footway network and have been designed to address the needs of people with disabilities and reduced mobility. The layout maximises the catchment area for access to public transport services which will benefit future users of the Site and neighbouring areas.

2 Berol Yard

- 6.4.3. The pedestrian routes through the Site to the 2 Berol Yard entrances are shown in Figure 6-4 and described below.

Figure 6-4 2 Berol Yard Pedestrian Access Strategy



- 6.4.4. Pedestrian access to **Retail Unit 1** on the eastern side of the building will be via the existing footway on Watermead Way.
- 6.4.5. Pedestrian access to **Retail Unit 2** on the southern side of the building will be via the proposed public realm area known as Green Link. To the east, Green Link leads to the public footway on Watermead Way. To the west, Green Link leads to Berol Square.
- 6.4.6. Pedestrian access to **Retail Unit 3** and the **Residential Lobby** on the southwestern side of the building will be via Berol Square. Berol Square is a proposed public realm area. To the west, Berol

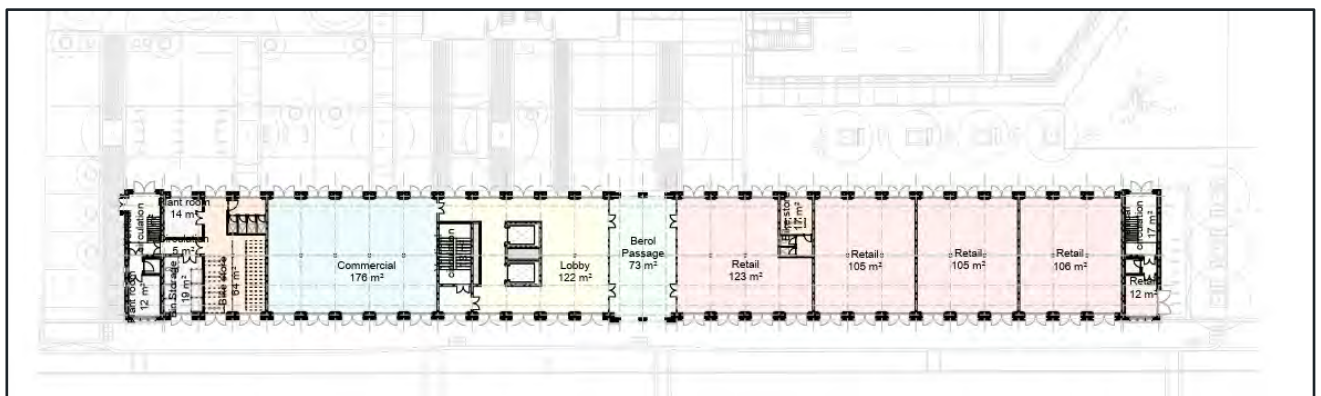
Square leads to Berol House and the footway on Ashley Road. To the east, Berol Square leads to Green Link, and to the north Berol Square leads to Berol Walk.

- 6.4.7. Pedestrian access to **Retail Unit 4** on the western side of the building will be via Berol Walk. Berol Walk is a proposed public realm area which runs parallel to the east of Berol House.

Berol House

- 6.4.8. Pedestrian access to the retail units and lobby for the office land use will be via the footway on Ashley Road and via Berol Walk.
- 6.4.9. Berol Passage is located mid-way along Berol House and provides a linkage between Ashley Road and Berol Walk via the undercroft shown in Figure 6-5.

Figure 6-5 Berol House Pedestrian Access Strategy



CYCLE ACCESS AND PARKING

- 6.4.10. Cycle parking stores have been designed in-line with London Cycle Design Guide where possible and the provision is in-line with standards contained in the London Plan 2021. Of the long stay space, a minimum of 20% will be Sheffield stands and 5% will be suitable for larger bicycles.
- 6.4.11. The long and short cycle parking provision for the Site has been set in Table 6-1 and Table 6-2 respectively.

Table 6-1 Long Stay Cycle Parking Provision

Building	Land Use	Quantum	Policy Requirements	Proposed
Berol House	A2-A5 (Cafes & Restaurants)	714 sq. m	4	4
	B1 (Office)	5,29 sq. m	35	44
Sub Total:			39	48
2 Berol Yard	A2-A5 (Cafes & Restaurant)	699. sq. m	4	4

	C3 (Residential)	210 units	376	376
Sub Total:			380	380
Total Spaces:			419	428

Table 6-2 Short Stay Cycle Parking Provision

Building	Land Use	Quantum	Policy Requirements	Proposed
Berol House	A2-A5 (Cafes & Restaurants)	714 sq. m	18	20
	B1 (Office)	5,209 sq. m	10	10
Sub Total:			28	30
2 Berol Yard	A2-A5 (Cafes & Restaurant)	699. sq. m	18	18
	C3 (Residential)	210 units	6	6
Sub Total:			24	24
Total Spaces:			52	54

6.4.12. The Proposed Development would provide a mixture of cycle parking stands to cater for a wide range of users, whilst trying to maximise the number of spaces that can be provided to ensure a lack of cycle parking provision is never a barrier to active travel. This includes 5% of spaces being provided via Sheffield Stands that can accommodate larger bicycles.

6.4.13. Below, further detail on the cycle store locations are described.

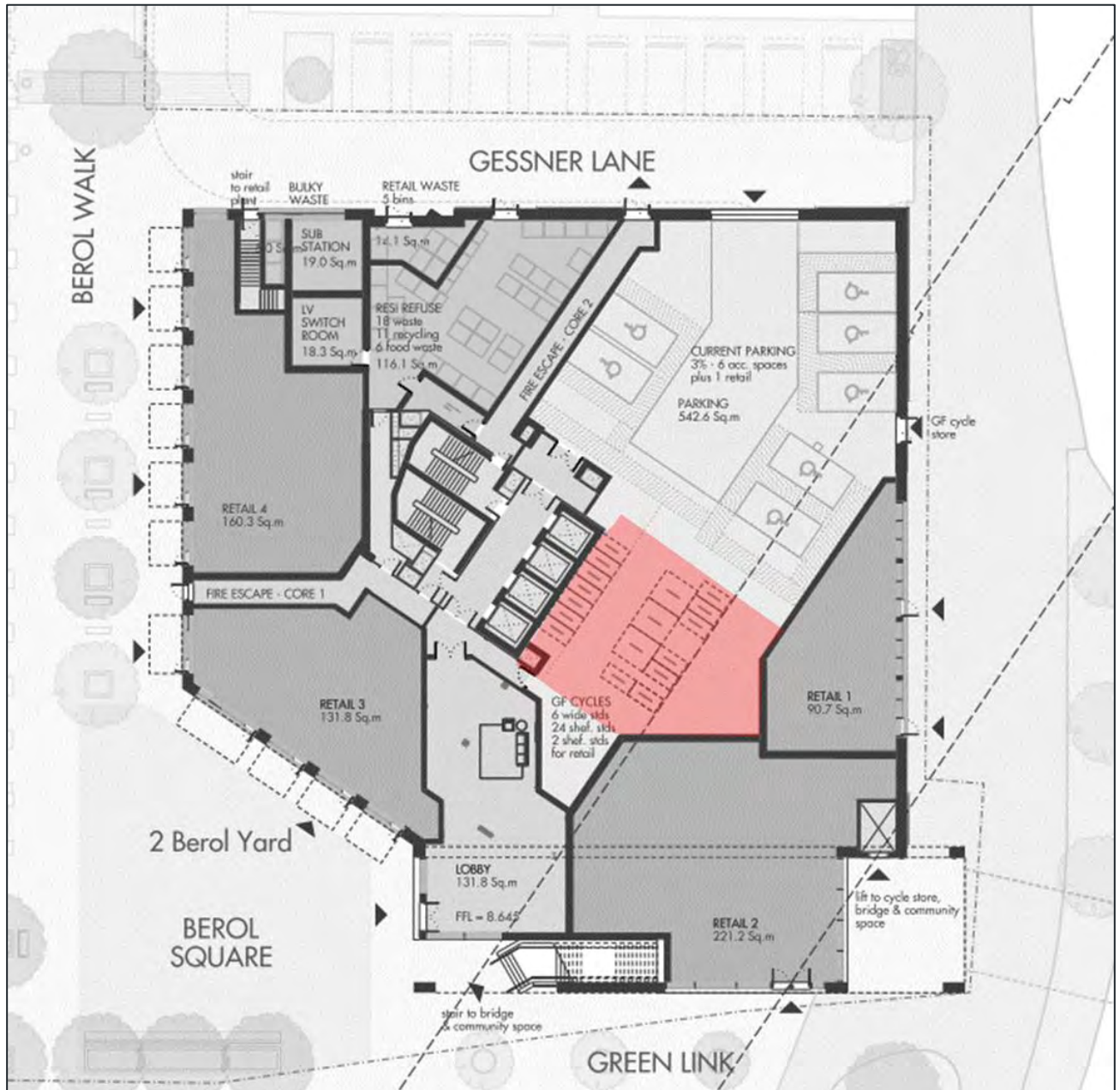
2 Berol Yard

6.4.14. There will be 376 **residential** spaces (long stay) within the building and 6 visitor spaces (short stay) within the public realm.

6.4.15. In addition, there will be a minimum 4 long stay spaces for **retail use** and 18 short stay spaces within the public realm.

- 6.4.16. A ground floor cycle store is located in the undercroft of 2 Berol Yard, and will be accessed via entrances on Gessner Lane and Watermead Way. The ground floor cycle store has been designed to incorporate cycles for all users (including e.g. three wheelers / cargo). The ground floor cycle store consist of 3 wide stands (6 spaces) and 12 Sheffield stands (24 spaces). The store will be secured by gates, covered, and well-lit. The ground floor cycle store is shown in Figure 6-6.

Figure 6-6 2 Berol Yard Ground Floor Cycle Facilities



- 6.4.17. A cycle store is also proposed on the Mezzanine level and will be accessible via a cycle lift on the south-eastern corner of the Site. The cycle lift is of dimensions suitable to accommodate all types of cycles. The mezzanine level will provide 140 two-tier stands (280 spaces), 26 Sheffield Stands (52 spaces), 7 wide stands (14 spaces). The Mezzanine cycle store is shown in

- 6.4.18. **Figure 6-7** overleaf.

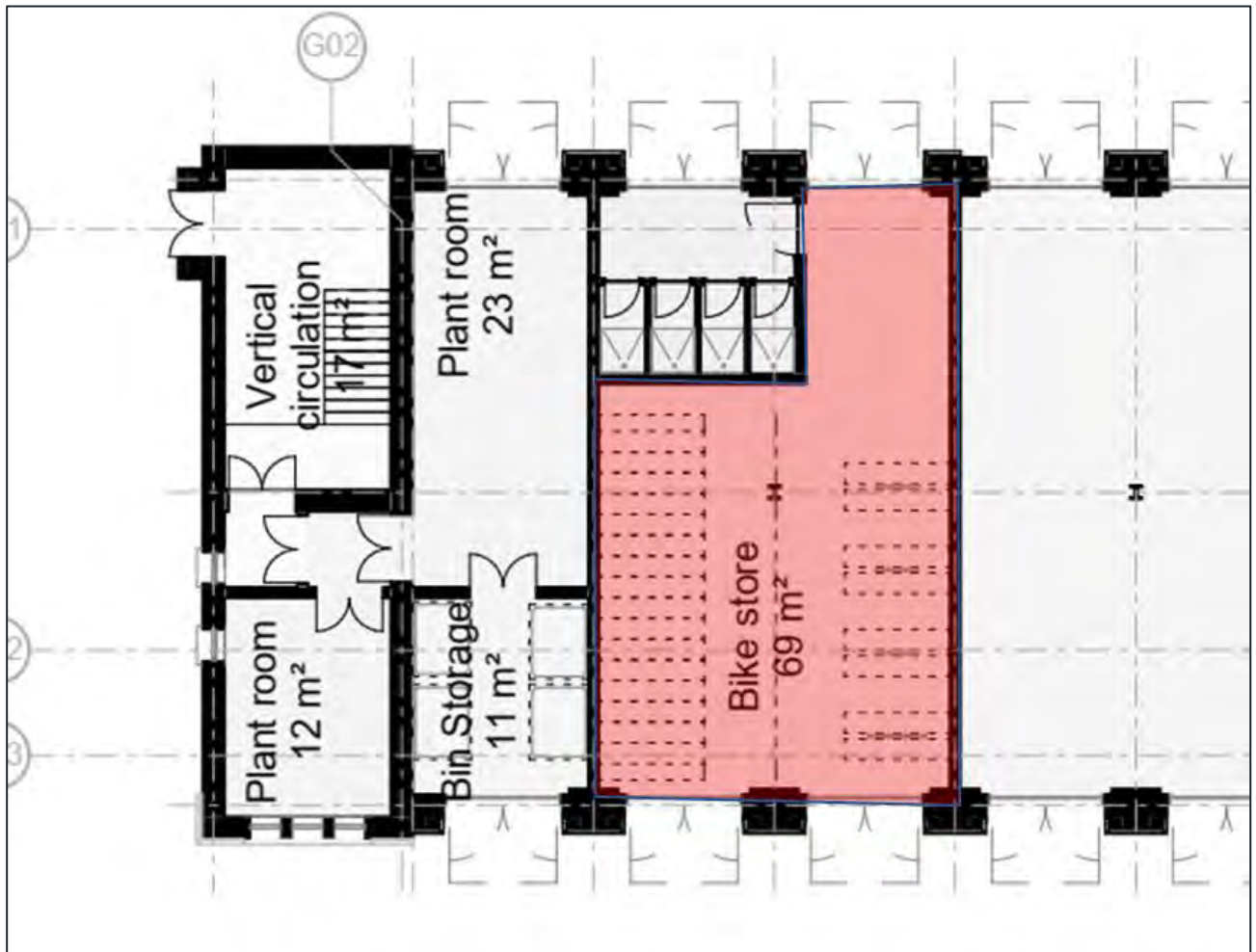
Figure 6-7 2 Berol Yard Mezzanine Floor Cycle Facilities



Berol House

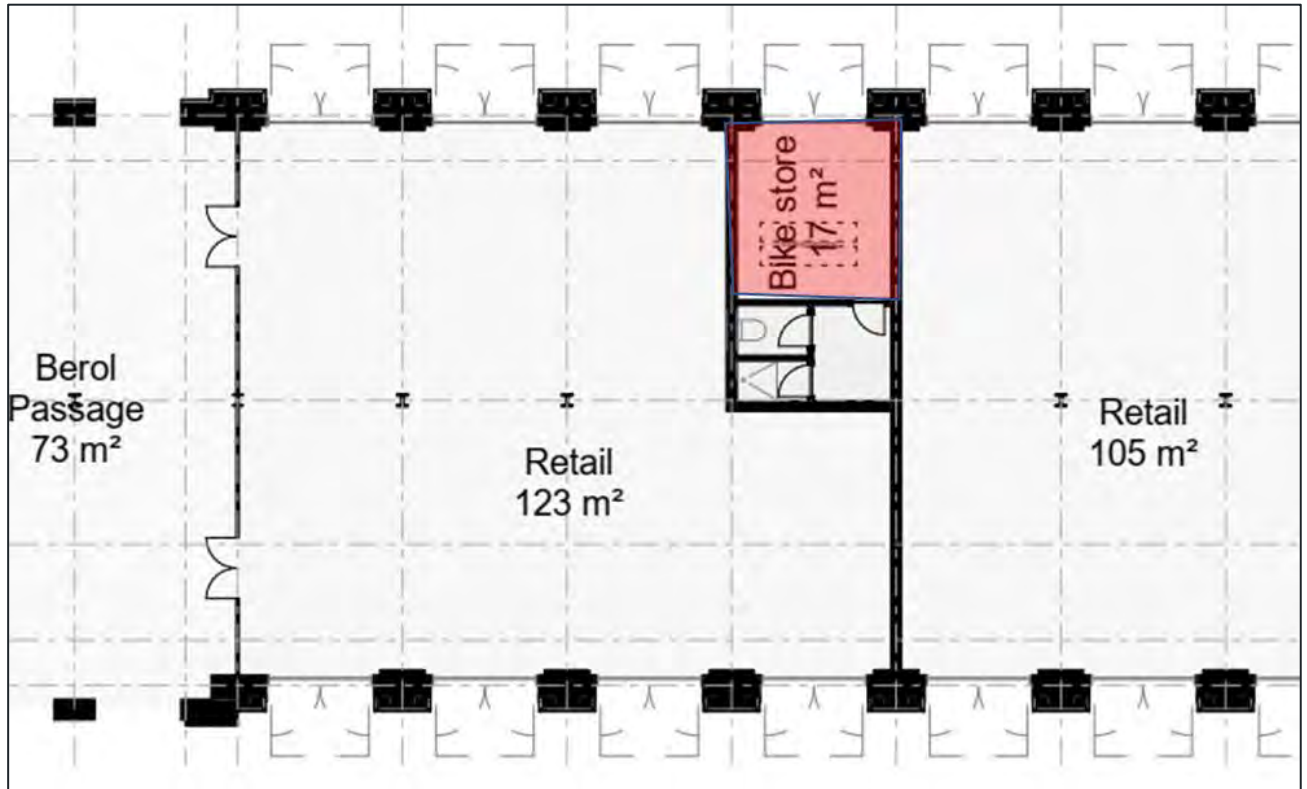
- 6.4.19. There will be 44 office spaces (long stay) within the building and 4 long stay spaces for retail use.
- 6.4.20. A ground floor cycle store is located in the northern part of Berol House, and will be accessible via Berol Walk and Ashley Road. The cycle store consists of 18 double stacker stands (36 spaces) and 4 wide stands (8 spaces). Showering facilities are adjacent to the cycle store. This is shown on Figure 6-8.

Figure 6-8 Berol House Ground Floor Office Cycle Facilities



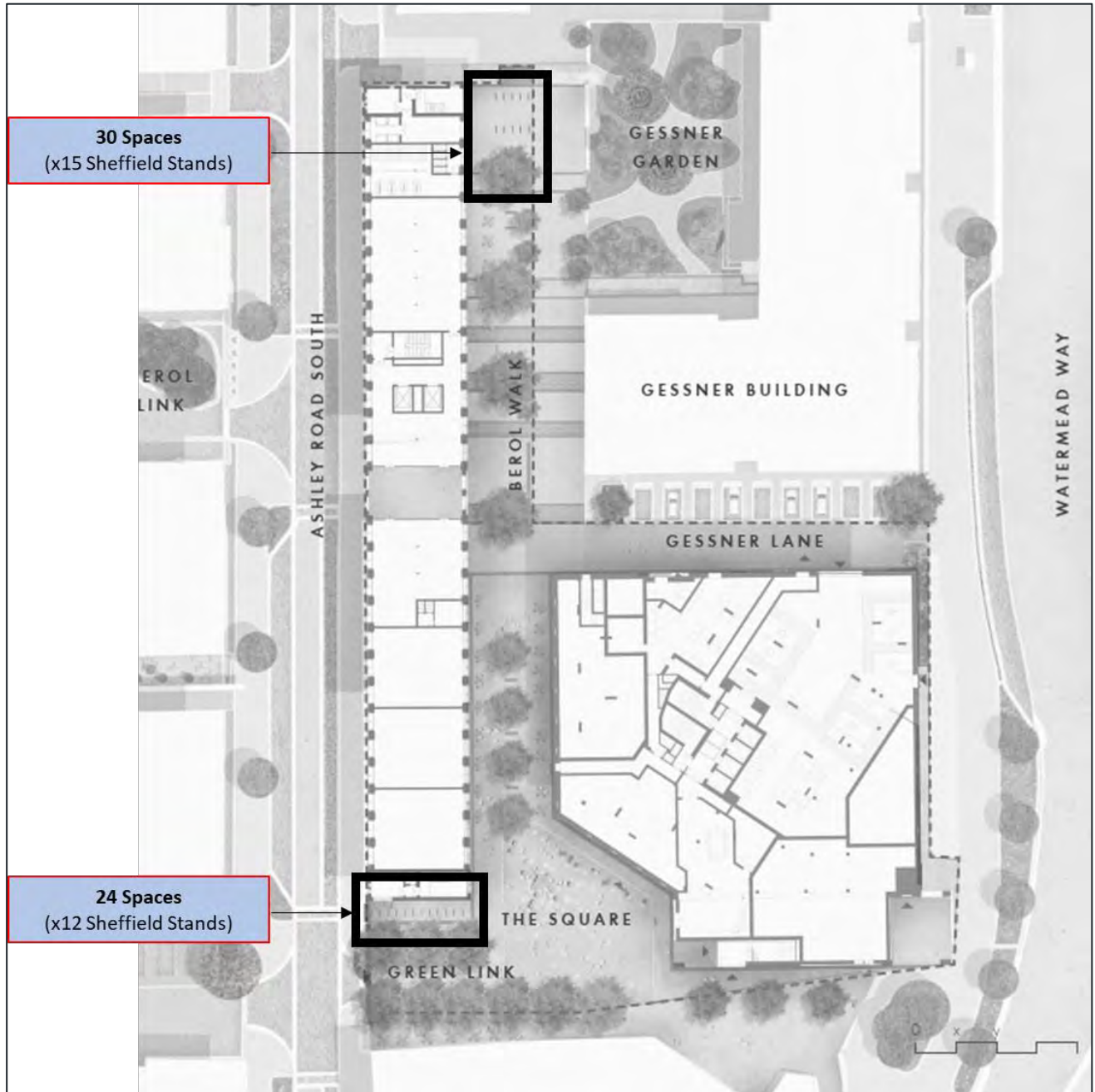
- 6.4.21. A smaller cycle store is located on the southern side of Berol House and two double stackers and changing / washing facilities. The cycle stores will be secured by doors, covered, and well-lit. This is shown on Figure 6-9.

Figure 6-9 Berol House Ground Floor Retail Cycle Facilities



6.4.22. The plan below illustrates the location of the 54 short stay spaces that will be provided within the public realm, for the development as a whole.

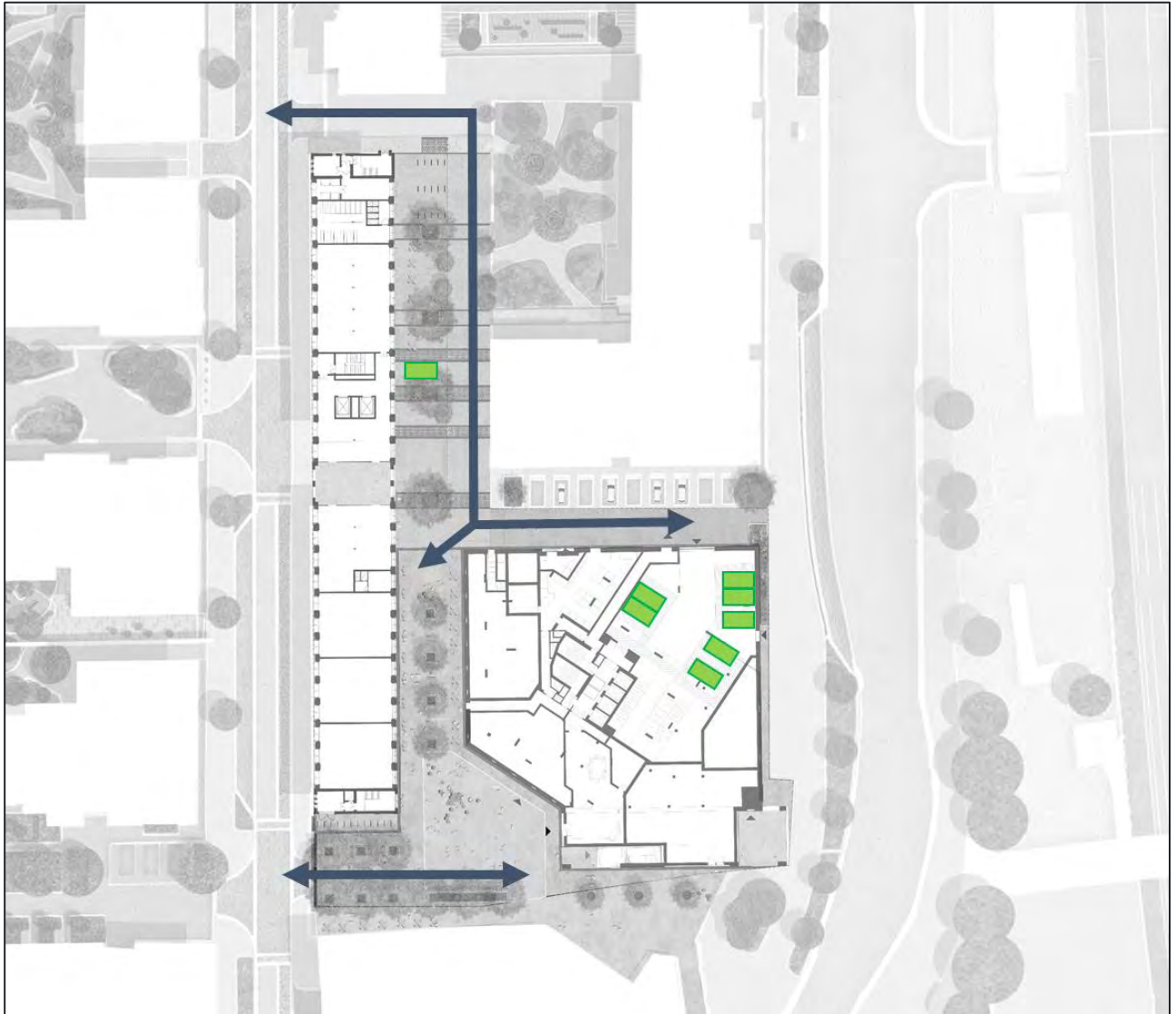
Figure 6-10 Short Stay Cycle Parking



6.5 CAR PARKING PROVISION AND ACCESS

- 6.5.1. Vehicular access to the Site will be via the access road located to the north of Berol House which joins Ashely Road, as illustrated in Figure 6-10, which is an existing access. The proposals include the upgrade of the access junction through the provision of a raised table at the junction, providing enhancements to the pedestrian environment.

Figure 6-11 Vehicular Access & Blue Badge Parking Provision



6.5.2. From the access junction, a new private road will be delivered (known as Gessner Lane) that will run north-south in parallel to Berol House and Berol Walk. Gessner Lane will lead to the undercroft car park in 2 Berol Yard. Relevant swept paths are included in **Appendix D**.

6.5.3. The undercroft car park is for Blue Badge holders only (PTAL 5-6 should be 'car-free' providing only blue badge bay parking). The Site (Berol Quarter) will remain car free except for blue badge parking. The provision of blue badge parking is in-line with London Plan standards and set out below:

2 Berol Yard

- **Residential** – 6 blue badge spaces will be provided within the building envelope, which equates to 3% of dwellings from the outset (as per London Plan requirements).
- **Retail** – 1 blue badge space will be provided within the building envelope.

6.5.4. Electric Vehicle charging will be provided in-line with Building Regulations 'Infrastructure for the charging of electric vehicles'.

- 6.5.5. The proposals have been developed in a way that allows additional residential blue badge spaces to be provided, in the event that demand for such spaces exceeds the 3% provided from the outset. This is however considered unlikely to materialise. The number of blue badge holders has been declining nationally year on year since 2010 when the eligibility criteria was reformed and Census Data (2020) for Haringey indicates the percentage of households within Haringey who have blue badge permits is typically 3%, which is likely to be even lower in a town centre location such as this.
- 6.5.6. Furthermore, WSP have undertaken a number of surveys at comparable residential schemes in recent years to understand the uptake in blue badge parking spaces. These schemes are located across London and varied in scale but would likely attract a similar demographic to the Proposed Development.
- 6.5.7. The results of the surveys are detailed in Table 6-3 and summarised below:
- Across all 9 sites surveyed, a total of 66 blue badge bays were provided, with only 1 blue badge bay occupied by a blue badge permit holder;
 - 8 out of the 9 of the Sites surveyed, experienced 0% parking occupancy of the blue badge spaces provided; and
 - Use of the blue badge spaces was observed for just 1 out of the 9 sites surveyed. For this particular site, a total of 5 blue badge spaces were provided and only 1 of these was observed to be in use.
- 6.5.8. Based on the above the provision of blue badge parking from the outset is expected to comfortably accommodate demand from residents of the scheme, albeit the Design and Access Statement (DAS) provides further detail on how additional spaces can be provided within the public realm, in the unlikely scenario whereby further spaces are required.

Table 6-3 Blue Badge Occupation Survey

Site	Local Authority	Total Residential Units	Total Parking Bays	Total Blue Badge Bays	Occupancy of Blue Badge Bays	Occupancy of % of Total Parking Provision
Woodberry Down	Hackney	381	118	5	0	0%
Goldmans Field	Tower Hamlets	1,759	55	12	0	0%
Saffron Square	Croydon	803	61	6	0	0%
Westgate Apartments	Newham	225	96	5	1	1%
Royal Docks West	Newham	105	12	1	0	0%
Eagle Point	Islington	238	36	6	0	0%

Site	Local Authority	Total Residential Units	Total Parking Bays	Total Blue Badge Bays	Occupancy of Blue Badge Bays	Occupancy of % of Total Parking Provision
Queens Wharf	Hammersmith & Fulham	165	60	17	0	0%
Lexicon	Islington	306	46	10	0	0%
Dollar Bay	Tower Hamlets	125	30	4	0	0%

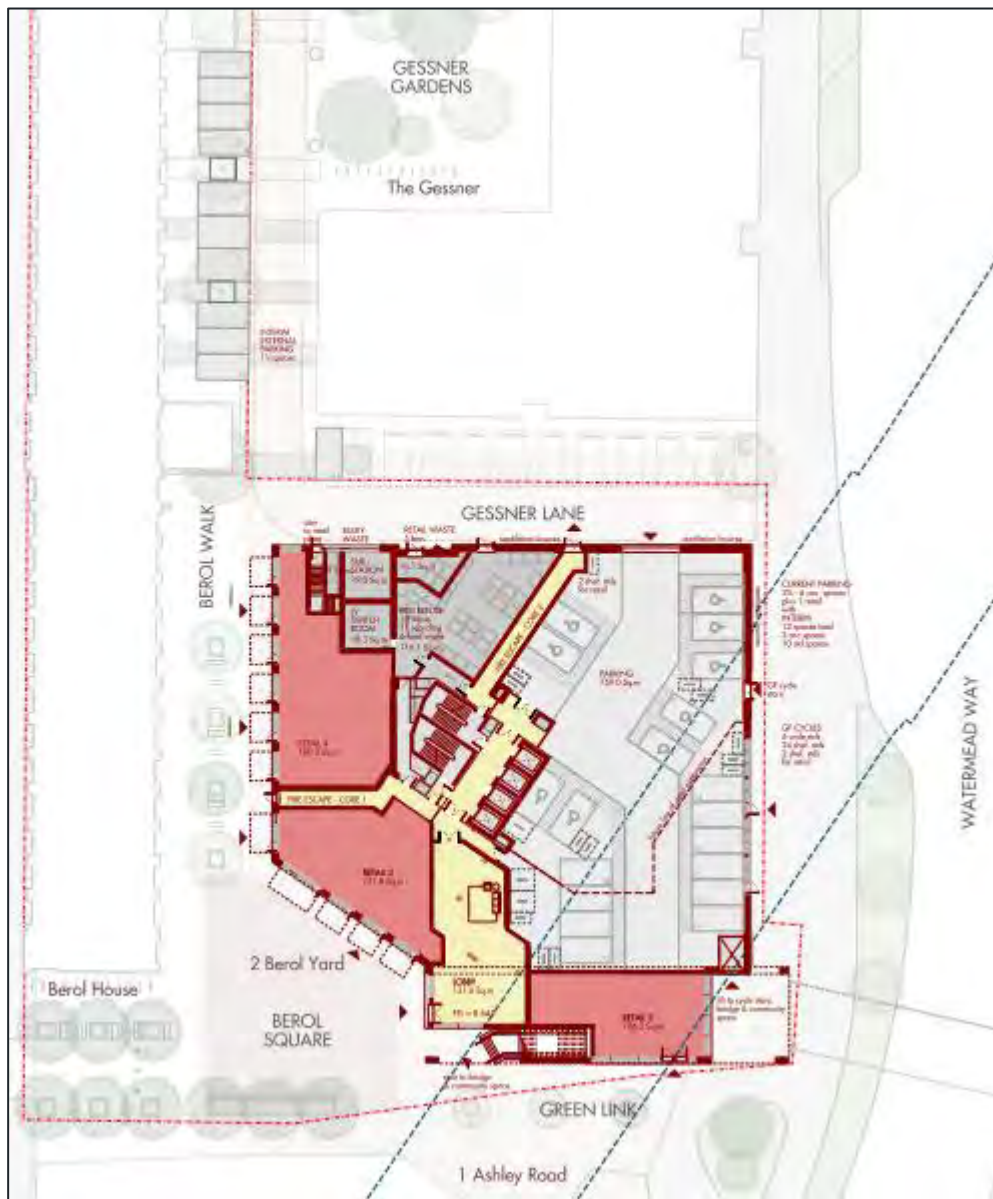
Berol House

- 6.5.80. Berol House will benefit from one blue badge space for the commercial / retail units, in accordance with London Plan requirements.
- 6.5.81. Electric Vehicle charging will be provided in-line with Building Regulations 'Infrastructure for the charging of electric vehicles'.

Berol House Interim Parking Arrangements

- 6.5.82. The Application is based on a phased approach to the deliver of the car parking, reflecting the obligations to the existing tenants in Berol House who have leases which provide for rights to park cars on the estate. Throughout the last 5 years, the management team at Berol House have been removing car parking rights wherever possible, however there are those tenants with longer leases who continue to have the right to parking spaces. Whilst it is the desire of the Applicant to remove these spaces, such negotiations can only be concluded once a planning permission has been obtained. The existing car parking requirements are listed below (these exclude the short-term leases where parking rights will be continue to be removed as part of the renewal process):
- North London Waste Authority: 15 car parking spaces
 - CSJF Investments Limited: 10 car parking spaces
 - Wired Broadcast Limited: 4 car parking spaces
 - Harris Irwin Architects Limited: 1 car parking spaces
 - **Total Car Parking Spaces: 30**
- 6.5.83. Initial discussions have commenced with tenants about car parking requirements and whether these continue to be required in full, particularly given the increase in hybrid working patterns. The Applicant is also exploring the opportunity for shared use of car parking spaces and an active management plan to reduce the total number of required spaces to approx. 23.
- 6.5.84. A plan has been prepared (see Figure 6-12 and Appendix F) which demonstrates how 23 car parking spaces can be delivered within the scheme without affecting the Berol Square and allowing the delivery of the new street along the Berol Walk and completion of the Green Link. Access to these spaces continues to follow the proposed vehicular access via the north of Berol House, enabling the pedestrianisation of the Berol Square which will support the retail units in 2 Berol Yard become established.

Figure 6-12 Interim Car Parking Provision



- 6.5.85. The full extent of the landscaping to the Berol Square and Berol Walk and Green link will be delivered as part of the Phase 1 Works.
- 6.5.86. The areas proposed for the temporary parking on the estate are located in areas of public realm previously constructed by the Applicant under the previous planning permission and therefore fully coordinated and integrated with the landscape proposals in this Application.
- 6.5.87. In summary, where the works to Berol House have not commenced and 2 Berol Yard has been constructed, in addition to the blue badge provision associated with the permanent scheme, there will be:
- 11 standard car parking spaces located between the central staircase and northern single storey extension of Berol House; and

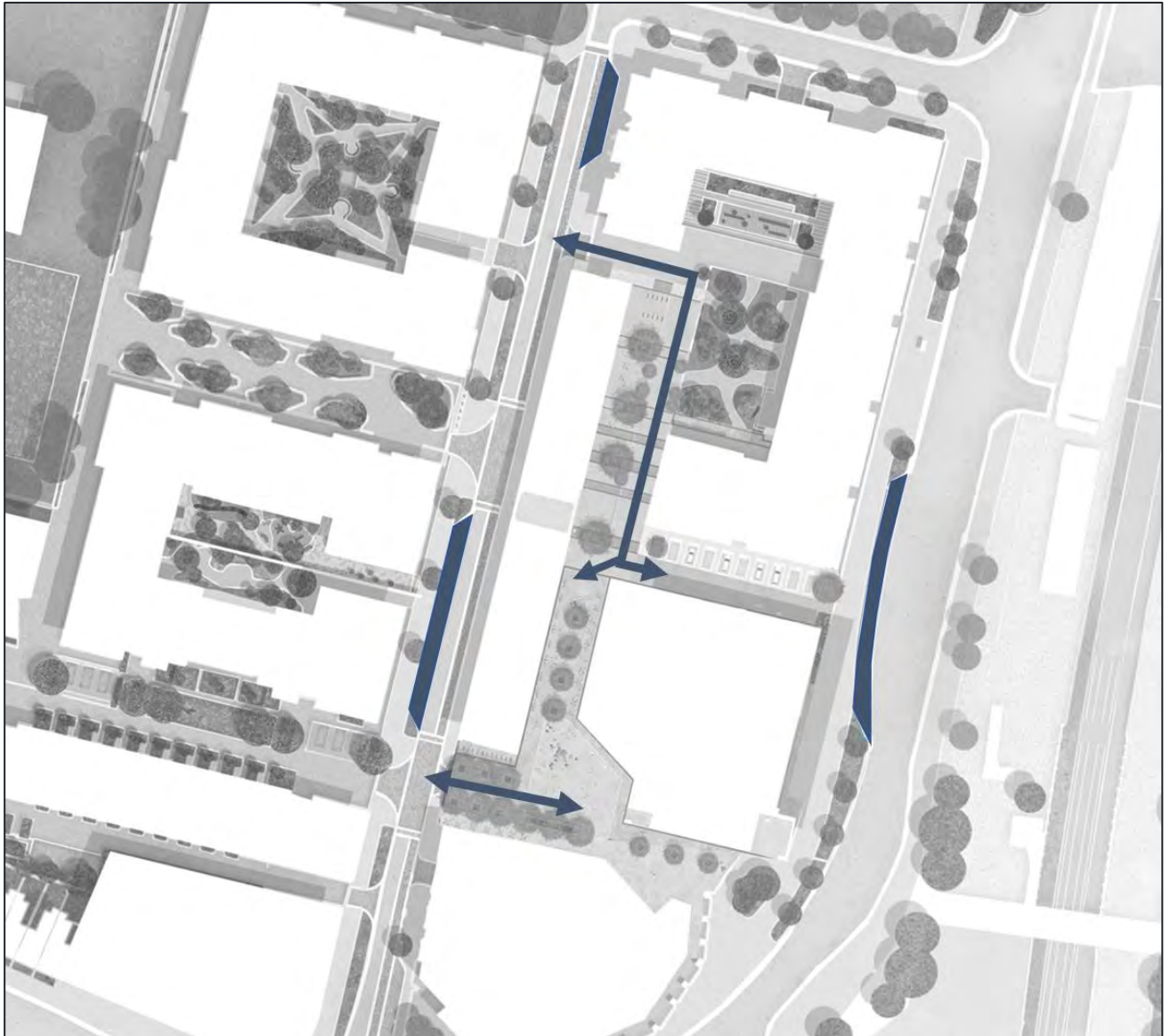
- 12 parking spaces located within 2 Berol Yard.

6.5.88. This interim car parking provision is a reduction when compared to the existing situation and the intention is to remove these car parking spaces when the contractual obligations to provide these, have lapsed.

6.6 SERVICING & DELIVERIES

6.6.1. All servicing (excluding refuse collection arrangements) of the buildings will be undertaken on the servicing bays on Ashley Road and Watermead Way, as illustrated in Figure 6-13.

Figure 6-13 Servicing & Delivery Summary



6.6.2. The majority of servicing trips will be undertaken by LGV's, with very few HGV related trips. The serving trip generation has been set out in **Chapter 10**. An outline delivery and servicing management plan has also been submitted alongside this TA.

2 BEROL YARD

- 6.6.3. Servicing vehicles for retail units 1 and 2 will be able to use the existing servicing bay on Watermead Way. Servicing vehicles for retail units 2, 3 and 4, and the residential lobby will be able to use the servicing bay on Ashley Road.
- 6.6.4. These arrangements are shown in **Appendix D**, that includes relevant swept paths.

BEROL HOUSE

- 6.6.5. Servicing vehicles for the retail units and office will be via the servicing bays on Ashley Road illustrated in Figure 6-13.

6.7 REFUSE COLLECTION ARRANGEMENT

2 BEROL YARD

- 6.7.1. Retail waste and Residential waste bin stores are located on the northern side of the building, as shown in Figure 6-14 below.

Figure 6-14 2 Berol Yard Waste Store Locations



- 6.7.2. Entrances to the bin stores are located on Gessner Lane, which allows the refuse collection vehicle to position itself with a 10m drag distance. An area kept clear of refuse collection vehicles only to turn will be provided between 2 Berol Yard and Berol House. Relevant swept paths are shown in **Appendix D**.

BEROL HOUSE

- 6.7.3. The retail and office waste bin store is located on the norther part on Berol House and will be accessed via an entrance on Ashley Road, as shown in Figure 6-15 below.

Figure 6-15 Berol House Waste Store Locations



- 6.7.4. A servicing bay will be located on Ashley Road as part of Ashley Road masterplan proposals mentioned earlier in the TA. There is also the potential for collections to be undertaken from The Gessner. Relevant swept paths are shown in **Appendix D**.

6.8 EMERGENCY ACCESS

2 BEROL YARD

- 6.8.1. A fire appliance will be able to access the northern side of 2 Berol Yard via Gessner Lane, the eastern side via Watermead Way, and the southern and eastern sides via Berol Square. Relevant swept paths are shown in **Appendix D**.

BEROL HOUSE

- 6.8.2. A fire appliance will be able to access the northern and eastern side of Berol House via Gessner Lane, and the southern and western side via Ashley Road. Relevant swept paths are shown in **Appendix D**.

7 TRIP GENERATION

7.1 INTRODUCTION

- 7.1.1. Trip generation forecasts have been undertaken to determine the likely impact of the development to the surrounding transport infrastructure when compared with the existing and consented operation of the Site.
- 7.1.2. This section sets out the trip generation for the following scenarios:
- Existing site trip generation (as approved in application HGY/2017/2044).
 - Consented site trip generation (as approved in application HGY/2017/2044 minus 'The Gessner' as recently built).
 - Proposed trip generation.
 - Net trip generation (Existing vs Proposed).
 - Net trip generation (Consented vs Proposed).

7.2 ASSESSMENT CRITERIA

- 7.2.1. A quantitative assessment of the anticipated travel demand associated with the existing and proposed uses on site has been undertaken to determine the net impact of the Proposed Development on the local highway, public transport, and pedestrian networks.
- 7.2.2. Travel demand has been considered for the critical weekday morning peak periods (08:00 - 09:00), evening peak periods (17:00 - 18:00), and throughout the day (07:00 – 19:00). These peak periods were considered to reflect the highest baseline network demand on the surrounding highway and transportation infrastructure; thus, providing a robust assessment of the impact of the Proposed Development.
- 7.2.3. Peak hour trip rates have been obtained for each land use from the TRICS database comprising a weekday morning (08:00 – 09:00 hours) and evening (17:00 – 18:00 hours) peak hour.
- 7.2.4. Where retail uses are proposed, it has been assumed that the majority, if not all trips will be generated by pass-by trade either associated with the Proposed Development itself or drawn from pedestrians already present on the existing network. This assessment will therefore consider the impact generated by uses which create “trip-end” movements, i.e., either via an origin or destination. These trip-end uses comprise the existing industrial estate and proposed commercial offices (workplace trip end generators) and the proposed residential flats (resident trip end generators).

7.3 EXISTING TRIP GENERATION

- 7.3.1. The existing uses located across the wider Ashley Road South area comprise a number of use classes ranging from Class B1 (light industrial and office), B2 (industrial) and B8 (warehousing), all of which comprise a typical industrial estate. The trip generation of the existing site approved in application HGY/2017/2044 has been taken from the associated TA and set out below to determine the 'existing' trip generation, which is summarised in Table 7-1 outlines the trip generation for the existing site.

Table 7-1 Trip Generation for Existing Land Use

Mode	08:00 - 09:00			17:00 - 18:00			Daily Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars	40	21	61	11	24	35	341	321	662
Car Passenger	3	1	4	1	2	2	23	22	45
Taxi	0	0	0	0	0	0	1	1	3
Bus	12	6	18	3	7	10	101	95	196
Tram	0	0	0	0	0	0	0	0	0
Underground	8	4	12	2	5	7	65	61	125
Overground	0	0	0	0	0	0	0	0	0
Walk	4	2	6	1	3	4	35	33	69
Cycle	2	1	3	0	1	2	15	14	30
National Rail	8	4	12	2	5	7	68	64	132
Total	76	41	117	21	47	67	649	611	1,260

7.3.2. The existing uses on the Site are likely to generate a total of 117 and 67 two-way trips in the AM and PM peaks respectively.

7.4 CONSENTED TRIP GENERATION

7.4.1. The consented trip generation for application HGY/2017/2044 consisted of a development of:

- Berol House (office / retail and residential) – Not yet built;
- Berol Yard (as the National College for Digital Skills – 800 FTE students) – Not yet built; and
- The Gessner (166 residential units) – Built and occupied.

7.4.2. As The Gessner has now been built and occupied, in order to undertake a representative net comparison with the Proposed Development, the residential trips associated with The Gessner have been subtracted from the consented site's trip generation. This trip generation is shown below in Table 7-2.

Table 7-2 Trip Generation for Consented Land Use minus the built Gessner Building.

Mode	08:00 - 09:00			17:00 - 18:00			Daily Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars	13	2	15	0	13	14	20	24	45
Car Passenger	0	4	4	2	1	2	8	11	19
Taxi	8	8	15	3	3	6	55	55	111

Mode	08:00 - 09:00			17:00 - 18:00			Daily Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Bus	45	29	75	25	37	59	374	387	762
Tram	0	1	1	0	0	0	1	1	3
Underground	52	62	114	45	47	90	466	488	954
Overground	0	0	0	0	0	0	0	0	0
Walk	33	94	126	51	63	113	706	707	1412
Cycle	29	8	39	6	31	36	99	95	183
National Rail	27	7	35	11	21	29	236	240	476
Total	208	215	425	142	215	349	1,964	2,008	3,966

- 7.4.3. The consented uses on the Site are likely to generate a total of 425 and 349 two-way trips in the AM and PM peaks respectively.

7.5 PROPOSED TRIP GENERATION

RESIDENTIAL

- 7.5.1. Trip rates for the proposed affordable and private flats has been retrieved from the TRICS database in accordance with selection criteria appropriate to the proposed residential element of the schemes. Residential sites have been selected from TRICS to match the criteria of the Proposed Development; flats located within Greater London and Southeast with PTAL equal to and greater than 3 and surveyed between 2014-2019.
- 7.5.2. As set out previously, the Proposed Development comprises a scheme with a reduced parking provision (only blue badge car parking which will restrict car ownership and resultant vehicular trips to the Site). Therefore associated person trips have been redistributed to alternative non-car modes accordingly, on a pro rata basis.
- 7.5.3. A summary of the TRICS residential land use site selection and the resulting multimodal trip generation is shown in **Appendix E**, and a summary of the Sites used to calculate the residential trip generation is provided in **Table 7-3** below.

Table 7-3 Residential TRICS Site Selection

Site	Borough	Number of Units	TRICS Reference	PTAL
Private Flats				
Ringer's Road	Bromley	160	BM-03-C-01	6a
City Road	Islington	157	IS-03-C-04	6a
Erskine Road	Walthamstow	97	WH-03-C-01	5
Affordable Flats				

Site	Borough	Number of Units	TRICS Reference	PTAL
Kingsbury	Harrow	88	HG-03-D-03	3
Woodgreen	Haringey	90	HA-03-D-01	4

Modal Split

- 7.5.4. The resulting residential modal split for private flats and affordable flats is detailed in Table 7-4. This trip generation methodology is the same as that contained in the approved TA for the consented application and will robustly assess the number of trips across all modes.

Table 7-4 Residential Modal Split

Mode	Existing Modal Split	Redistributed Modal Split
Cars	52%	5%
Car Passenger	4%	0%
Taxi	0%	0%
Bus	15%	34%
Underground	10%	21%
Overground	0%	0%
Walk	5%	12%
Cycle	2%	5%
National Rail	10%	22%
Total	100%	100%

- 7.5.5. The predicted trip generation associated with the affordable (35% / 73 flats) and private residential (65% / 158 flats) at 2 Berol Yard (210 flats) is shown in Table 7-5.

Table 7-5 Total Residential Trip Generation (2 Berol Yard – 210 flats)

Mode	08:00 - 09:00			17:00 - 18:00			Daily Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars	1	7	8	4	2	6	30	33	63
Car Passenger	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	1	1	3
Bus	8	48	55	26	14	40	208	228	436

Mode	08:00 - 09:00			17:00 - 18:00			Daily Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	5	29	34	16	9	25	128	141	269
Overground	0	0	0	0	0	0	0	0	0
Walk	3	16	19	9	5	13	70	77	147
Cycle	1	6	7	3	2	5	28	30	58
National Rail	5	31	36	17	9	26	134	148	282
Total	22	138	160	74	41	115	600	658	1,258

- 7.5.6. The proposed residential land uses (210 flats) is expected to generate a total of 160 and 115 two-way trips in the AM and PM peaks respectively.

RETAIL TRAVEL DEMAND

- 7.5.7. The development proposals include the provision of flexible commercial space for retail and office, which will be provided within Berol House and 2 Berol Yard.
- 7.5.8. Given the likely nature of the retail provision, it is considered that the vast majority, if not all, of the associated trip generation can be attributed to pass-by/diverted trips or internal trips from the residential provision on 2 Berol Yard, Berol House, and the wider Ashley Road Masterplan. That is, the movements will already be present on the local network and will simply divert into the development or originate from the development itself.
- 7.5.9. It is therefore reasonable to conclude that the retail development proposals will have no material impact to the surrounding footways or public transport networks. This assumption is based on the principle that small retail units are unlikely to feature as an independent trip attractor in their own right.

PROPOSED OFFICE TRAVEL DEMAND

- 7.5.10. Office trip rates have been derived from the TRICS database for sites within Greater London. Given the reduced car parking provision at the development, car and car passenger's trip rates have been redistributed fully to public transport modes on a pro rata basis.
- 7.5.11. Journey to work census data has been used in order to redistribute public transport trips. This is considered to be an appropriate proxy given that the census data is based on Journey to Work information and is therefore relevant for work-based trip behaviours.
- 7.5.12. The TRICS site selection is outlined within Table 7-6. Trip generation and the modal split associated with the office land use have been derived from TRICS and is shown in Table 7-7.

Table 7-6 Office Trip Generation TRICS Site Selection

Site	Borough	GFA (Sqm)	TRICS Reference	PTAL
Moon Lane	Barnet	1,366	BN-02-A-01	3
Empire Way	Wembley	10,625	BT-02-A-04	5
Bethnal Green	Tower Hamlet	7,049	TH-02-A-01	6b
Queen Caroline Street	Hammersmith	2,036	HM-02-A-01	6b

7.5.13. As noted above, the trip rates are contained in the **Appendix E**. This trip generation methodology is the same as that contained in the approved TA for the consented application and will robustly assess the number of trips across all modes.

Table 7-7 Proposed Office Modal Split

Mode	Existing	Redistributed
Cars	52%	3%
Car Passenger	4%	0%
Taxi	0%	0%
Bus	15%	36%
Underground	10%	21%
Overground	0%	0%
Walk	5%	12%
Cycle	2%	5%
National Rail	10%	23%
Total	100%	100%

7.5.14. The resulting office trip generation has been calculated and shown in Table 7-8.

Table 7-8 Proposed Office Trip Generation (Berol House)

Mode	08:00 - 09:00			17:00 - 18:00			Daily Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars	1	0	2	0	1	1	7	7	15
Car Passenger	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0

Mode	08:00 - 09:00			17:00 - 18:00			Daily Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Bus	16	3	18	1	15	17	89	89	178
Underground	9	2	11	1	9	10	54	54	107
Overground	0	0	0	0	0	0	0	0	0
Walk	5	1	6	0	5	6	29	29	59
Cycle	2	0	3	0	2	2	13	13	25
National Rail	10	2	11	1	10	11	56	56	112
Total	43	7	51	4	43	47	248	248	496

7.5.15. The table shows that the office use at Berol House is predicted to generate 51 two-way total people trips in the AM peak and 47 two-way trips in the PM peak.

7.6 TOTAL PROPOSED DEVELOPMENT

7.6.1. The total anticipated trip end trip generation to the Proposed Development at Berol Quarter (2 Berol Yard & Berol House) is summarised at Table 7-9.

Table 7-9 Total Proposed Trip Generation (2 Berol Yard & Berol House)

Mode	08:00 - 09:00			17:00 - 18:00			Daily Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars	2	7	10	4	3	7	38	41	78
Car Passenger	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	1	1	3
Bus	23	50	74	27	30	57	297	317	614
Underground	14	31	45	17	18	35	182	194	376
Overground	0	0	0	0	0	0	0	0	0
Walk	8	17	25	9	10	19	99	106	206
Cycle	3	7	10	4	4	8	40	43	83
National Rail	15	33	47	18	19	36	191	204	394
Total	65	145	211	78	84	162	848	907	1,754

7.6.2. The Proposed Development is likely to generate 211 total person movements during the weekday morning peak hour and approximately 162 total person movements during the evening peak.

- 7.6.3. Of these movements, the Proposed Development is likely to generate around 10 two-way vehicles in the weekday morning and 7 in the evening peak hours respectively, which is considered to have a negligible impact on the local highway network.

7.7 NET CHANGE IN TRIP GENERATION

EXISTING VS PROPOSED

- 7.7.1. The net change in trip generation from the existing to the proposed uses is shown in Table 7-10.

Table 7-10 Existing vs Proposed Development – Net Change in Trip Generation

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	In	Out	Two-way	In	Out	Two-way
Cars	-38	-18	-56	-7	-21	-28
Car Passenger	-3	-1	-4	-1	-2	-2
Taxi	0	0	0	0	0	0
Bus	+11	+44	+56	+24	+23	+47
Underground	+6	+27	+33	+15	+13	+28
Overground	0	0	0	0	0	0
Walk	+4	+15	+19	+8	+7	+15
Cycle	+1	+6	+7	+4	+3	+6
National Rail	+7	+29	+35	+16	+14	+29
Total	-12	+102	+90	+58	+37	+95

- 7.7.2. The net change in trip generation results in an increase of 90 total trip in the AM peak and 95 total trips in the PM peak. The most noticeable increase in trips occurs on public transport. There is an increase of 124 total two-way trip in the AM peak and 104 in the PM peak with all public transport combined.
- 7.7.3. There is an increase of 19 pedestrian trips in the AM peak and 15 in the PM peak, whilst cycling trips increase by 7 two-way trips in the AM peak and 6 in the PM peak. No additional car driver trips and car passenger trips will be generated as a result of the increase in floorspace as only blue badge parking is provided.

CONSENTED VS PROPOSED

- 7.7.4. The net change in trip generation from the Consented (minus 'The Gessner) land use to the Proposed Development uses is shown in Table 7-11.

Table 7-11 Consented vs Proposed Development – Net Change in Trip Generation

Mode	08:00 - 09:00			17:00 - 18:00		
	In	Out	Total	In	Out	Total
Cars	-11	+5	-6	+4	-9	-7
Car Passenger	0	-4	-4	-2	-1	-2
Taxi	-8	-8	-14	-3	-3	-6
Bus	-22	+21	-2	+2	-7	-5
Tram	0	-1	-1	0	0	0
Underground	-38	-31	-69	-28	-29	-55
Overground	0	0	0	0	0	0
Walk	-25	-77	-102	-42	-53	-94
Cycle	-26	-2	-29	-2	-27	-29
National Rail	-13	+25	+13	+7	-2	+7
Total	-143	-70	-214	-64	-131	-191

7.7.5. As expected, this shows significant reductions in the number of trips as the National College for Digital Skills (800 students) does not form part of the Proposed Development.

7.8 SERVICING TRIP GENERATION

7.8.1. Deliveries and servicing trips to the proposed land uses in 2 Berol Yard and Berol House has been calculated using trip rates from surveys of similar sites commissioned by WSP that has previously been accepted by a number of London boroughs as well as TfL.

7.8.2. Table 7-12 outlines the anticipated daily servicing vehicles for each land use.

Table 7-12 Daily Servicing Vehicle Trip Generation

Land use	HGV Daily two-way movements	LGV Daily two-way movements	Total
Residential (2 Berol Yard)	4	48	52
Office (Berol House)	0	24	24
Retail (Berol House)	0	8	8
Retail (2 Berol Yard)	0	12	12
Total	4	92	96

- 7.8.3. As shown in the table above, it is predicted that Berol House and 2 Berol Yard are likely to generate around 96 deliveries per day of which 4 will be made by HGV's and 92 by LGV's.
- 7.8.4. The servicing and delivery arrangements have been set out in Chapter 6 of this TA. Additionally, the Outline Delivery and Service Plan (DSP) and a Framework Travel Plan have been produced which set out a number of management measures and arrangements to ensure the efficient use servicing bays.

8 LONDON-WIDE NETWORK AND IMPACT ASSESSMENT

8.1 INTRODUCTION

- 8.1.1. This section considers the likely effect of the development proposals on the local pedestrian, cycle, public transport and highway infrastructure.

8.2 SUSTAINABILITY

- 8.2.1. When considering the trips generated by the Proposed Development alone (Table 7-9), it is predicted that 95% of daily trips will be by active travel (16%) or by public transport (79%). This exceeds the London Plan 2021 (Policy T1) and Mayor's vision of 80% of trips to be made by foot, cycle or public transport by 2041.

PEDESTRIANS AND CYCLING

- 8.2.2. When compared with the existing site, the Proposed Development is expected to generate a net total of +19 and +15 pedestrian trips to the local footway network in the AM and PM peaks respectively. Cycling trips are expected to increase by +7 and +6 in the AM and PM Peaks respectively.
- 8.2.3. When compared with the consented site, the Proposed Development is expected to generate a net total of -102 and -94 pedestrian trips to the local footway network in the AM and PM peaks respectively. Cycling trips are expected to decrease by -29 and -29 in the AM and PM Peaks respectively.
- 8.2.4. The total number of first-leg / last-leg trips by foot (i.e. walk to public transport) is detailed below in Table 8-1.

Table 8-1 Additional First & Last Leg Pedestrian Trips AM and PM Peak Hour (0800-0900 and 1700-1800)

	Existing vs Proposed Net		Consented vs Proposed Net	
	AM Peak Two-Way	PM Peak Two-Way	AM Peak Two-Way	PM Peak Two-Way
Bus	+56	+47	-2	-5
Underground	+33	+28	-69	-55
Overground	0	0	0	0
Walk	+19	+15	-102	-94
National Rail	+35	+29	+13	+7
Total	+143	+119	-160	-147

- 8.2.5. The results show that the total number of first-leg / last-leg trips by foot is significantly fewer than the those predicted in the consented planning application. The results show that when compared to the existing uses, the Proposed Development will result in an increase of approximately 2 trips per minute in the peak hours. When spread across the travel modes in the table above this will have a negligible impact to the operation of the footway network / desire lines and active travel zone routes.

- 8.2.6. As detailed in the Access Strategy contained in the Proposed Development Chapter 9, all parts of the Site lead to the existing footway network and have been designed to address the needs of people with disabilities and reduced mobility. The accesses for the Site will integrate and fall on desire lines with the pedestrian and cycle improvements on Ashley Road that are being delivered the London Borough of Haringey.
- 8.2.7. The net increase in cycle movement when compared to the existing site (+7 and +6 in the AM and PM Peaks respectively) will have a negligible impact to the operation of the local cycle network and cyclists will benefit from the cycle lanes and highway layout improvements being delivered on Ashley Road.

8.3 PUBLIC TRANSPORT

- 8.3.1. When compared with the existing site, the Proposed Development is expected to generate a net total of +124 and +104 public transport trips in the AM and PM peaks respectively.
- 8.3.2. When compared with the consented site, the Proposed Development is expected to generate a net total of -58 and -53 public transport trips in the AM and PM peaks respectively.
- 8.3.3. A summary of the results are presented in Table 8-2.

Table 8-2 Net Change in Total Public Transport Trips

	Existing vs Proposed Net		Consented vs Proposed Net	
	AM Peak Two-Way	PM Peak Two-Way	AM Peak Two-Way	PM Peak Two-Way
Bus	+56	+47	-2	-5
Underground	+33	+28	-69	-55
Overground	0	0	0	0
National Rail	+35	+29	+13	+7
Total	+124	+104	-58	-53

- 8.3.4. The results show that the total number public transport trips is significantly fewer than the those predicted in the consented planning application. The results show that when compared to the existing uses, the Proposed Development will result in an increase of approximately 2 trips per minute in the peak hours. When spread across the public transport travel modes and their associated service frequencies, this will have a negligible impact to the operation of the public transport networks. A detailed review has been conducted below.

BUSES

- 8.3.5. An additional +56 AM trips and +47 PM trips will be generated onto the local bus network when compared with the existing site. Given the proximity of bus stops adjacent to the Site on Watermead Way, and to Tottenham Hale bus station which serves 5 routes with approximately more than 10 services per peak hour, the Proposed Development will have a negligible impact on the local bus network. When compared to the consented site (-58 & -53 in the AM and PM Peaks), the Proposed Development will generate fewer trips.
- 8.3.6. On the basis the number of bus trips is fewer than consented site, and also when spread across the high number of routes and frequencies (Tables 4-1, 4-2, 4-3), a directional assessment is considered

unnecessary. Targets in the Travel Plan aim to redistribute trips from public transport to active travel. This will be through hard and soft measures within the Travel Plan, coupled with active travel infrastructure improvements on Ashley Road as detailed in Figure 4-8.

LONDON UNDERGROUND

- 8.3.7. An additional +33 AM trips and +28 PM trips will be generated onto the London Underground network when compared to the existing site (equating to one new trip every 2 minutes). When compared to the consented site, this will result in a reduction of -65 AM trips and -55 PM trips.
- 8.3.8. Tottenham Hale Station is located 330m south-east of the Site. Given there are 35 services per peak hour, the Proposed Development is likely to have a negligible impact on the London Underground network. For these reasons, a directional analysis for London Underground is considered unnecessary. Targets in the Travel Plan aim to redistribute trips from public transport to active travel. This will be through hard and soft measures within the Travel Plan, coupled with active travel infrastructure improvements on Ashley Road as detailed in Figure 4-8.

NATIONAL RAIL

- 8.3.9. An additional +35 AM trips and +29 PM trips will be generated onto the local rail network when compared to the existing site (equating to one new trip every 2 minutes). When compared to the consented site, this will result in a slight increase of +13 AM trips and +7 PM trips (equating to one new trip every 4-6 minutes).
- 8.3.10. Tottenham Hale Rail Station is located 330m south-east of the Site, and given the extensive number of services available, the Proposed Development is likely to have a negligible impact on the National Rail network. For these reasons, a directional analysis for National Rail is considered unnecessary. Targets in the Travel Plan aim to redistribute trips from public transport to active travel. This will be through hard and soft measures within the Travel Plan, coupled with active travel infrastructure improvements on Ashley Road as detailed in Figure 4-8.

HIGHWAYS

- 8.3.11. The scheme will not have a material impact given its car free nature (excluding blue badge spaces). On this basis, the scheme will have an insignificant impact on the local highway network and therefore no it is not considered necessary to undertake a highways assessment.

9 MANAGEMENT PLANS

- 9.1.1. To support the sustainable construction and operation of the Site, a number of management plans have been produced that accompany this TA.

9.2 OUTLINE DELIVERY AND SERVICING PLAN (DSP)

- 9.2.1. An Outline Delivery and Servicing Plan (DSP) has been prepared for this application. A DSP is a framework identifying the requirements to manage the transport impacts associated with the delivery of goods, servicing of equipment and to provide details on the management of drop-off/pick-up from the servicing roads.

9.3 FRAMEWORK TRAVEL PLAN

- 9.3.1. Separate Framework Travel Plans for the commercial and residential land uses have been prepared for the application site as a standalone document. A Site-specific travel assessment will be undertaken to ensure the travel plans are structured to meet the needs of the Site.
- 9.3.2. The travel plans include a package of measures to encourage the use of active travel then public transport for the transport and movement of people and goods during the building's operation and use.

9.4 OUTLINE CONSTRUCTION LOGISTICS PLAN (OCLP)

- 9.4.1. An Outline Construction Logistics Plan has been prepared for this application. The expected number of construction and demolition vehicles will be estimated, and suitable strategies will be developed accordingly that will accommodate the required vehicles.

10 SUMMARY AND CONCLUSIONS

10.1 SUMMARY

- 10.1.1. WSP has been appointed by Berol Quarter Limited to prepare a Transport Assessment in support of a planning application for a proposed redevelopment of Berol Quarter (the Site). The Site:
- Is located on Ashley Road in Tottenham Hale, within the London Borough of Haringey (LBH) and incorporates both 2 Berol Yard site and Berol House.
 - Forms part of the wider Ashley Road South Masterplan area occupying 2.67 hectares, which is identified as Site Allocation TH6.
 - Has consented planning permission in 2018 (GLA ref: D&P/4336/02; LPA ref: HGY/2017/2044), as part of a wider hybrid application.
 - Has a PTAL rating of 6a (Excellent)
- 10.1.2. The Proposed Development will replace the remaining unbuilt elements of the consented application, being 2 Berol Yard and Berol House
- 10.1.3. The proposed new 2 Berol Yard building will provide:
- 210 residential units.
 - Four retail units totalling 699 sq. m (GEA) on the ground floor.
 - 376 residential cycle spaces (long stay) within the building and 6 visitor spaces (short stay) within the public realm.
 - 4 long stay spaces for retail use and 18 short stay spaces within the public realm.
 - 7 accessible blue badge car parking spaces within building envelope (one for retail and six for residential).
- 10.1.4. The Proposed Development new Berol House building will provide:
- 5,209 sq. m (GEA) office land use.
 - Four retail units and one small retail unit totalling 714 sq. m (GEA) on the ground floor.
 - 44 long stay cycle spaces within the building and 30 short stay spaces within the public realm.
 - One blue badge space.
- 10.1.5. Wider public realm improvements within the Site's red-line boundary include the provision of an undercroft pedestrian route through Berol House (route known as Berol Passage), and also a pedestrian boulevard known as Berol Walk along the eastern side of Berol House. East-west pedestrian movements through the Site will be via Berol Passage and Gessner Lane. North-south pedestrian movements will be via Berol Walk. The accesses for the Site will integrate and fall on desire lines with the pedestrian and cycle improvements on Ashley Road that are being delivered the London Borough of Haringey.
- 10.1.6. This TA demonstrates:
- The proposals fully comply with national, regional, and local policy objectives, in that they are fully accessible, provide appropriate cycle parking provision, and are sustainable from a transport and highways perspective;
 - The site is readily accessible on foot and via bicycle;

- The site has excellent connectivity by public transport which is evident by a PTAL rating of 6a and its proximity to existing bus stops along Watermead Way, as well as its proximity to Tottenham Hale Bus Station, and Underground and National Rail Station;
- The site is well located in terms of its proximity and connectivity to the local highway network;
- There are no unusual patterns or clusters of collisions within the vicinity of the Proposed Development site which may be considered indicative of issues with highway design;
- The proposals are not expected to have a material impact on the operation of local public transport networks, including bus, London Underground, and National Rail services; and
- It is anticipated that the vast majority of trips undertaken by residents, employees and visitors of the Proposed Development would be undertaken via sustainable modes, therefore there would be no material impacts on existing parking.

10.1.7. The proposals meet the requirements of NPPF, in that they provide safe and enhanced access for all users and do not negatively impact on the operation of the local highway or sustainable transport network. The residual transport impact is not considered severe in the context of NPPF.

10.1.8. A FTP has been prepared and will be implemented for the scheme. The overall objective of the FTP is to promote the use of sustainable modes of travel.

10.1.9. An outline Construction Logistics Plan has been prepared that accompanies the TA. This aims to minimise the transport impact of the development during the construction period by using the best practices set out by the TfL CLP guidance document.

10.1.10. An Outline Delivery and Servicing Plan (DSP) has been prepared for this application. This aims to provide a framework that identifies the requirements to manage the transport impacts associated with the delivery of goods, servicing of equipment and to provide details on the management of drop-off/pick-up from the servicing roads.

10.2 CONCLUSION

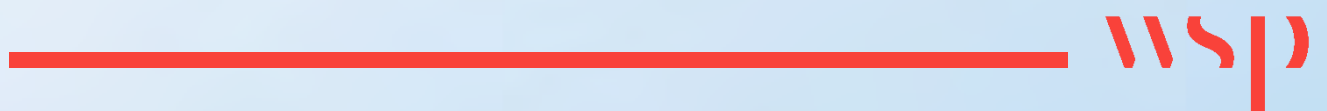
10.2.1. This report demonstrates that the site, by virtue of its location and the opportunities for access by a variety of means of transport, is accessible, sustainable and in accordance with national, regional and local policy.

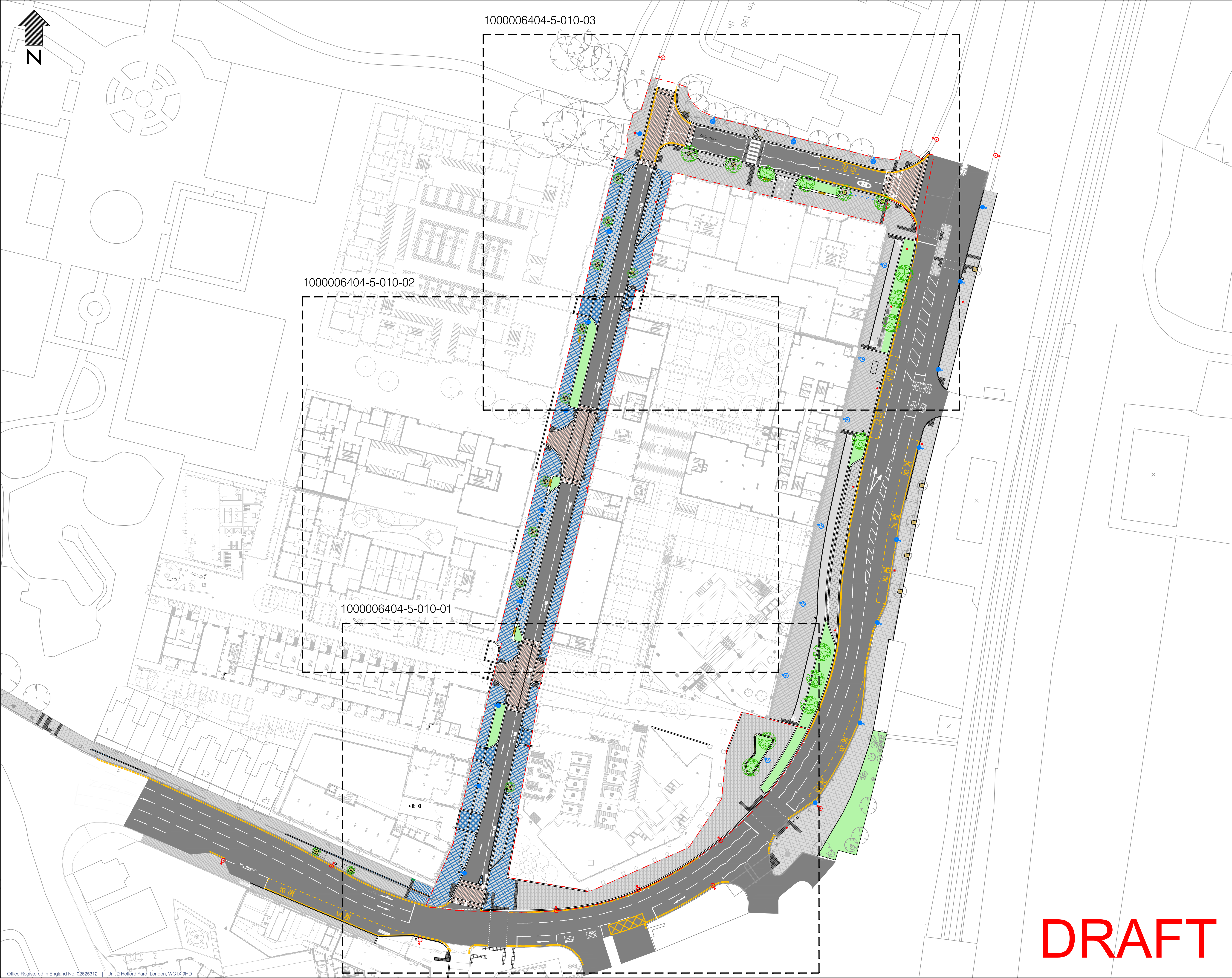
10.2.2. The proposals will not attract significant new trips and as such would not impact on the operation of the local transport network.

10.2.3. It can therefore be concluded that the Proposed Development is acceptable in terms of highway and transport.

Appendix A

ASHLEY ROAD IMPROVEMENTS





LEGEND

- Assumed extents of current LBHa delivery boundary
- Developer Delivery boundary
- Asphalt carriageway
- Asphalt cycle lane
- 200x100mm concrete blocks parking bay construction
- 200x100mm granite blocks parking bay construction
- 200x300, 400x300mm concrete slab footway construction
- 200x300, 400x300mm granite slab footway construction
- 200x100 concrete blocks crossovers construction
- 200x100 granite blocks crossovers construction
- 200x100 granite block carriageway construction
- 600 x 600 ASP concrete slab footway construction
- Charcoal tactile to be either Blister, Corduroy, Ladder or Tramline dependant on location
- Proposed soft planting
- SureSet 'Butterscotch'
- Proposed tree in soft landscape
- Proposed tree by developers
- Proposed tree in hard landscape
- Existing tree to be retained
- Existing light column to be retained
- Existing light column to be removed
- 10m Proposed light column
- 5.5m Proposed light column
- Cycle rack
- Bollard
- Litter bin

- NOTES:**
- Hatch patterns are for clarity of drawings and do not represent actual paving patterns.
 - Subject to agreement with utility providers, all new chambers should be aligned with the proposed pavement.
 - Subject to agreement with utility providers, existing chambers should be rotated where ever feasible and reasonable to align with paving direction.
 - Do not scale from drawings.
 - Drawings to be printed in colour (minimum A3 format) for clarity of materials used.
 - These plans and drawings are to be read with all other relevant contract documents
 - NH & BSD Layout Based on Churchman Thornhill Finch drawing 560-CTF-XX-XX-DR-L-1002 revXXX
 - ARGENT Layout Based on TH-SWI-XX-001-D-C12721-90-002Topographical information from MET GEO ENVIRONMENTAL (05/10/17) and SITE VISION SURVEYS (28/05/19)
 - Topographical information from SITE VISION SURVEYS (28/05/19) & (22/07/20)
 - Light column positions will be subject to ongoing lighting design and discussions with LBHa Lighting engineers.
 - Loading bays design in accordance with the requirements as stated in the developers TA
 - Temporary Accommodation works may be required as instructed on site by the Engineer to tie into existing or the adjacent developers works as the progress. Temporary materials have been detailed where known to allow for follow on works on completion of the adjacent developments

E01	28.06.22	FIRST ISSUE	SS	DP	GW
Rev	Date	Description	Drn	Chk	App

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

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Client
TOTTENHAM HALE PUBLIC REALM

Drawing Title
**AREA 1
PROPOSED GENERAL ARRANGEMENT
LAYOUT PLAN**

Drawing Status
CONSTRUCTION

Drawn SS	Designed DP	Date DEC20	Scale NTS	Size A1
Drawing No. 1000006404-5-010-00				Rev E01

DRAFT

Appendix B

ACTIVE TRAVEL ZONE



Photo 1.1



Photo 1.2



Photo 1.3



Photo 1.4



Photo 1.5



Photo 1.6



Photo 1.8



Photo 1.9

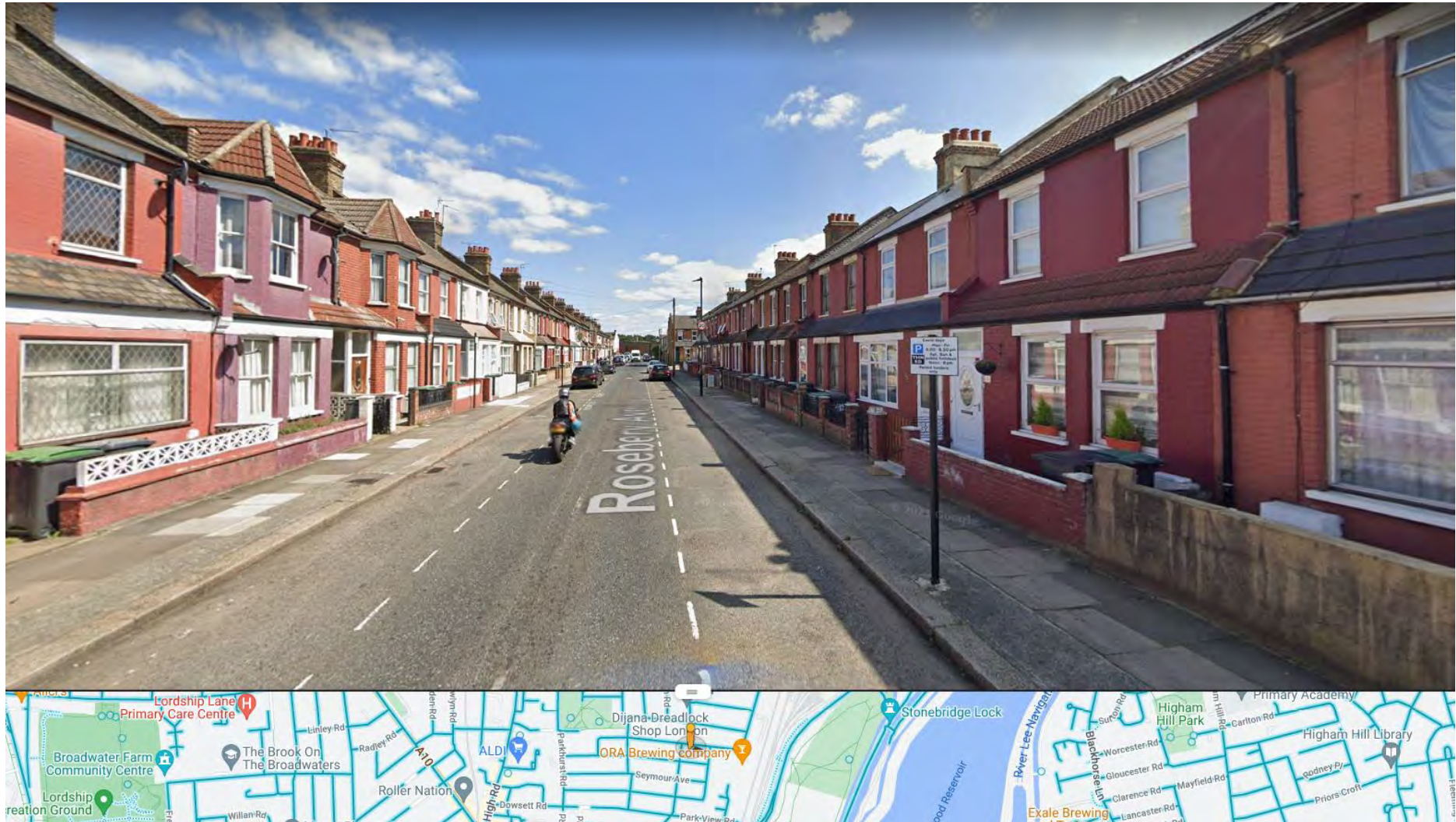


Photo 1.10



Photo 1.11

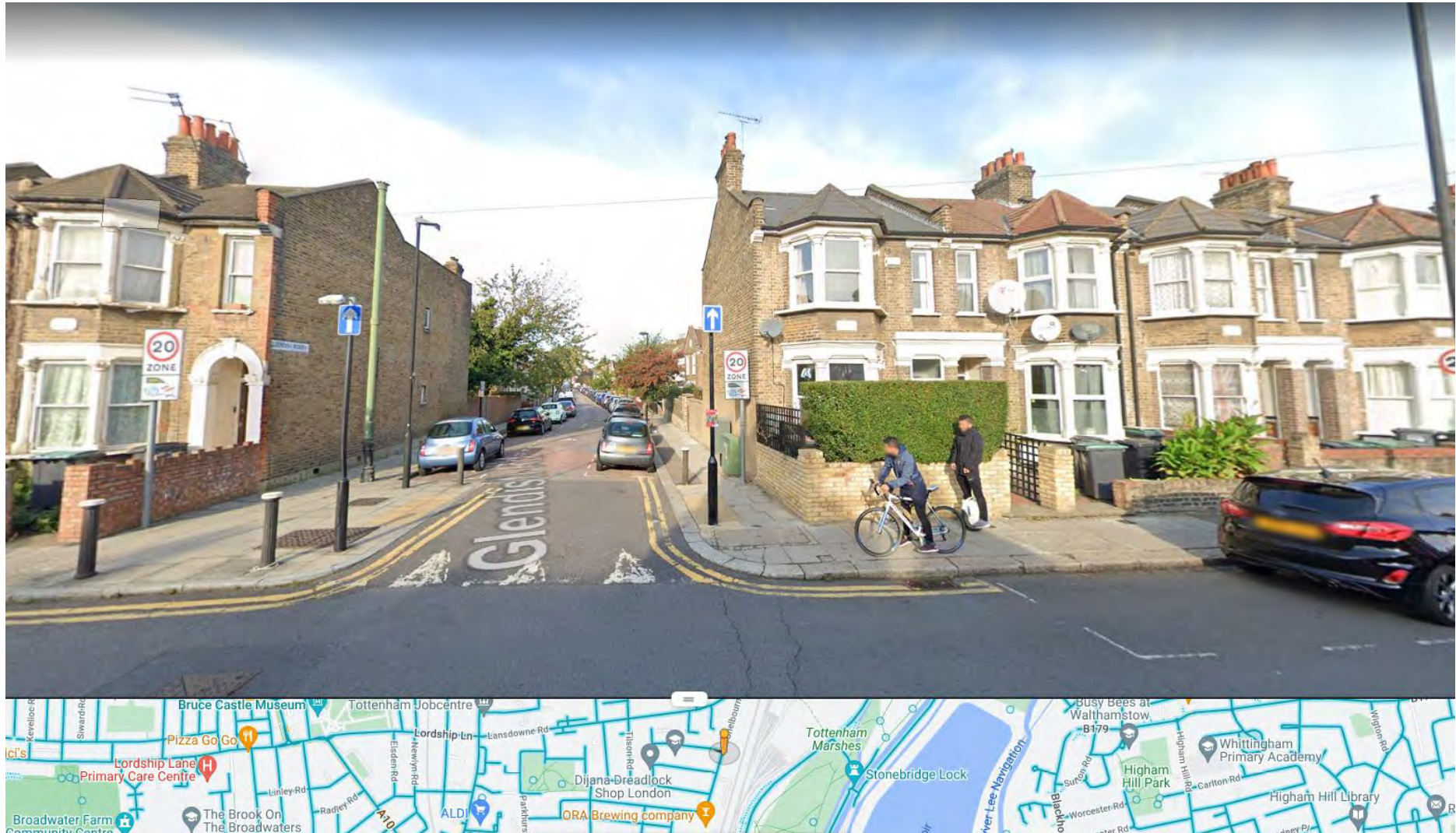


Photo 1.12



Photo 2.1



Photo 2.2



Photo 2.3



Photo 2.4



Photo 2.5



Photo 2.6

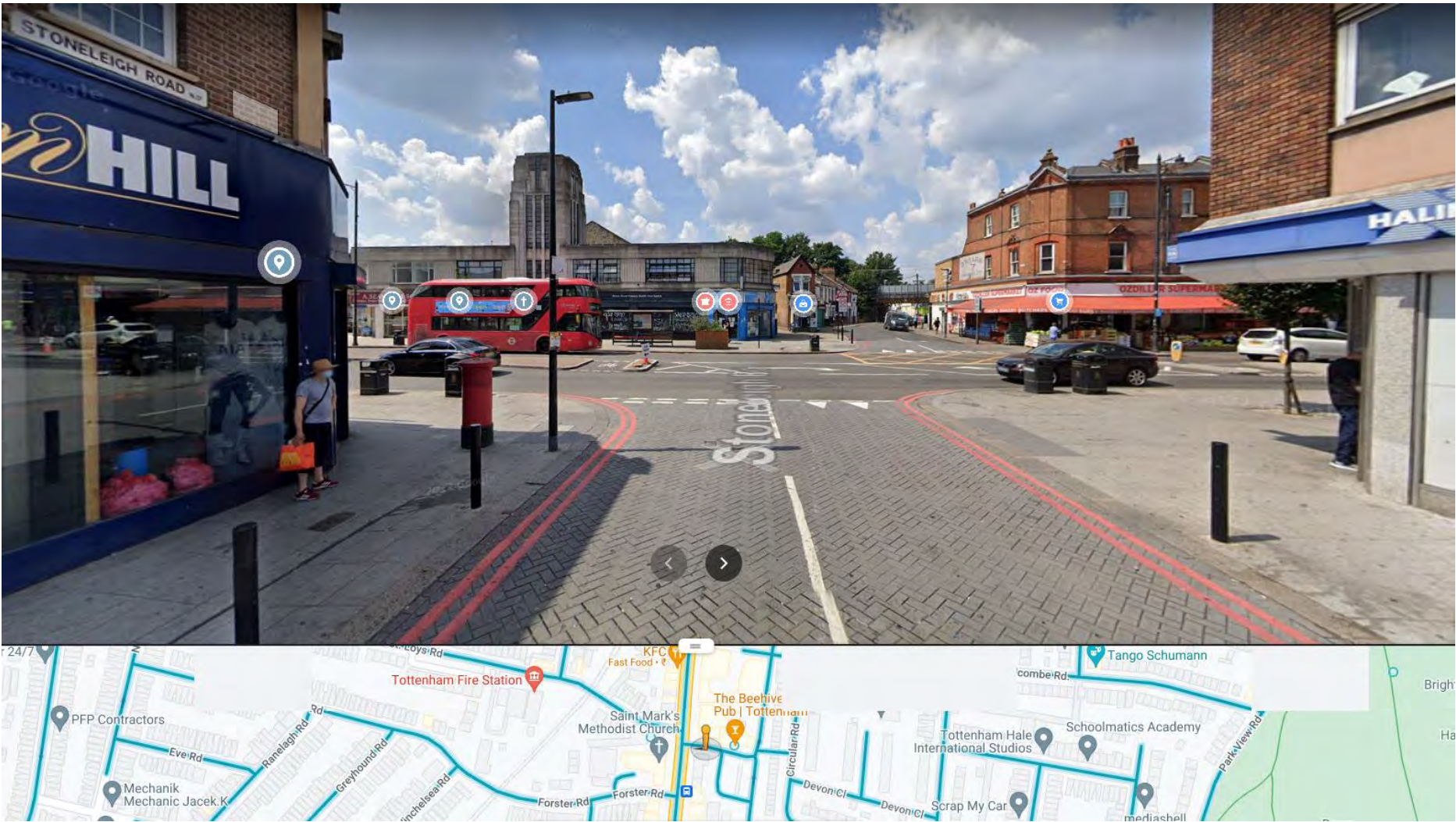


Photo 2.7

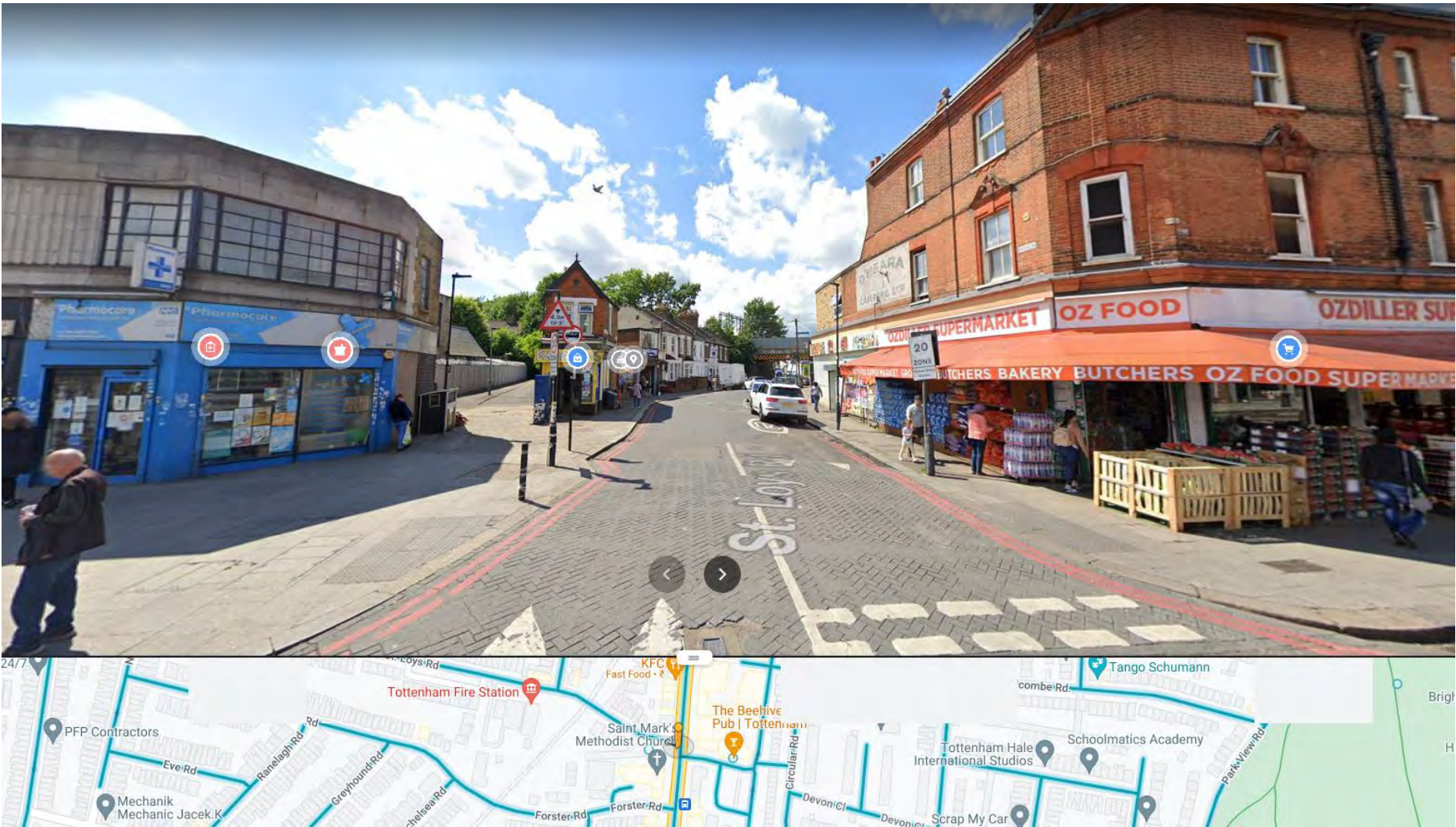


Photo 2.8

