

Transport Assessment

Omega Works A, 167 Hermitage Road, N4 1LZ

12 August 2022

Prepared for
Topfling



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1. Introduction

1.1 Overview

- 1.1.1 This Transport Assessment (TA) has been prepared by Markides Associates (MA) on behalf of Topfling (hereafter referred to as “the applicant”) in support of a planning application for the redevelopment of Omega Works A, 167 Hermitage Road, London N4 1NA (hereafter referred to as “the site”).
- 1.1.2 This report deals with land known as ‘Omega Works A’ and the proposals are for the reprovion of existing residential and commercial uses to provide 1,041sqm of commercial floorspace, 60 Warehouse beds within 8 live-work units and 76 new residential flats.

1.2 The Development Site

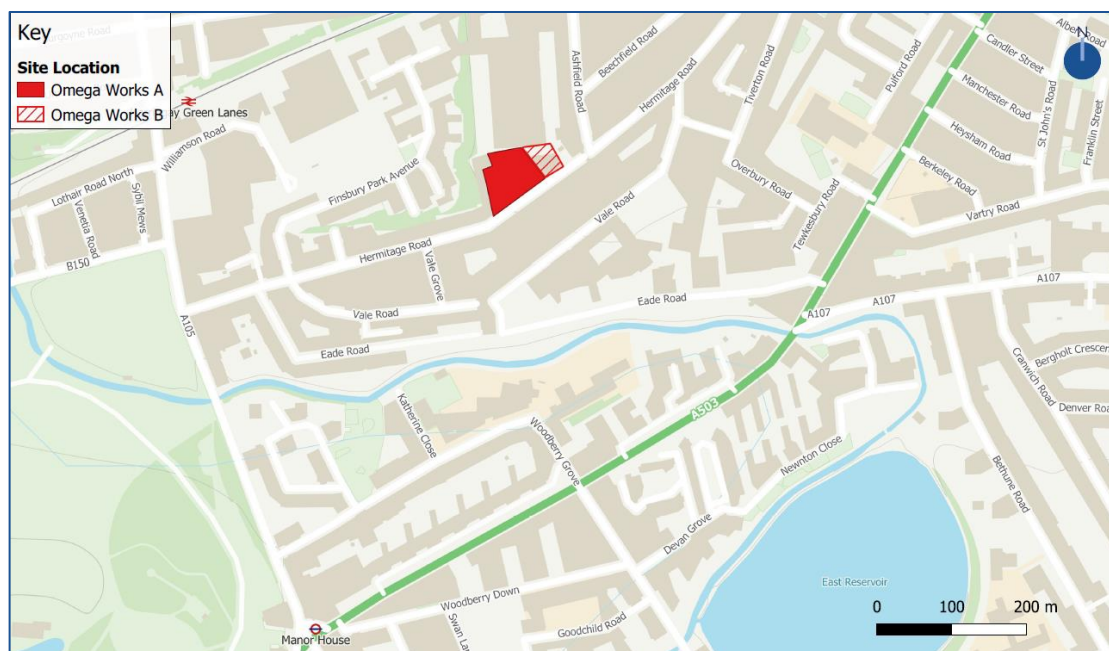
- 1.2.1 The application site currently accommodates commercial and warehouse living accommodation as set out in **Table 1.1** below. This area is identified as “Omega Works A.”

Table 1.1 Existing uses

Land Use	Quantum	Units
Commercial		
Employment Space – Use Class E	570	sqm Gfa
Warehouse residential	55	beds
Warehouse Workspace	820	sqm Gfa
Total Warehouse	3,230	sqm Gfa
Residential		
Studio	0	Flat
1-bed	0	
2-bed	0	
3-bed	1	
Total	1	

- 1.2.2 The site falls within the authority area of London Borough of Haringey (LBH). It is bound to the south by Hermitage Road, to the west by an access road and B2 commercial development, to the north and east by commercial units.
- 1.2.3 To the immediate east of the site is land identified as “Omega Works B,” which is subject to a separate planning application for mixed-use Commercial/Residential development. The site location relative to the surrounding area and transport networks is shown in **Figure 1.1**.

Figure 1.1 Site Context Plan



1.3 Scope of the Transport Assessment

- 1.3.1 This Transport Statement has been prepared as a Healthy Streets Transport Statement using the best practice guidance provided by TfL dated June 2019. This has informed the structure of this document as well as the assessment methodologies which includes an Active Travel Zone (ATZ) assessment of the site and its surrounding area.

Planning Policy

This planning application has been prepared in consideration of national, regional, and local transport planning policies that are relevant to the development site including:

- National Planning Policy Framework – NPPF (2021);
- The London Plan (2021);
- The Mayor’s Transport Strategy (2019);
- LBH Local Plan
- The New LBH Local Plan
- LBH Development Management Plan (DMP) (2017)

- 1.3.2 A summary of the relevant planning policies and standards for the proposed development site is provided in **Appendix A**.

1.4 Planning History

- 1.4.1 There is no relevant planning history.

1.5 Supporting Healthy Streets, Vision Zero & the MTS

- 1.5.1 The development has been designed to support the strategic priorities of the Mayor in terms of Healthy Streets, Vision Zero and the Mayor's Transport Strategy. **Table 1.2** provides a summary of the primary design components and considerations relevant to these strategic objectives.

Table 1.2 Supporting Strategic Transport Objectives

Design Principle	Description	Objectives		
		MTS	Healthy Streets	Vision Zero
Development within high PTAL area	The proposed development is within a low PTAL area; however, it has better accessibility to established public transport, walking, and cycling networks than the PTAL shows due to flaws in the calculation. Examination of the local area shows existing low car ownership for flats and only moderate levels of travel by private car.			
Car-free development	The proposals will be car-free and therefore encourage the use of sustainable transport trips through design.	✓	✓	
Servicing Strategy	The development has been designed with a single servicing area requiring only one servicing vehicle access. This allows for the operation of an efficient servicing strategy within the buildings away from the highway/pedestrian links whilst also minimising the number of vehicle crossovers from the development.		✓	✓
Active Frontages	A significant proportion of the ground floor will provide an active frontage increasing natural surveillance and therefore perception of safety and active uses providing spaces for people with things to see and do.		✓	
Reducing vehicle trips	The proposals represent an intensification of use on the site and will result in a modest rise in trips by all modes; however, the proposals are for car free development which will limit the potential for vehicle trips.			
Sustainable freight	The design has considered opportunities for encouraging sustainable freight, such as designing for Cargo Bikes and enabling goods consolidation.		✓	

1.6 Report Structure

1.6.1 The remainder of this Healthy Streets Transport Assessment, for which this chapter has provided an introduction, is structured as follows:

- Chapter 2 – covers information on **transport planning for people**,
- Chapter 3 – provides an overview of the **Site and its surroundings**.
- Chapter 4 – outlines the **Active Travel Zone (ATZ)** in relation to the site.
- Chapter 5 – provides details of the **London-wide network** in relation to the site, including details of the **trip generation characteristics** of the development and **design solutions**.
- Chapter 6 – provides a **summary** of the key transport impacts/issues and the solutions/mechanisms and concluding remarks.

2. Transport Planning for People

2.1 Overview

- 2.1.1 This section provides details of the proposed development, including details on who the development is for, when they will travel there and why.

2.2 Development Proposals

- 2.2.1 The layout associated with the proposed development is provided in **Appendix B**, whilst the schedule of Land uses is summarised in **Table 2.1** below.

Table 2.1 Schedule of Accommodation

Land Use	Quantum	Units
Commercial		
Employment Space – Use Class E	1,041	sqm Gfa
Warehouse Living		
2-bed units	1	Units
3-bed unit	1	
6-bed Unit	2	
9 bed-unit	1	
10-bed unit	1	
12-bed unit	2	
Total units	8	
Total Beds	60	Beds
Warehouse Workspace	577	sqm Gfa
Total Warehouse Floor area	2,761	sqm Gfa
Traditional Residential		
Studio	10	Flats
1-bed	26	
2-bed	28	
3-bed	12	
Total	76	

- 2.2.2 As shown in the table above, the proposals are for a slight reduction in Commercial floorspace; however, this is due to removal of unutilised and redundant space through creating improvements to the overall efficiency and layout. Warehouse living is increased by a total of 5 beds only. The primary development is therefore the 76 new residential flats.

2.3 New Development Users

- 2.3.1 The new development will support three types of user – employees of the commercial floorspace; residents of the new flats; and the live-in resident workers of the warehouse accommodation. The commercial floorspace and warehouse living arrangements are existing and the proposals are to improve and expand the quality of both the workspace and living space already provided.
- 2.3.2 To identify the transport needs of the site's typical user, as well as of people already living in the area, the Travel in London report and Transport Classification of Londoners document have been used.
- 2.3.3 The possible categories of site user identified are as follows:
- Affordable Transitions: these households are starting new jobs and families. They exhibit low car use, high bus use, and high use of active modes. Highest level of change. These users may be attracted to the new, small flats provided by the development.
 - Urban Mobility: Typically, young working adults with no children and reasonable incomes. The Urban mobility segment has low car use and relatively high levels of cycle use. Bus use is also high, while walking and Underground use is average.
 - Students and Graduates: a relatively high proportion of this category already within Haringey. The site may attract recent graduates, apprentices and new start-ups to the commercial space and warehouse living. Incomes are average, as are their levels of change. Car use is low so rely on public transport and active modes for travel, particularly bus and walk.
 - Family Challenge: The site may attract a small proportion of low-income young families. Car ownership and use is around the average for this segment, as is their use of active modes, while bus use is well above average. These users may be attracted to the new, small flats provided by the development.

2.4 Pedestrian Access

- 2.4.1 Pedestrian access is taken from Hermitage Road, via the existing accesses. The yard will be opened up and improved with soft landscaping. Pedestrian priority will also be improved along the site frontage, with parking at the site edge reduced and vehicle access at the centre near the historic façade removed. Pedestrian through access to Omega Works B and the Crusader Estate to the north will also be created via the yard.

2.5 Cyclist Access

- 2.5.1 Access for cyclists will also be from Hermitage Road, either via the existing access into the historic façade or via the improved courtyard. Cycle access to Omega Works B will be created via the yard, which will in turn allow access north through to the Crusader Estate.
- 2.5.2 New short-stay cycle parking will be created within the yard to accommodate visitors who wish to cycle to the site. The stores will be located near to entrances and the site frontage and will benefit from passive surveillance as a result.

2.5.3 **Appendix B** also provides details of cycle access to the site from the ground floor.

2.6 Vehicular Access

2.6.1 Vehicular access on-site will be via the existing access at the western edge of the site. Vehicles other than disabled parking access and emergency vehicle access will not be permitted into the yard, but a section of the access is reserved for delivery vehicle movements, including waste collection.

2.6.2 Swept path of a London fire tender has been undertaken and is included as **Drawing 20071-MA-XX-XX-DR-C-0001P04**.

2.7 Parking

Proposed Cycle Parking

2.7.1 The cycle parking provision required is summarised in **Table 2.2**

Table 2.2 Cycle Parking Provision – Requirements as per Standards

Land Use	Quantum	London Plan 2021 Standard	Long-stay	Short-stay	Total
Commercial					
Employment Space – Use Class E	1,041	1 sp per 250sqm + 1 sp per 1000sqm	4	1	5
Warehouse					
2-bed units	1	2	2	3	19
3-bed unit	1	2	2		
6-bed Unit	2	2	4		
9 bed-unit	1	2	2		
10-bed unit	1	2	2		
12-bed unit	2	2	4		
Total Beds (Warehouse)	60		16	3	19
Warehouse Workspace	577sqm	1 sp per 250sqm + 1 sp per 1000sqm	2	1	3
Total Warehouse			18	3	21
Residential					
Studio		10	10	3	132
1-bed		26	39		
2-bed		28	56		

3-bed	12	24		
Total	76 flats	129		
Total Development				
Grand Total		151	7	158

- 2.7.2 The proposed cycle parking provision is compliant with the standard requirements set out in the table above. In addition, of the 129 long-stay residential cycle parking spaces, 6 will be for accessible cycle parking, this is above the 5 spaces required to meet minimum standards. Additional cargo bike parking has been provided for the commercial uses, with 3 spaces per land use. The cycle parking provision is shown within the proposed site plan in **Appendix B**.
- 2.7.3 Cycle parking is contained within multiple stores around the site within blocks and within the secure yard. Accessible cycle parking on wide Sheffield stands and visitor parking is within Block A, accessible via the new main entrance through the historic façade.
- 2.7.4 Cycle parking will be monitored by site management and through the associated Travel Plan measures.

Proposed Car Parking

- 2.7.5 The proposals will be car free with the exception of some residential disabled parking as summarised in **Table 2.3**.

Table 2.3 Residential Disabled Parking

Disabled Parking	London Plan 2021 Standard	Disabled spaces
Outset	3% of units	2
Future	7% of Units	5
Total		7

- 2.7.6 To accord with the new building regulations, it is expected that all residential parking spaces will be EV enabled with a minimum of 20% actively enabled as per the London Plan 2021 standard. Disabled parking will not be allocated to any specific unit. Only the 3% provision will be created from the outset within the yard area. The remaining 5 spaces will be provided as per demand through the conversion of existing on-street parking bays.
- 2.7.7 The warehouse living and industrial floorspace will be car free. A total of 2 disabled parking bays will be provided for these uses, triggered as and only when demand arises and provisioned through the conversion of existing on-street spaces.
- 2.7.8 In total, including future provision, the site could provide up to 9 blue badge spaces between the yard and on-street. 3 spaces will be provided within the yard from the outset.

- 2.7.9 Swept path of the proposed outset disabled parking has been undertaken and is included as **Drawing 20071-MA-XX-XX-DR-C-0007 P03**.

2.8 Proposed Servicing Strategy

- 2.8.1 Waste storage will be segregated by land use and consolidated in 2 main areas, with stores on the southern edge of block B and within Block A, which will be accessible from Block C also. Bin store locations are shown in **Appendix B**.
- 2.8.2 Waste from the stores on the southern edge of Block B will be collected via the access to the yard, with the refuse vehicle entering the site in forward gear, reversing up to the store to collect and egressing in forward gear. Waste contained within Block A will be collected at kerbside as per the existing arrangement. A new dropped kerb and stopping space will be created for this purpose at the site frontage.
- 2.8.3 Deliveries will be able to utilise the same space when not in use for waste collection, or otherwise will use the vehicle access on the western edge of the site. The yard itself will be secured by bollards or similar to prevent general vehicle access, with only disabled parking users, waste collection vehicles and emergency services able to access.
- 2.8.4 Swept path of an 11m refuse vehicle has been undertaken and is included as **Drawing 20071-MA-XX-XX-DR-C-0002 P02 Refuse Swept Path Analysis**.

2.9 Healthy Streets

- 2.9.1 **Table 2.4** provides a summary of the proposed development against the TfL Healthy Streets indicators to provide an overview of how the site will perform within this context.

Table 2.4 Proposed Development Healthy Street Indicators

Indicator	Description
Choose to walk, cycle, and use public transport	Hermitage Road does not currently provide an attractive environment for walking and cycling, and the materials on the footway are failing. However public transport services are of excellent quality providing a competitive alternative to car use. New surfacing and soft landscaping and improved permeability by active modes will encourage use. Cycle parking will be provided in line with the London Plan 2021.
Pedestrians from all walks of life	Due to the uneven footways in the vicinity of the site, and vehicle crossovers disrupting the footway, the street is not accessible and welcoming to all. Surfaces will be improved and permeability through the site provided.
Easy to cross	There are currently no formal crossings provided on Hermitage Road. However, due to the low volumes of traffic and the traffic free nature of the eastern end of the road, it is not difficult for people to cross the road when needed.
People feel safe	Hermitage Road is primarily residential surrounding the site; the existing frontage is in somewhat poor condition and lacks kerb appeal – the proposals would reduce the dominance of the harder industrial elements and improve lighting and active frontage, improving the sense of personal security.
Things to see and do	The site will retain its active uses with arts and light industrial uses occupying the ground floor, of a range of potential occupiers. There are schools and other residences adjacent, and the site is also not a significant walk distance to shops, services, and public greenspace.
Places to stop and rest	There are presently limited opportunities to stop and rest at or near the site, although there are walls against which a person could stop and lean. The new yard will include soft landscaping and seating which will provide places to stop.
People feel relaxed	Hermitage Road is relatively quiet but generates conflicting and some unpredictable vehicle movements. The frontage needs improvement and currently does not encourage relaxation. The proposals will give the heritage façade improved prominence and consolidate vehicle movements to more predictable locations, improving pedestrian priority.
Not too noisy	Hermitage Road is relatively quiet due to low traffic levels. The proposals will encourage more walk and cycle trips and is not expected to result in increased noise levels.
Clean Air	While the site is well located for making walking, cycling and public transport quicker or more convenient than driving for short trips, the location is at the middle of NO2 concentration levels. New landscaping will be introduced which will support cleaner air.
Shade and Shelter	While there are some limited options for people to find shade and shelter, overall, the site does not provide many options in case of need at present. The proposals will open up the passage through the heritage façade to the yard and provide new landscaping with shade and shelter.

- 2.9.2 The proposed development will improve on all of the Healthy Streets indicators, in particular for ‘Places to stop and rest,’ ‘Things to see and do,’ and ‘Choose to walk, cycle and use public transport.’

2.10 Summary

2.10.1 **Table 2.5** summarises the transport conditions and challenges people will face on site, both before and after the development is built.

Table 2.5 Site and Surroundings Summary

	Before	After
Access	Walking: Footways showing signs of wear and failure, narrow in some places and limited route options for pedestrian. The existing frontage lacks kerb appeal.	Walking: Opening the yard during hours of operation will create additional route options for pedestrians. High quality footways will be introduced, and existing crossovers enhanced. The active frontage Hermitage Road will be improved.
	Cycling: No dedicated cycle accesses into building or through routes within the public realm.	Cycling: Cycle parking will be provided in accordance with the Draft London Plan and LCDS. New cycling access will be created into the yard area towards Omega Works B and north to the Crusader Estate.
	Public Transport: Moderate links to public transport	Public Transport: Links to public transport supported by improvements to active travel options.
Healthy Streets Indicators	The site performs adequately in some indicators, however there is considerable scope for improvement, particularly in the 'things to see and do,' 'pedestrians from all walks of life,' and 'people feel safe' indicators.	The proposed development will provide improved access during hours of operation for pedestrians via the historic façade and improved yard, which will significantly improve on all of the Healthy Streets indicators, particularly those highlighted as having considerable scope for improvement.
Servicing	Servicing occurs in ad hoc locations, with some bins stored along the site frontage.	Servicing will benefit from improved secure bin stores in two locations for collection outside of peak hours and consolidated storage.
Parking	There is limited cycle parking on site and vehicle parking clutters the site frontage.	The development will provide 3 disabled parking spaces within the yard from the outset. Cycle parking will be provided in line with Draft London Plan standards with generous adapted cycle parking provision.

3. Site and Surroundings

3.1 Overview

- 3.1.1 This section of the TA provides an assessment of the existing and proposed development transport conditions of the site in relation to accessibility, Healthy Streets indicators, servicing arrangements and parking.

3.2 The Site

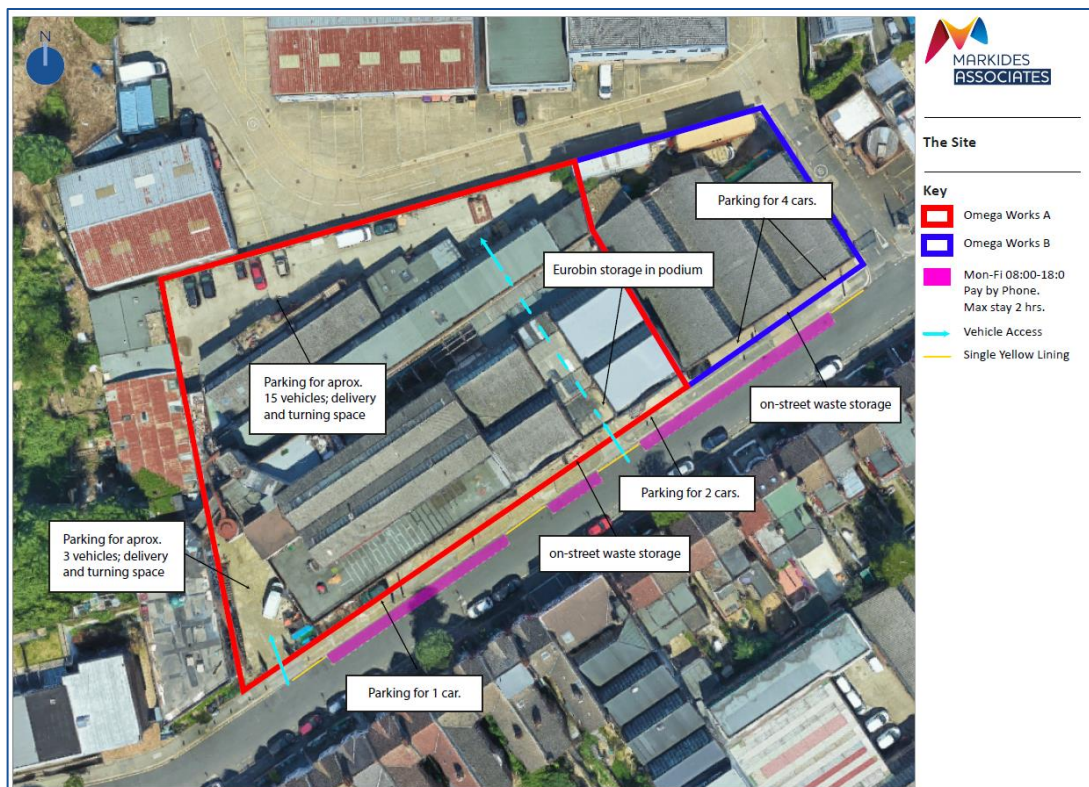
- 3.2.1 The site location is shown in **Figure 3.1** below. It is presently occupied by 1 x 3-bed residential unit, 570sqm of light industrial floorspace and Warehouse Living units accommodating 55 beds with additional workspace.

Figure 3.1 Site Location Plan



- 3.2.2 The site is bound to the south by Hermitage Road, to the north and east by the Crusader Estate and related access road, and to the west by another commercial unit known as 'Omega Works C' and residential properties. Hermitage Road is mainly residential in nature, excepting the Omega Works blocks and the Crusader Estate, which together are a significant commercial presence.

Figure 3.2 Existing Site

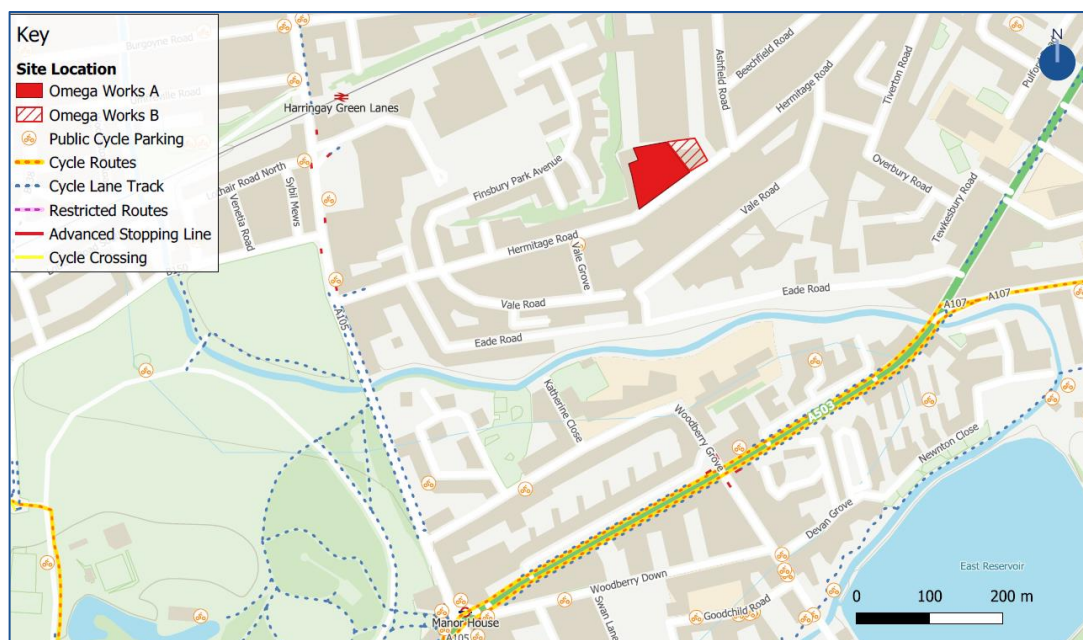


3.2.3 As shown in the figure above, the site, including Omega Works B, has parking for some 25 vehicles. It is not known how these are split between the uses.

3.3 Pedestrian and Cycle Environment

3.3.1 A plan showing the pedestrian and cycle infrastructure in the vicinity of the site is included as **Figure 3.3**.

Figure 3.3 Pedestrian and Cycle Access Plan



- 3.3.2 As shown on the plan above, the site benefits from being within reach of the Strategic Cycle Network, which runs east-west to the south of the site from Finsbury Park to the A107 east of the site. Locally, there are on-street cycle lanes on Green Lanes and through Finsbury Park, providing access to sports facilities within the park and the station of the same name.
- 3.3.3 All local roads benefit from footways on each side of the carriageway, albeit quality is varying in terms of maintenance and width. Hermitage Road has on-street parking which straddles the footway, reducing effective widths along most of the length of the street.
- 3.3.4 An Active Travel Zone assessment has been undertaken, summarised in **Section 4** of this report, which provides more detail.

3.4 Public Transport Accessibility Level

- 3.4.1 Public Transport Accessibility Level (PTAL) provides a measure of accessibility of a given point to the public transport network, considering walking time to a public transport node, service accessibility, service quality and frequency. The PTAL measure ranges between 0 and 6b, with 0 indicating the areas with the lowest accessibility to public transport and 6b the areas with the highest accessibility to public transport.
- 3.4.2 The proposed development site has a PTAL rating of 2 in the base year 2011 with no change in the forecast year of 2021, suggesting a 'poor' level of accessibility. The PTAL report is included as **Appendix C**. It should be noted that the PTAL calculation operates on discrete values, so that a bus stop 1m beyond the threshold for inclusion is treated as though it does not exist, whereas a human would make no such distinction. The PTAL calculation omits footpaths from the network in some locations, particularly where the footpath is not a public right of way; likewise, it does not include considerations for accessibility by cycle or the

accessibility of local facilities which if nearby might reduce the need to travel. As such, a PTAL alone cannot determine the overall accessibility of a site.

- 3.4.3 In addition, PTAL calculations in the local area were flagged by LBH planning as containing omissions or errors and on this basis, it was suggested that a manual PTAL calculation was also undertaken to review the WebCat output as shown in **Appendix C**. Calculations on WebCat also operate from the centre of arbitrary 100m squares within a London-wide grid, which may not accurately reflect access locations to a site.

Manual PTAL Calculation

- 3.4.4 A site visit was undertaken on 4th November 2020 and measurements taken from two points of origin at site accesses – the existing vehicle access at the western boundary of Omega A, and the central crossover. Measurements were taken to the following locations:

- Manor House Station main entrance
- Manor House Station exit 7 (outside of Evergreen Express supermarket)
- Harringay - Green Lanes Station main entrance
- Green Lanes Hermitage Road bus stop
- Endymion Road bus stop

- 3.4.5 A review of all public transport available at those stops and stations was also undertaken. The manual PTAL was then calculated, first replicating the WEBCAT output as a means of validating the model and formula inputs, and then generating a new PTAL output based on the actual walk distances from the proposed site accesses.

- 3.4.6 The original WEBCAT PTAL report was found to have the following limitations:

- It did not differentiate between different site accesses; It did not account for bus services from Endymion Road
- It did not account for rail services at Manor House;
- It included bus stops at Haringey Green Lanes which had been removed from service.

- 3.4.7 Following this review, it was concluded that the even with an adjusted calculation, the site still has a PTAL of 2 from each access. The results of the manual calculation are included in **Appendix D**.

3.5 Rail Network

- 3.5.1 As established through the PTAL calculation, the site is within walking distance of Harringay Green Lanes London Overground Station and also Piccadilly Line London Underground Services at Manor House Station. The services accessible at these stations are summarised in **Table 3.1**.

Table 3.1 Rail Services

Operator	Service	Trains per hour (tph)
Harringay Green Lanes – 699m from site – 9 mins walk		
London Overground	Gospel Oak - Barking	4
	Barking - Gospel Oak	4
Manor House – 866m from site – 12 mins walk		
London Underground Piccadilly line	Manor House – Cockfosters	18
	Manor House – Arnos Grove	6
	Manor House - Heathrow Terminal 4	6
	Manor House - Heathrow Terminal 5	6
	Manor House - Uxbridge	8
	Manor House – Raynors Lane	4
Total		56

- 3.5.2 As shown in **Table 3.1**, the site is accessible to a large number of rail services, providing access by train to a large number of destinations within London.

3.6 Bus Network

- 3.6.1 Bus services within a reasonable walking distance of the site are outlined in **Table 3.2**.

Table 3.2 Local Bus Services

Ro ute	Nearest Stop	Dista nce	Destinations	Weekday Peak Hour Frequency
W5	Venetia Road/Endymion Road	560m	Archway – Harringay Superstores	10-13 mins
29	Endymion Road stops HE and HB	495m	Wood Green – Charing Cross	4-8 mins
141	Endymion Road stops HE and HB	495m	Palmers Green – London Bridge	5-8 mins
341	Endymion Road stops HE and HB	495m	Upper Edmonton - Waterloo	9-13 mins
N29	Endymion Road stops HE and HB	495m	Trafalgar Square/Charing Cross – Enfield Town	9-11 mins

- 3.6.2 As shown in **Table 3.2**, the site is also well served by buses, providing a high frequency of services to a range of destinations, including weekend and night services. A plan showing the location of local bus stops and rail stations is include as **Figure 3.4**.

Figure 3.4 Public Transport Plan



3.7 Existing Local Highway Network

- 3.7.1 Hermitage Road in the vicinity of the site is a no-through route connecting to the A105 Green Lanes to the west of the site only. The site is situated very close to the no-through end of Hermitage Road.
- 3.7.2 Hermitage Road falls within Green Lanes Zone B Controlled Parking Zone (CPZ) in operation Monday-Friday 08:00-18:30 and has traffic calming in the form of speed humps. There is parking on each side of the road within this CPZ with spaces demarked and which partially straddles the footway. Recent improvements to the site frontage at Omega Works A have reduced the opportunity for ad hoc parking on the curtilage to 3 spaces,
- 3.7.3 The A105 Green Lanes connects to the A503 Seven Sisters Road to the south of the site and to the A406 to the north of the site. In the vicinity of Hermitage Road, it is a single-carriageway road. To the south of Hermitage Road, there is a cycle lane on each side of the road.

3.8 Parking Beat Surveys

- 3.8.1 Parking beat surveys were designed following agreement with LBH Highways dated 08/12/2020 and undertaken on Tuesday 15th December 2020 and Wednesday 16th December 2020. The surveys were carried out across zones extending 200m and 500m from the site accesses and in accordance with the Lambeth Methodology. The surveys were

undertaken at 00:30, 07:00, 10:00, 14:00 and 18:00. The extent of survey area is shown in Figure 3.5.

Figure 3.5 Parking Study Area



- 3.8.2 It should be noted that a longer extent of Finsbury Park Avenue was also included in the survey than can currently be accessed within 500m walk of the site due to the potential for a footway through the Crusader Wharf development to the immediate north of the site that would reduce walk distance in the future.
- 3.8.3 LBH requested that sensitivity testing be undertaken for assumed parking bay lengths of both 5m and 6m and that a 200m zone is assessed separately to the 500m zone to account for the residential and commercial elements of the proposals. This has been undertaken and the results of that work are included as **Appendix G** and summarised below.
- 3.8.4 The on-street parking stock surveyed was categorised into the following types:
- 1) Unrestricted parking;
 - 2) Resident permit only CPZ [GLB] Mon - Fri 08:00-18:30
 - 3) Resident permit CPZ [GLB] OR 2 hours Pay & Display Mon - Fri 08:00-18:30
 - 4) CPZ [GLB] Business Permits Mon - Fri 08:00-18:30
 - 5) 2 hours Pay & Display only Mon - Fri 08:00-18:30
 - 6) Disabled Parking
 - 7) Non-Space (<5m or over crossover)
 - 8) 'Safe' Single-yellow line parking Mon - Fri 08:00-18:30
 - 9) Double Yellow/Keep Clear or Red Route

- 3.8.5 For the purposes of assessment, (7) and (9) have been discounted from any analysis on the basis that parking would not be permitted in these locations, and (6) disabled parking, has not been included on the basis that disabled parking is generally provided to meet demand. Similarly, to assume a robust assessment, (8) has also been discounted from any assessment. The availability of the remaining parking stock has been assessed accordingly.
- 3.8.6 In all cases, a two-day average has been presented and some figures have not been rounded to avoid 'errors' in totalling.

Unrestricted Parking

- 3.8.7 There is very limited unrestricted parking stock (a total of only 14 spaces) most of which are located on Finsbury Park Avenue (outside of the typical 500m walking distance) or Wiltshire Gardens. The results of the parking stress on these roads are summarised in **Table 3.3**.
- 3.8.8 The survey results show that, typical of areas of limited parking capacity, there is a proportionately high level of stress in this area. Wiltshire Gardens is generally below the 85% capacity threshold but approaching it overnight. With just 5 unrestricted spaces available, Finsbury Park Avenue was generally observed to be over the 85% capacity threshold; in the instance of it being over 100% stress, this is expected to be due to vehicles straddling the parking area enough to allow an additional vehicle to edge in.

Table 3.3 Summary of Unrestricted Parking – 2-day Average

500m Zone 5m		Unrestricted Parking Area														
Road	Cap	00:30 hrs			07:00 hrs			10:00 hrs			14:00 hrs			18:00 hrs		
		Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%
Finsbury Park Avenue	5	4	1	80%	4.5	0.5	90%	6	-1	120%	5	0	100%	5	0	100%
Wiltshire Gardens	9	7.5	1.5	83%	7	2	78%	6.5	2.5	72%	3	6	33%	6.5	2.5	72%
Total	14	11.5	2.5	82%	11.5	2.5	84%	12.5	1.5	96%	8	6	67%	11.5	2.5	86%

CPZ Parking

- 3.8.9 There is one CPZ within the vicinity of the site; however, this includes areas where both Pay & Display parking and commercial permit parking are also permitted. As previously mentioned, a 200m walk zone for the residential demand has been assumed, and a 500m walk zone for the commercial demand; both using an assumed 5m bay length. At the request of LBH, sensitivity tests have also been undertaken within the 200m zone using a 6m assumed bay lengths to assess a worst-case scenario.

200m Zone

- 3.8.10 Within 200m of the site there is no CPZ parking where Pay & Display is also permitted (although there are Pay & Display only spaces, which are assessed separately). A summary of the parking stress in this zone is given in **Table 3.4** overleaf for both the standard 5m bay length and the 6m sensitivity tests. **Again, a 2-day average has been taken and some figures are not rounded to prevent 'errors' in totalling.**
- 3.8.11 At an assumed 5m bay length, which is in accordance with the standard methodology, there is capacity for 233 vehicles to be parked within 200m of the site before the 85% threshold is reached. At an assumed 6m bay length, this reduces to a capacity for 186 vehicles to park before the 85% threshold is reached.
- 3.8.12 As shown in Table 3.2, all roads, at all times, and whether assuming a 5m or 6m bay length are shown to currently be operating below the 85% capacity threshold, with only Hermitage Road approaching that threshold overnight. Overnight at 00:30 shows the highest overall level of parking stress; however, assuming a 5m bay length there are still 56 spaces available, whilst assuming a 6m bay length there are 17 spaces available before the 85% capacity threshold is reached. When the 85% threshold is not considered, there are 50-97 spaces dependant on which bay length is used. Averaging the 5m bay length and 6m bay length, the results (17-56 spaces) indicates that there is an approximate capacity for 37 additional vehicles to park before the 85% capacity is reached, even when considered under robust assessment criteria.

Table 3.4 Summary of available CPZ parking capacity within 200m of the site

200m Zone - 5m Test		CPZ [GLB] Mon - Fri 0800-1830 - 2-day Average														
Street Name	Capacity	00:30 hrs			07:00 hrs			10:00 hrs			14:00 hrs			18:00 hrs		
		Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%
Hermitage Road	126	84.5	41.5	67%	80	46	63%	72	54	57%	64.5	61.5	51%	76	50	60%
Vale Terrace	13	8	5	62%	7.5	5.5	58%	6.5	6.5	50%	6.5	6.5	50%	7	6	54%
Vale Grove	19	6.5	12.5	34%	6	13	32%	6	13	32%	6.5	12.5	34%	6.5	12.5	34%
Beechfield Road	71	47.5	23.5	67%	42.5	28.5	60%	37	34	52%	33	38	46%	41	30	58%
Ashfield Road	45	30.5	14.5	68%	28	17	62%	22	23	49%	17.5	27.5	39%	23	22	51%
TOTALS	274	177	97	59%	164	110	55%	143.5	130.5	48%	128	146	44%	153.5	120.5	51%
85% Capacity Threshold	233	177	56		164	69		143.5	89		128	105		153.5	79	

Transport Assessment

Omega Works A, 167 Hermitage Road, N4 1LZ

200m Zone - 6m Test		CPZ [GLB] Mon - Fri 0800-1830 - 2-day Average														
Street Name	Capacity	00:30 hrs			07:00 hrs			10:00 hrs			14:00 hrs			18:00 hrs		
		Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%
Hermitage Road	101	82.5	18.5	82%	80	21	79%	72	29	71%	64.5	36.5	64%	76	25	75%
Vale Terrace	10	7.5	2.5	75%	7.5	2.5	75%	6.5	3.5	65%	6.5	3.5	65%	7	3	70%
Vale Grove	15	6.5	8.5	43%	6	9	40%	6	9	40%	6.5	8.5	43%	6.5	8.5	43%
Beechfield Road	57	44	13	77%	42.5	14.5	75%	37	20	65%	33	24	58%	41	16	72%
Ashfield Road	36	28.5	7.5	79%	28	8	78%	22	14	61%	17.5	18.5	49%	23	13	64%
TOTALS	219	169	50	71%	164	55	69%	143.5	75.5	60%	128	91	56%	153.5	65.5	65%
85% Capacity Threshold	186	169	17		164	22		143.5	43		128	58		153.5	33	

500m Zone

- 3.8.13 There are 2 commercial permit spaces within 500m of the site, neither of which were recorded as being in use at any time on either day of survey.
- 3.8.14 There is a total of 564 spaces available before the 85% capacity threshold would be reached or 663 overall. The results of the parking stress survey for this zone are summarised in **Table 3.5** overleaf. The results show that overnight, some 145 spaces remain available before the threshold is reached, and that all roads are operating well within the 85% capacity threshold, except for Finsbury Park Avenue (which, as already noted, falls outside of the 500m area) and the Linkway, which offers only 4 spaces and therefore any parking over 75% proportionately registers as over the threshold.
- 3.8.15 It is agreed that most residents prefer not to walk farther than 200m to find a parking space; however, people equally do not dismiss opportunities if they happen to be a short distance beyond their preference. As already discussed, within the defined 200m walk distance, there are some 37 spaces available, but there are 527 spaces available overnight within an approximate 300m walk distance beyond that immediate 200m zone. Therefore, in the 250m-300m range there is likely to be some 100 spaces available. In any case, this is considered sufficient to contain the worst-case parking demand generated by the new residential.

Table 3.5 500m Zone Summary of CPZ

500m Zone 5m		CPZ [GLB] Mon - Fri 0800-1830 - 2-day Average														
Street Name	Capacity	00:30 hrs			07:00 hrs			10:00 hrs			14:00 hrs			18:00 hrs		
		Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%
Hermitage Road	179	123.5	55.5	69%	117	62	65%	105	74	59%	95.5	83.5	53%	114.5	64.5	64%
Vale Terrace	13	8	5	62%	7.5	5.5	58%	6.5	6.5	50%	6.5	6.5	50%	7	6	54%
Finsbury Park Avenue	29	27.5	1.5	95%	26.5	2.5	91%	28	1	97%	27.5	1.5	95%	27	2	93%
Vale Grove	19	6.5	12.5	34%	6	13	32%	6	13	32%	6.5	12.5	34%	6.5	12.5	34%
Vale Road	76	52	24	68%	50.5	25.5	66%	48.5	27.5	64%	44	32	58%	50.5	25.5	66%
Eade Road	116	49.5	66.5	43%	48.5	67.5	42%	42.5	73.5	37%	36	80	31%	46.5	69.5	40%
Linkway	4	4	0	100%	4	0	100%	3.5	0.5	88%	3	1	75%	4	0	100%
Tiverton Road	46	34	12	74%	31	15	67%	33	13	72%	29	17	63%	32	14	70%
Templeton Road	4	3	1	75%	3	1	75%	2.5	1.5	63%	1.5	2.5	38%	2.5	1.5	63%
Oakdale Road	61	33	28	54%	31	30	51%	29	32	48%	25.5	35.5	42%	27.5	33.5	45%
Beechfield Road	71	47.5	23.5	67%	42.5	28.5	60%	37	34	52%	33	38	46%	41	30	58%
Ashfield Road	45	30.5	14.5	68%	28	17	62%	22	23	49%	17.5	27.5	39%	23	22	51%
Total	663	419	244	67%	395.5	267.5	64%	363.5	299.5	59%	325.5	337.5	52%	382	281	61%
85% Capacity Threshold	564	419	145		395.5	168		363.5	200		325.5	238		382	182	

Table 3.6 Pay & Display Summary

2-hour Pay & Display Parking Hermitage Road																
Survey	Capacity	00:30 hrs			07:00 hrs			10:00 hrs			14:00 hrs			18:00 hrs		
		Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%
5m Standard	14	2	12	14%	3	11	21%	3	11	21%	1	13	7%	2	12	14%
6m sensitivity	11	2	9	18%	3	8	27%	3	8	27%	1	10	9%	2	9	18%

Pay & Display Parking

- 3.8.16 Whilst the Pay & Display Parking is unlikely to be regularly used by residents or employees, it is expected that they would be used by those delivering or servicing the site.
- 3.8.17 Within 200m of the site, there are 14 Pay & Display spaces assuming a 5m bay length, or 11 spaces as per the 6m sensitivity test. Within 500m there is a total of 17 Pay & Display spaces.
- 3.8.18 There are also 2 commercial permit spaces within 500m of the site, neither of which were recorded in use at any hour assessed, on either day of survey. There is therefore potential parking for 13-16 vehicles visiting the site. The summary of parking results is given in **Table 3.6** overleaf.
- 3.8.19 The results show that the existing Pay & Display is lightly used, with spare capacity for between 8-10 vehicles at any given time, even when assuming a 6m bay length.

Summary of Parking Beat Results

- 3.8.20 In summary, the results of the survey above have demonstrated that:
- There are up to 56 available spaces before the capacity threshold is reached within 200m at the hours of highest demand, **or alternatively;**
 - There are 145 available spaces within 500m before the capacity threshold is reached at the hours of highest demand (IE. an additional 89 spaces between 300-500m from the site).
- 3.8.21 The existing commercial and warehouse living demand will have been captured within the parking beat survey. There is capacity within the existing Pay & Display and permit spaces for a minimum of 13 vehicles at any time; the site will also accommodate 2 vehicles at any one time. During daytime hours, there are over 200 spaces available within 500m of the site
- 3.8.22 Provision of CPZ residential permits and commercial permits is at the discretion of LBH. Whilst the site is a low PTAL, car-free development at lower PTALs than 4 has precedent, with those sites excluding future residents from the purchase of CPZ parking permits based on an expected future of accessibility and the needs of the local area.

3.9 Mode Splits

- 3.9.1 The 2011 Census as the most recent available data has been searched for method of travel to work data for both employees and residents. The tables to be queried and output areas were agreed through pre-application consultation with LBH Highways.

Commercial

- 3.9.2 Table WP7103EW - Workplace and usual residence by method of travel to work (2001 specification) (Workplace population), relating to the commercial floorspace trips, was queried for workplace zone output area E33034127, Harringay Warehouse District & Vartry. The site falls on the edge of this output area, but the zone in which the site is fully located is

primarily residential and not representative of the uses existing or proposed. E33034127 is therefore considered more representative.

3.9.3 The results are given in **Table 3.7** below.

Table 3.7 Commercial Floorspace Mode Split

Method of travel to work	All categories: Usual residence E33034127	%
LUL	86	14%
Rail	44	7%
Bus	167	28%
Taxi	1	0%
Motorcycle	7	1%
Car	196	33%
Car Passenger	17	3%
Bicycle	14	2%
On foot	69	11%
Other	0	0%
Total	601	100%

3.9.4 As shown in the table above, 33% of existing employees in the warehouse district travel to work by car, with 28% by bus, 21% by rail modes, 11% on foot and 2% by bicycle. Overall, the commercial uses support a 62% sustainable mode share, which is considered very good considering the low PTAL and demonstrates that the site is not reliant on vehicle modes to support this use. In addition, since 2011, the public transport and active travel networks have arguably improved, and businesses are increasingly diverting from vehicle modes with reductions in provision of company cars, reduction in commercial parking permits, and increase in cargo cycles. In that light, it is considered reasonable that the site could achieve at least a 62% sustainable mode share as a minimum.

Residential

3.9.5 Table QS703EW - Method of Travel to Work (2001 specification) was queried for the residential mode splits for Lower Super Output Area (LSOA) E01002057: Haringey 032D, which fully encompasses the site.

3.9.6 The results are given in **Table 3.8** overleaf.

Table 3.8 Residential Mode Split

Method of Travel to Work	Isoa2011: E01002057: Haringey 032D	%
LUL	289	42%
Rail	29	4%
Bus	149	22%
Taxi	0	0%
Motorcycle	12	2%
Car	118	17%
Car Passenger	5	1%
Bicycle	41	6%
On foot	34	5%
Other	4	1%
Total	681	100%

3.9.7 As shown in the table above, a total of 17% of existing residents travel to work by car, with 22% travelling by bus and 46% by rail modes. 5% travel on foot whilst 6% by bicycle, which is in line with the Mayor's targets. Overall, the local area supports a 79% sustainable mode share. Since 2011, the public transport and active travel networks have arguably improved, car ownership is falling across London, and the rising fuel costs are discouraging second car ownership. Improved parking controls and transport technologies such as car clubs are also having an impact on sustainable mode shares, and it is considered that despite the low PTAL, the site can achieve an 80% mode share as a minimum.

3.10 Car Ownership

3.10.1 The proposals seek to be car-free/car-lite, with a commitment to the provision of disabled parking in line with the London Plan 2021 standards only. To appraise how the additional residential development of this scale may impact on existing on-street parking, we have therefore studied the likely level of car ownership using 2011 census data of the existing local area (this being the best available dataset).

3.10.2 As per the modal split, a comparison of the available data sets has been undertaken in consultation with LBH Highways. The conclusion of that comparison is that the bespoke data search agreed through the pre-application process is the most suitable data. The comparison summary is included as **Appendix F**.

3.10.3 By way of summary, the 2011 Census public data (NOMIS) contains the following output areas:

- LSOA Haringey 032D
- MSOA Haringey 032
- Ward level – E05000278 Seven Sisters

- 3.10.4 For each of these areas, data can be extracted for car ownership within table QS416EW - Car or van availability, but this is not tabulated by tenure. The NOMIS data therefore captures a large quantity of houses rather than flats (58% in the LSOA, 30% in the MSOA and 44% at ward level), which is not representative of the proposals. The LSOA contains a limited range of residential use and is mainly the industrial estate. On that basis a bespoke search was commissioned.
- 3.10.5 The bespoke search facility is only available at ward level for E36007306 Seven Sisters. This is not wholly identical to E05000278 Seven Sisters as defined above by NOMIS due to variation in 2011 data sets but covers a very similar area and is not materially different.
- 3.10.6 Comparing the NOMIS data, the average car ownership is 0.5-0.6 per dwelling; this is only comparable to the very largest flats of 5 habitable rooms or larger, which are not being proposed by the development.
- 3.10.7 The bespoke data for Middle Super Output Area (MSOA) E36007306 Seven Sisters, which includes the site, tabulated by type of housing (flats; all tenure), number of habitable rooms and car or van availability is summarised in **Table 3.9** below.

Table 3.9 Ward Seven Sisters - Car or Van Availability by Tenure

No. of vehicles per House	1-3 h/r	% Households	4 h/r	% Households	5 h/r	% Households	6 h/r	% Households
0	1,187	76%	576	61%	255	60%	39	56%
1	353	23%	320	34%	149	35%	28	40%
2	22	1%	41	4%	17	4%	2	3%
3	3	0%	6	1%	3	1%	1	1%
Number of households	1,565	100%	943	100%	424	100%	70	100%
Average number of veh. per household		0.3		0.4		0.5		0.5

- 3.10.8 The data shows that within the area surrounding the site, car and van availability is low for flatted development, with smaller flats (which represent 89% of the proposed development) having a parking ratio of just 0.3 per unit, and slightly larger flats at 0.4 per unit.
- 3.10.9 The ratios above have been applied to the development proposals and the results are given in **Table 3.10**.
- 3.10.10 It should be noted; however, that all the above data sets include properties benefitting from dedicated off-site parking or otherwise minimal parking restraint. Census data is therefore likely to overestimate the expected level of parking demand from these proposals.

Table 3.10 Car or Van Availability – Proposed Development

Omega Works A					
No. of vehicles per House	1-3 h/r	% Households	4 h/r	% Households	No. vehicles
0	49	76%	7	61%	0
1	15	23%	4	34%	19
2	1	1%	0	4%	2
3	0	0%	0	1%	0
Number of households	64	100%	12	100%	
Average number of veh. per household		0.3		0.4	21

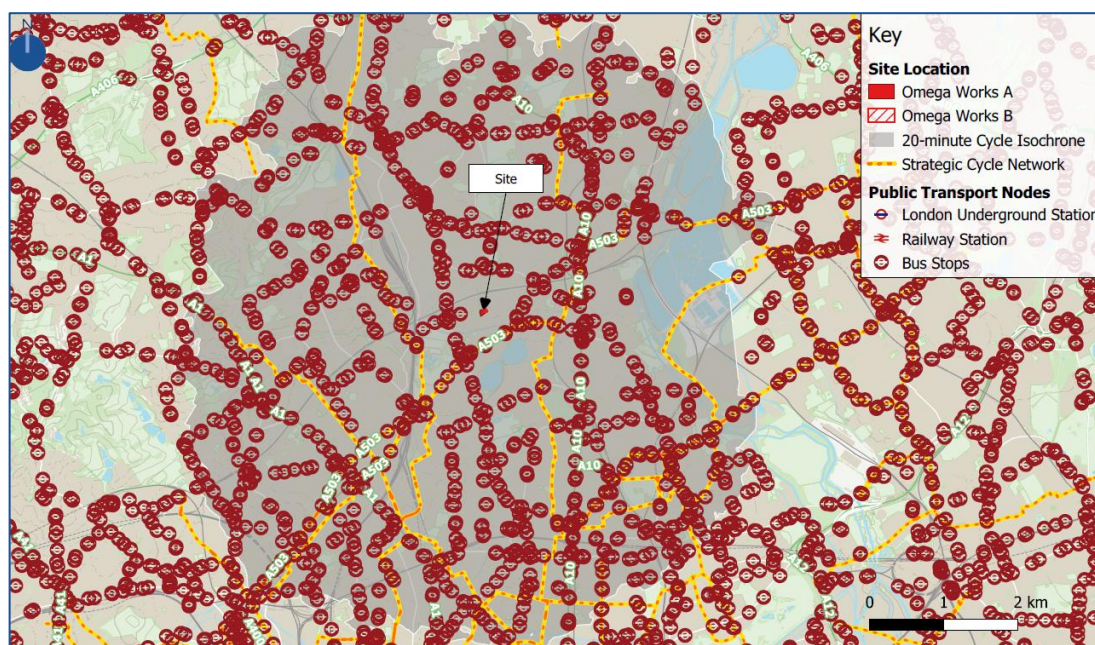
3.10.11 As shown above, the granular assessment estimates a residential car ownership of 21 vehicles at Omega Works A. The parking beat surveys summarised above confirm that there is capacity within the existing CPZ to accommodate the potential overspill within 200m, with significantly more available space within 500m.

4. Active Travel Zone (ATZ) Assessment

4.1 Overview

- 4.1.1 An Active Travel Zone (ATZ) Assessment has been undertaken to identify the active travel characteristics of the area associated with the site. This ATZ has been prepared in accordance with TfL's ATZ guidance.
- 4.1.2 An ATZ is defined as the area that is within a 20-minute cycle journey from the site and therefore encapsulates the destinations from the site which are considered suitable for walking and cycling. A plan showing this area is included as **Figure 4.1** below.

Figure 4.1 ATZ



4.2 Potential Key Active Travel Destinations

- 4.2.1 **Table 4.1** identifies the potential key active travel destinations in the ATZ within a 20-minute cycle from the development site. **Table 4.1** provides a summary of the priority of the key destinations for the purposes of this ATZ assessment.

Table 4.1 Key Active Travel Destinations

Key Destination	High Priority	Low Priority	Justification
Public Transport (Bus Stops)	•		Bus will be a key mode of travel to the site, providing an alternative to car travel.
Public Transport (LUL)	•		Key mode of travel to the site
Public Transport (National Rail)	•		Key mode of travel to the site
Cycle Network	•		Key mode of travel to the site
Parks	•		Future residents will wish to access public green space for sports and leisure.
Primary Schools	•		It is not expected that the site will attract many young families, however, routes to the nearest primary school have been included.
Hospitals / Health Centres		•	Some residents and employees may need access to medical facilities, but this is not expected to form a daily necessity for most future users.
Places of Worship		•	Some residents and employees may wish to actively practice religion but travel to a place of worship is not expected to form a daily necessity for most future users.

4.2.2 As outlined above, considering the proposed use of the site, this assessment has excluded the destinations considered as low priority as they are not deemed relevant or likely destinations for the users of the building following redevelopment.

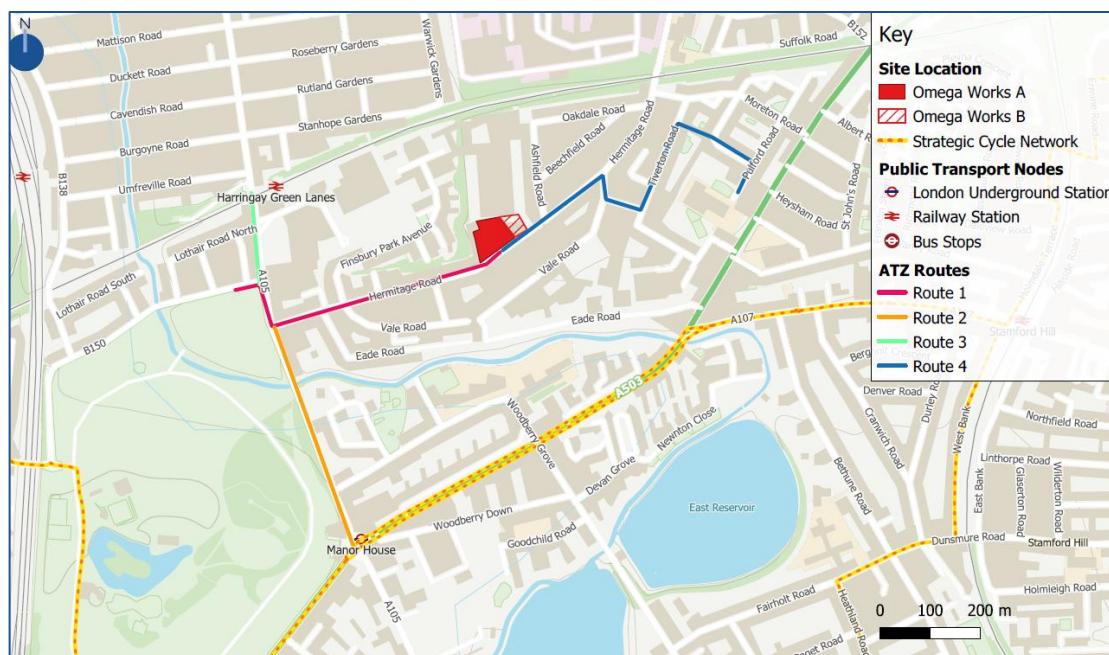
4.3 Neighbourhood Active Travel Destinations

4.3.1 This section identifies what are considered to be the most important routes from the proposed development site within the immediate development. In the case of the proposed development the prioritised routes are listed below:

- Route 1 – Site to Endymion Road bus stops
- Route 2 – Site to Mansion House station and Strategic Cycle Route via Finsbury Park
- Route 3 – Site to Harringay Green Lanes station via Local Shops
- Route 4 – Site to Tiverton Primary School

4.3.2 These routes are shown diagrammatically in **Figure 4.2** overleaf.

Figure 4.2 ATZ Routes



4.4 Vision Zero Analysis

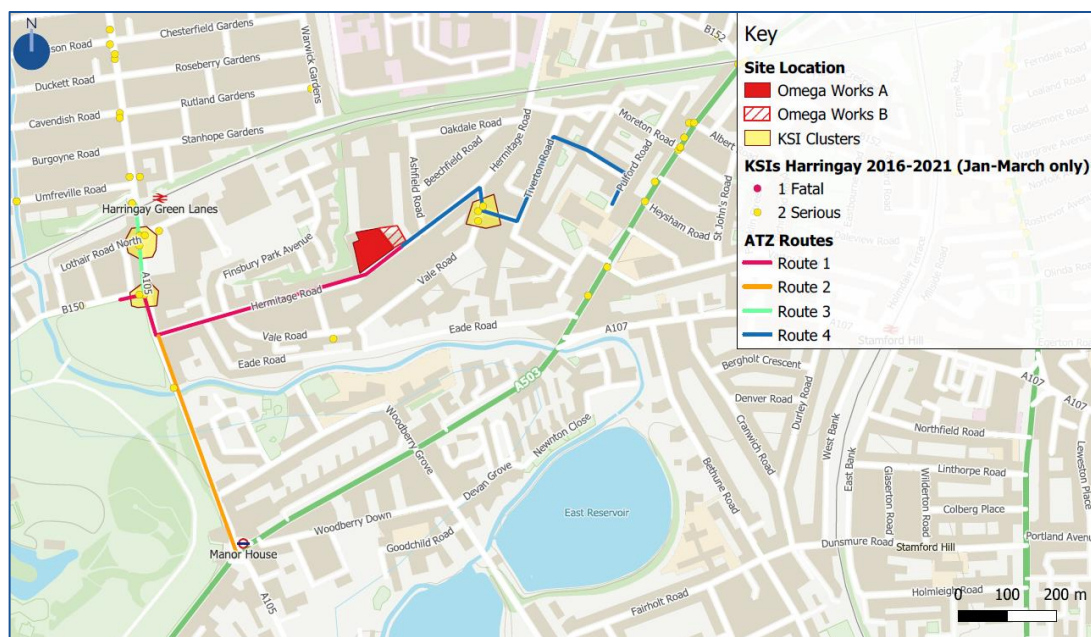
- 4.4.1 Killed or Seriously Injured (KSI) collision analysis has been undertaken to support the application, with data from the last five years (2016- July 2021) obtained from TfL data sets as the most recent data available. On the highway network in the study area around the site, there were a total of 10 KSIs in this period, all of which were serious. There have been 0 fatalities. The collisions are summarised in **Table 4.2** below.

Table 4.2 Collisions Assessed on Annual Basis by Severity

Year	Serious	Fatal	Total
2016	2	0	2
2017	4	0	4
2018	3	0	3
2019	1	0	1
2020	0	0	0
2021	0	0	0
Total	10	0	10

- 4.4.2 **Table 4.2** shows that collisions have been generally decreasing since 2017 in this location. A plan showing the KSI locations is given as **Figure 4.3**.

Figure 4.3 KSI Locations



4.4.3 As shown in the figure above, a total of 3 clusters of recorded KSI collisions have been identified. A cluster is defined as 2 or more KSIs at a junction or within a close stretch of road.

Table 4.3 KSI mitigation suggestions

Cluster Location	Number of Collisions	Suggestions for improvement
Junction A105 Green Lanes/Endymion Road	2	Both collisions concerned pedal cycles, dated 2016 and 2017. There are ASLs for cyclists at the signal junction, but no continuation of the cycle lane, which ends to the south of the junction. The cycle lane has been improved since these collisions occurred, but greater awareness of cyclists at the junctions may be beneficial.
Junction A105 Green Lanes/Lothair Road North/Williamson Road	3	2 incidents involved pedestrians and 1 involved a cyclist. Both pedestrians were using the crossing, but it is not known if they were crossing on a green signal. The crossing has pedestrian barriers which are known to increase driver confidence and where pedestrians risk crossing, push them into less desirable crossing locations. Removal of the barriers and therefore reducing vehicle priority may help reduce the incident rate.
Junction Vale Road/Tavistock Road	3	All 3 collisions involved vehicles only. Visibility of and for vehicles egressing from Tavistock Road may be limited and the form of Vale Road may encourage speeding. Traffic calming at the junction may assist in reducing the potential for serious collision.

4.5 ATZ Key Route Assessment

4.5.1 The results of each Key Route Assessment are described further in this chapter. For each Key Route, a photographic survey has been undertaken with key points of note identified

alongside an assessment of these elements against the Healthy Streets indicators. The assessment would normally involve the assessor walking along each of the routes, from the site to the key destination, and taking a photograph every 150m along the route. Under the present circumstances, Google Streetview has been used. The worst part of each journey has been identified for both routes, which also provides a brief description as to why the area shown in the related photograph does not meet each of the Healthy Street indicators 3-10, along with measures that could be adopted to improve this situation.

4.6 Route 1 – Site to Endymion Road Bus Stops

4.6.1 A plan showing Route 1 and key locations is shown in **Figure 4.4** overleaf.

Figure 4.4 Route 1 Map

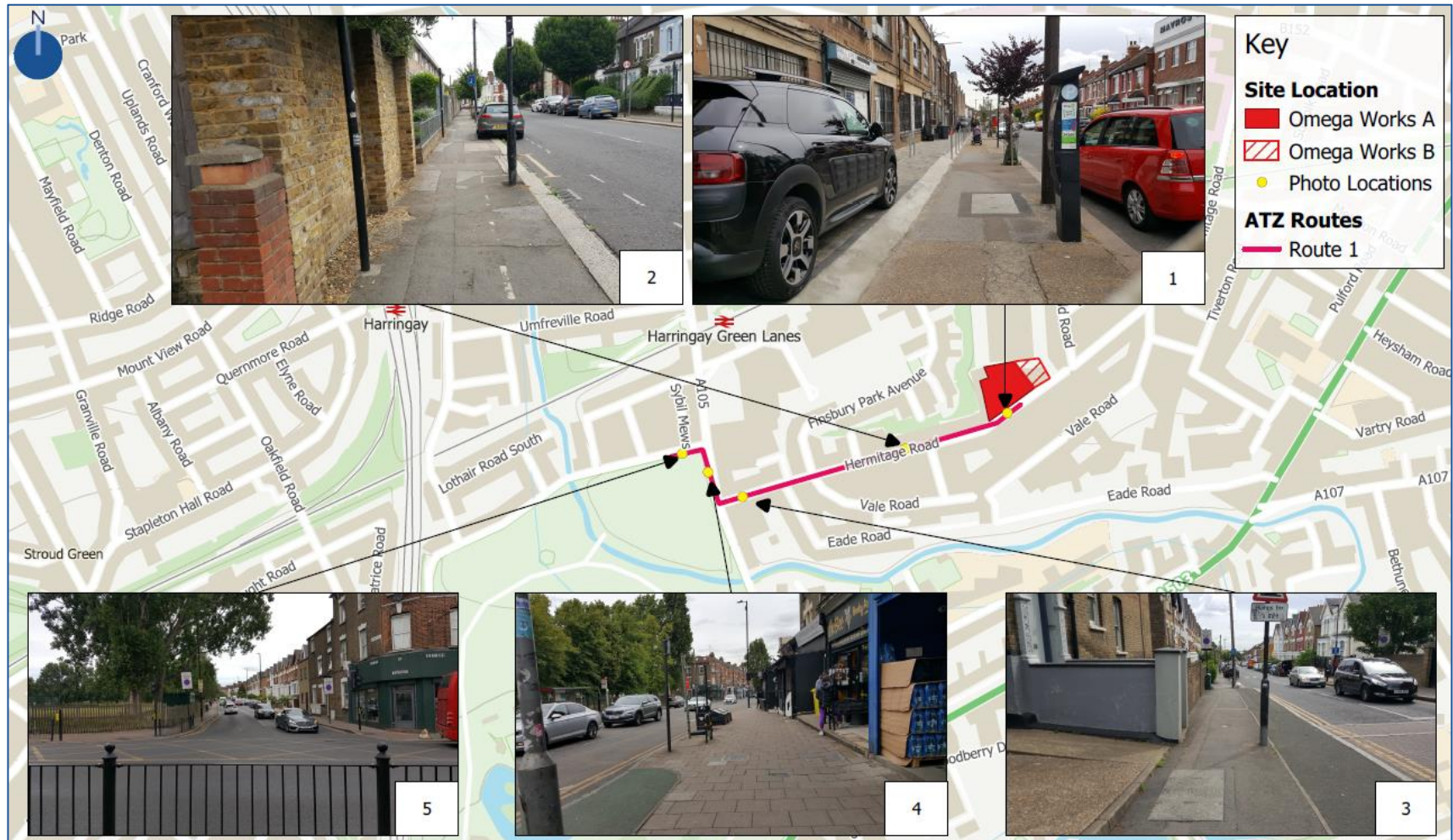


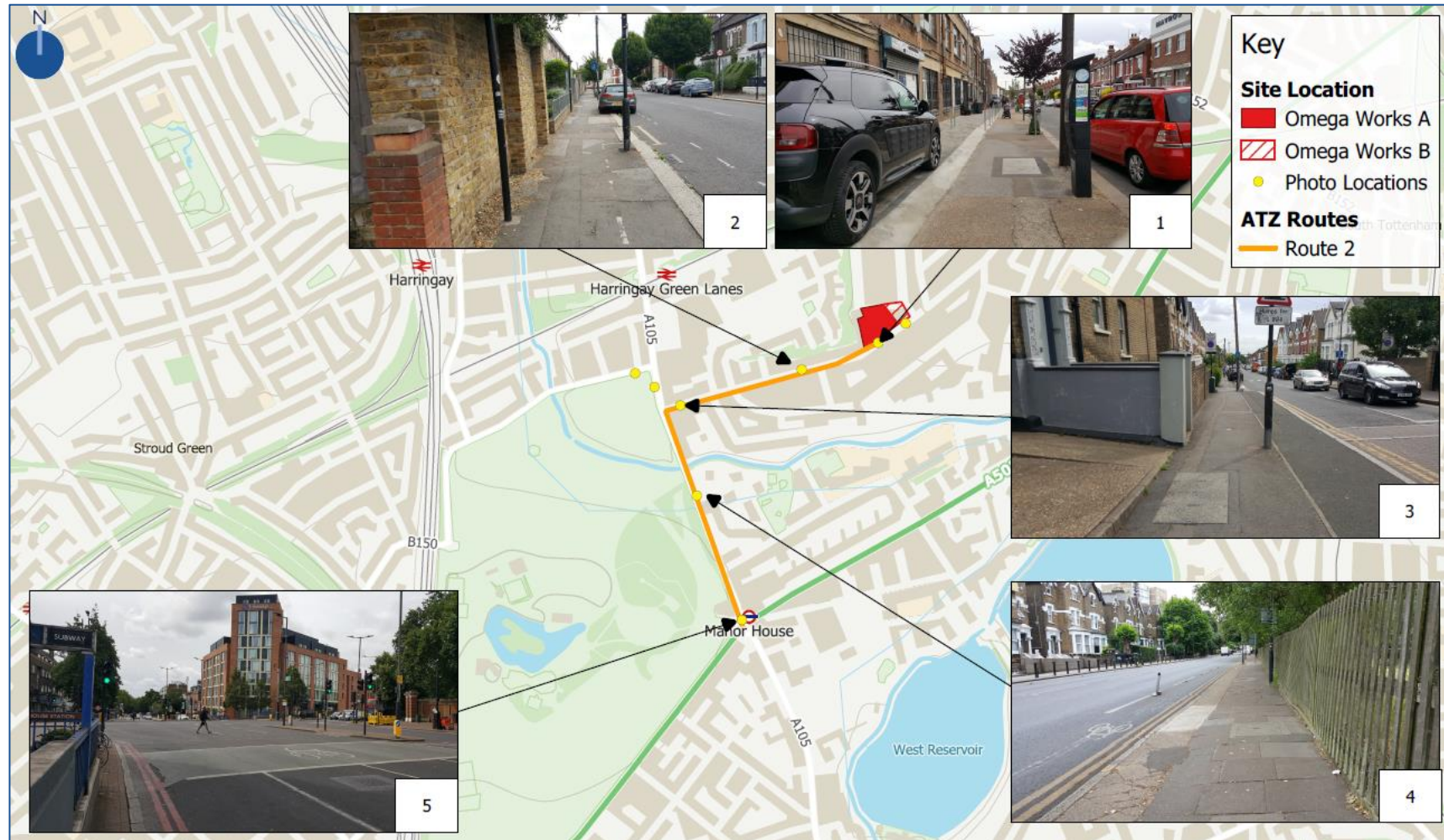
Table 4.4 Worst Part of Route 1 (Photo 2)

Healthy Streets Indicator	Comments	Suggestions for Improvement
Easy to Cross	Hermitage Road is relatively quiet and is not heavily trafficked. Formal crossing opportunities are limited, and informal ones are hampered by the on-street parking; however, it is not difficult to cross.	Reducing on-street parking and improving pedestrian priority along desire lines would aid crossing.
People Feel Safe	The street is residential and lit. There is uneven surfacing along the footway, and some frontages near to the site are dilapidated and show other signs of neglect or anti-social behaviour such as graffiti.	Improvement to the footway to even out surfacing may improve the sense of safety and maintenance. Redevelopment of the site as proposed will remove and rejuvenate commercial frontages and the new active uses will reduce incidence of vandalism.
Things to See and Do	The street is residential in the main but there are some small shops and other uses along the road, including within the site.	The proposals will retain employment floorspace and provide new routes.
Places to Stop and Rest	There are no formal places to stop and rest, although there are walls fronting properties where a person could stop to lean and rest.	Encourage the provision of public seating.
People Feel Relaxed	The street is residential and lit. There is uneven surfacing along the footway, and some frontages near to the site are dilapidated and show other signs of neglect or anti-social behaviour such as graffiti. There is; however, some new street planting adjacent to the site.	Improvement to the footway to even out surfacing may improve the sense of safety and maintenance. Redevelopment of the site as proposed will remove and rejuvenate commercial frontages and the new active uses will reduce incidence of vandalism. New soft landscaping may make the area feel more relaxing.
Not Too Noisy	Hermitage Road is relatively quiet and is not heavily trafficked; there are some light industrial uses, but these are not typically noisy.	The development will constitute an intensification of use but will be car free and retained commercial floorspace will be occupied by similar operations to existing. It is not expected that development will result in any increase in noise.
Clean Air	Hermitage Road is relatively quiet and is not heavily trafficked. Industrial uses are 'clean.'	The proposed development will increase green landscaping, which will support clean air.
Shade and Shelter	There are some opportunities for shade and shelter from the built form, but these are limited.	The new frontage will open out the historic façade and provide an entry which will be sheltered and shaded.

4.7 Route 2 – Site to Manor House Station and Strategic Cycle Network via Finsbury Park

4.7.1 Route 2 overlaps significantly with Route 1. A plan showing Route 2 and key locations is shown in **Figure 4.4** overleaf.

Figure 4.5 Route 2 Map

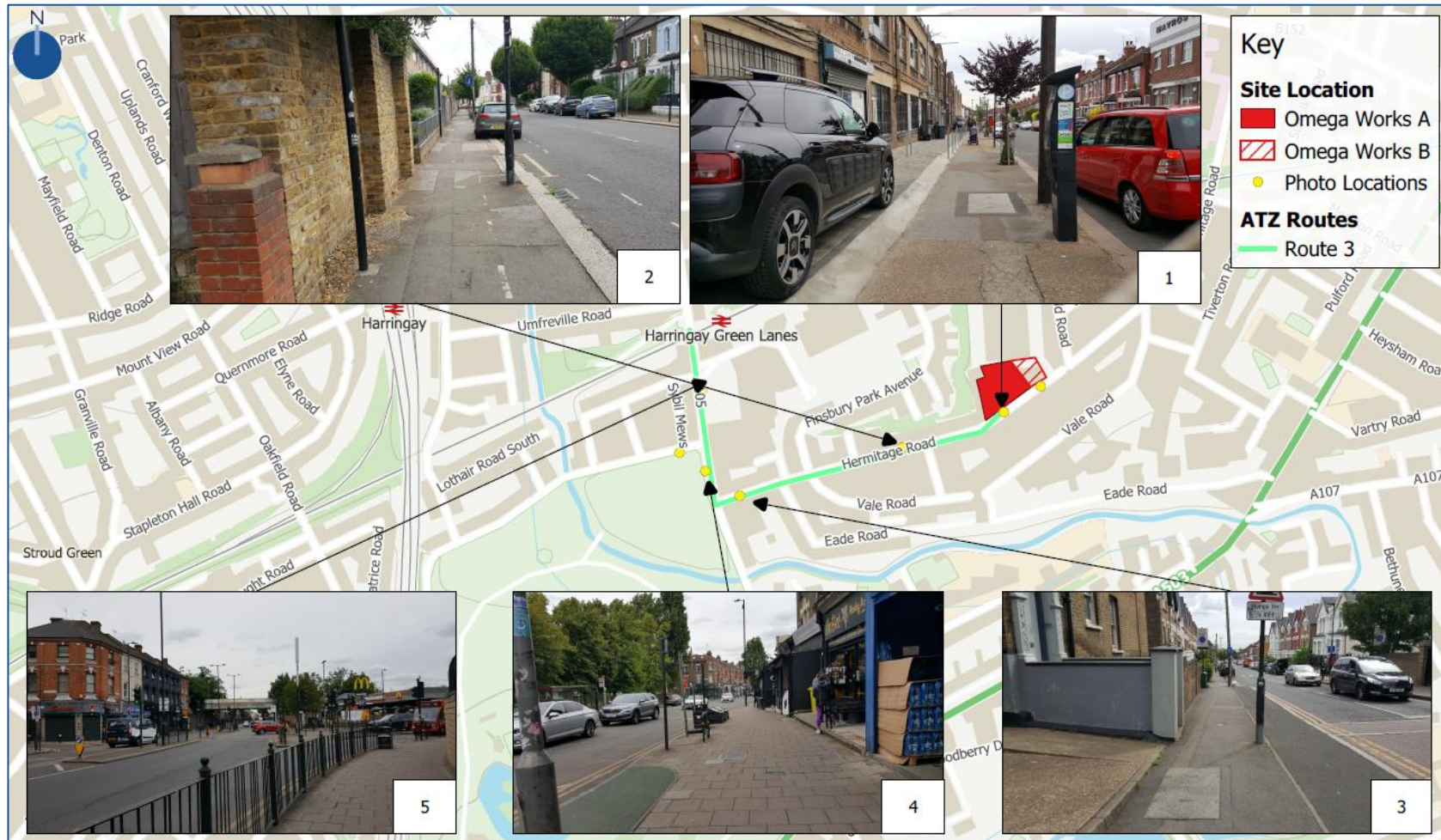


- 4.7.2 The worst part of Route 2 is as shown in Photo 2, which is the same location as for Route 1 and discussed in **Table 4.4**. In general, the section of Route 2 along Green Lanes achieves moderately in relation to all of the Healthy Streets characteristics, excepting noise and air quality due to the level of traffic on Green Lanes. Although a busy road, there are signal junctions at intervals near desire lines, allowing safe crossing.

4.8 Route 3 – Site to Harringay Green Lanes Station via Local Shops

- 4.8.1 Route 3 is a continuation of Route 2 and as such, significantly overlaps. A plan showing Route 3 and key locations is shown in **Figure 4.4** overleaf.

Figure 4.6 Route 3 Map



- 4.8.2 The worst part of Route 3 is as shown in Photo 2, which is the same location as for Route 1 and Route 2 and discussed in **Table 4.4**. In general, the section of Route 3 along Green Lanes achieves well relation to all of the Healthy Streets characteristics, excepting noise and air quality due to the level of traffic on Green Lanes. It would benefit from better pedestrian priority and for more enforcement of speed, especially at junctions, where cycle lanes do not continue, and vehicles were observed to be aggressively accelerating, changing lane and cyclists diverting onto the footway to avoid passing through the junction on the carriageway.

4.9 Route 4 – Site to Tiverton Primary School

- 4.9.1 A plan showing Route 4 and key locations is shown in **Figure 4.4** overleaf.

Figure 4.7 Route 4 Map

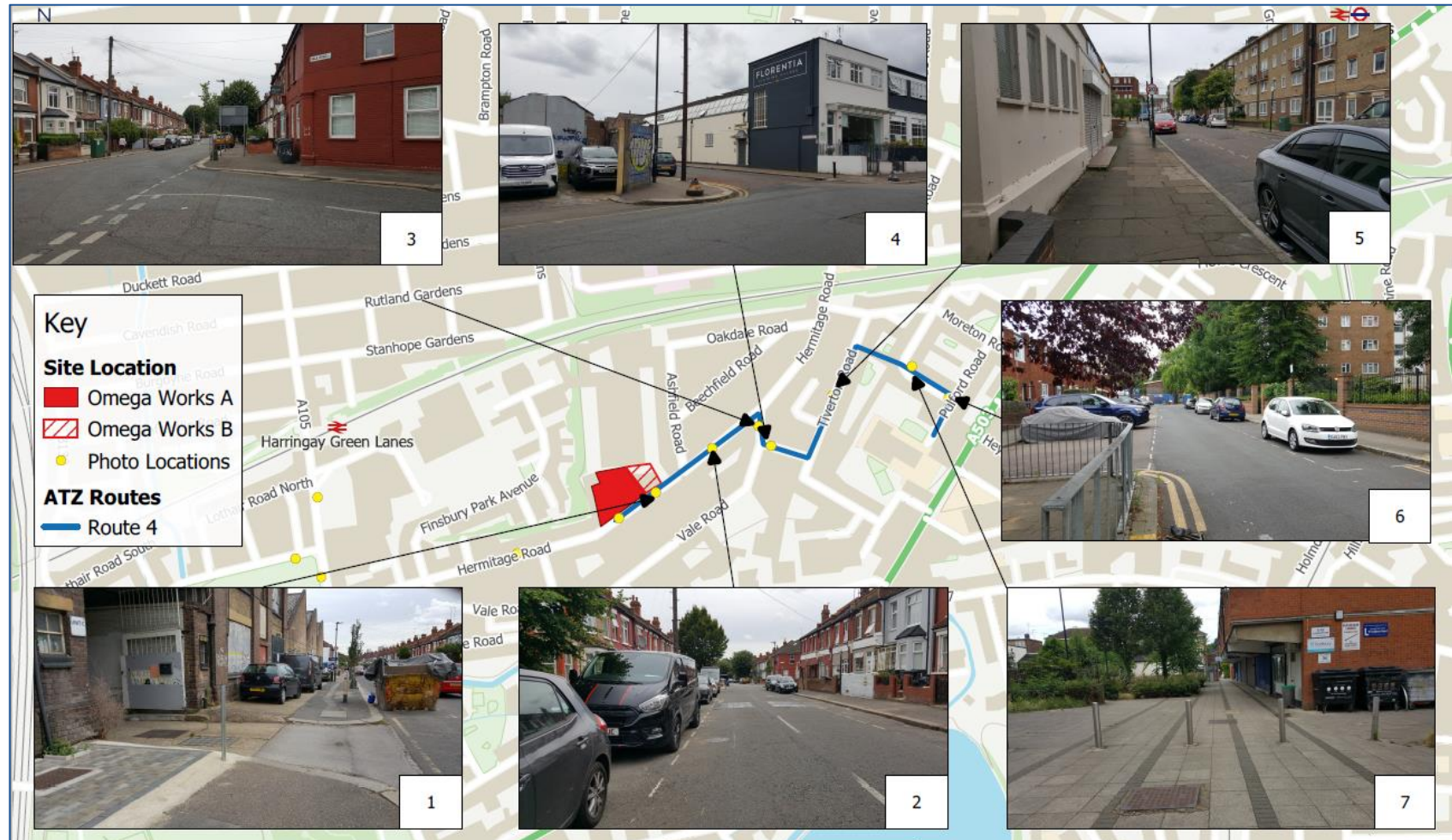


Table 4.5 Worst Part of Route 4 (Photo 4)

Healthy Streets Indicator	Comments	Suggestions for Improvement
Easy to Cross	Vale Road/ Tavistock Road are neither heavily trafficked, but due to the arrangement of crossovers, there are multiple cross movements and vehicles reversing which can make predicting vehicle movements difficult and delay crossing.	Improved pedestrian priority and traffic calming may help or converting Tavistock Road to one-way eastbound may help improve predictability of movement.
People Feel Safe	The road is active and lit, but shows signs of neglect in places, including graffiti (there is art graffiti which adds character but also generic vandalism which detracts) which may make some people uncomfortable in hours of darkness.	Enhanced street cleaning and encourage development to deliver improved frontages and soft landscaping.
Things to See and Do	There are numerous businesses and properties, including a café nearby, providing things to see and do.	Continue to encourage active uses.
Places to Stop and Rest	There are no formal places to stop and rest; however, there is seating adjacent to the café nearby and in public landscape on Tiverton Road also nearby.	Encourage the provision of pocket parks and public seating where appropriate.
People Feel Relaxed	There are active uses and soft landscaping, and things to see and do. The area has a sense of liveliness rather than relaxation.	Enhanced street cleaning in some areas.
Not Too Noisy	Vale Road and adjacent streets are not busy, and it was not considered noisy on the day of site visit.	No suggestions.
Clean Air	Vale Road and adjacent streets are not heavily trafficked but there is a large road nearby, so air quality is only considered 'moderate.'	Retain mature trees.
Shade and Shelter	There is limited shade and shelter at the point of photo 4 but there is mature planting on Tavistock Road nearby which provides some shelter.	Retain mature trees.

4.10 Summary and Conclusions

- 4.10.1 Four routes have been assessed in accordance with ATZ guidance, to key destinations relevant to the site, and suggestions have been made for each as per the TfL Healthy Streets assessment categories.
- 4.10.2 It should be noted that the findings of the ATZ are suggestions only, as these are, by their nature, off-site and outside of the direct control of the Developer. The applicant agrees to the proposed Mayoral CIL contribution and tariff per unit in principle (subject to further discussions with LBS); these are a robust contribution in proportion to the development for off-site works. The improvements suggested by the ATZ are therefore not necessary to the development and are not considered additional to the CIL or any other contribution agreed in principle.

4.10.3 Paragraph 56 of the NPPF relates to the use of obligations and states that:

Paragraph 56 - NPPF

Planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development

4.10.4 The above is additionally set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010.

4.10.5 The implementation of the suggestions of the ATZ are welcomed; however, they do not meet the above tests, as the level of pedestrian and cycle traffic to be generated by the development is negligible and would have no significant impact on these routes.

5. London-Wide Network

5.1 Overview

- 5.1.1 This section of the TA assesses how people of all abilities will travel smoothly and easily from the development onto London's public transport and highway networks. This will be carried out by undertaking a comparative multimodal trip generation assessment, quantifying the number of trips generated by both the existing and proposed land uses and summarising the impact of the proposed development on the highway and transport networks.

5.2 Existing Site Trip Generation

Commercial Floorspace

- 5.2.1 The trip rates used to assess the existing floorspace have been derived from the industry standard TRICS database using the following criteria:
- Land use: 02/C - Employment/Industrial Unit
 - Weekday surveys
 - Suburban/Neighbourhood Centre
 - PTAL of 3 or less
 - London or Southeast of England
 - Multi-modal surveys
- 5.2.2 The search resulted in 3 proxy sites. The derived trip rates are shown in **Table 5.1**, alongside the calculated trips by mode for the traditional commercial floorspace. The full TRICS Output is included as **Appendix G**.

Table 5.1 Existing Commercial Floorspace Trip Rates and Trip Generation

Trip Rates	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Person	0.15	0.02	0.17	0.09	0.34	0.43	2.98	1.97	4.95
Total Vehicle	0.12	0.02	0.14	0.03	0.16	0.20	1.82	1.12	2.94
<i>Of which OGV</i>	0.01	0.01	0.01	0.01	0.01	0.01	0.09	0.09	0.18
<i>Of which LGV</i>	0.01	0.00	0.01	0.00	0.01	0.01	0.10	0.08	0.18
<i>Of Which Total servicing</i>	0.01	0.01	0.02	0.01	0.01	0.02	0.19	0.16	0.35
Trip Generation	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Person Trip Rate	1	0	1	0	2	2	17	11	28
Total Vehicle	1	0	1	0	1	1	10	6	17
<i>Of which OGV</i>	0	0	0	0	0	0	1	0	1
<i>Of which LGV</i>	0	0	0	0	0	0	1	0	1
<i>Of Which Total servicing</i>	0	0	0	0	0	0	1	1	2

- 5.2.3 As shown in the table above, the existing commercial floorspace could generate a total of around 28 two-way trips by all modes per day, of which 17 would be by vehicle. To account for trips by all modes, the modal split for the local area as set out in **Table 3.7** has been applied, with an adjustment to account for servicing as set out in **Table 5.2**.

Table 5.2 Adjusted Existing Commercial Mode Split

Method of travel to work	All categories: Usual residence E33034127	%	Adjusted %
LUL	86	14%	13%
Rail	44	7%	7%
Bus	167	28%	26%
Taxi	1	0%	0%
Motorcycle	7	1%	1%
Car	196	33%	30%
Car Passenger	17	3%	3%
Bicycle	14	2%	2%
On foot	69	11%	11%
Other	0	0%	0%
Servicing	NA	NA	7%
Total	601	100%	100%

- 5.2.4 The adjusted mode split has been applied to the total person trips as set out in **Table 5.1** and the results are given in **Table 5.3**.

Table 5.3 Existing Traditional Commercial Floorspace – Trip Generation by Mode

Mode	%	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
		In	Out	Total	In	Out	Total	In	Out	Total
LUL	13%	0	0	0	0	0	0	2	1	4
Rail	7%	0	0	0	0	0	0	1	1	2
Bus	26%	0	0	0	0	1	1	4	3	7
Taxi	0%	0	0	0	0	0	0	0	0	0
Motorcycle	1%	0	0	0	0	0	0	0	0	0
Car	30%	0	0	0	0	1	1	5	3	9
Car Passenger	3%	0	0	0	0	0	0	0	0	1
Bicycle	2%	0	0	0	0	0	0	0	0	1
On foot	11%	0	0	0	0	0	0	2	1	3
Other	0%	0	0	0	0	0	0	0	0	0
Servicing	7%	0	0	0	0	0	0	1	1	2
Total	100%	1	0	1	0	2	2	17	11	28

- 5.2.5 As shown in the table above, based on the existing mode share and unrestricted parking opportunities within the site, the existing commercial floorspace could generate a total of 8 two-way trips by car each day, with 2 additional two-way trips for the purposes of servicing.

Residential

5.2.6 There is only 1 existing residential unit on site.

5.2.7 To assess the level of residential trip generation, the industry standard TRICS database has been searched for representative proxy sites using the following criteria:

- Land Use: 03/c residential/flats privately owned;
- Region: Greater London Area;
- Trip Rates: Multi-modal vehicle, trip rate per unit;
- Weekday surveys;
- PTAL of 3 or lower.

5.2.8 The search resulted in 10 proxy sites and the derived total person trip rate, and calculated trips for the traditional residential unit are summarised below in **Table 5.4**. The full TRICS output is included as **Appendix H**.

Table 5.4 Existing Residential

Trip Rates	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Person	0.13	0.59	0.72	0.39	0.20	0.59	3.57	3.52	7.09
Total Vehicle	0.05	0.16	0.21	0.13	0.08	0.22	1.21	1.15	2.36
<i>Of which OGV</i>	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.04
<i>Of which LGV</i>	0.00	0.00	0.01	0.01	0.01	0.02	0.11	0.10	0.21
<i>Of Which Total servicing</i>	0.00	0.01	0.01	0.01	0.01	0.02	0.13	0.12	0.25
Trip Generation	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Person Trip Rate	0	1	1	0	0	1	4	4	8
Total Vehicle	0	0	0	0	0	0	1	1	2
<i>Of which OGV</i>	0	0	0	0	0	0	0	0	0
<i>of which LGV</i>	0	0	0	0	0	0	0	0	0
<i>Of Which Total servicing</i>	0	0	0	0	0	0	0	0	0

5.2.9 As shown in the table above, the residential unit would generate a total of 8 two-way trips per day, of which 2 would be by vehicle. To account for trips by all modes, the modal split for the local area as set out in **Table 3.7** has been applied, with an adjustment to account for servicing as set out in **Table 5.5**.

Table 5.5 Adjusted Existing Residential Mode Split

Method of travel to work	Isoa2011: E01002057: Haringey 032D	%	Adjusted %
LUL	289	42%	41%
Rail	29	4%	4%
Bus	149	22%	21%
Taxi	0	0%	0%
Motorcycle	12	2%	2%
Car	118	17%	17%
Car Passenger	5	1%	1%
Bicycle	41	6%	6%
On foot	34	5%	5%
Other	4	1%	1%
Servicing	NA	NA	4%
Total	681	100%	100%

- 5.2.10 The adjusted mode split has been applied to the total person trips as set out in **Table 5.4** and the results are given in **Table 5.6**.

Table 5.6 Existing Residential – Trip Generation by Mode

Mode	%	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
		In	Out	Total	In	Out	Total	In	Out	Total
LUL	13%	0	0	0	0	0	0	1	1	3
Rail	7%	0	0	0	0	0	0	0	0	0
Bus	26%	0	0	0	0	0	0	1	1	2
Taxi	0%	0	0	0	0	0	0	0	0	0
Motorcycle	1%	0	0	0	0	0	0	0	0	0
Car	30%	0	0	0	0	0	0	1	1	2
Car Passenger	3%	0	0	0	0	0	0	0	0	0
Bicycle	2%	0	0	0	0	0	0	0	0	0
On foot	11%	0	0	0	0	0	0	0	0	0
Other	0%	0	0	0	0	0	0	0	0	0
Servicing	7%	0	0	0	0	0	0	0	0	0
Total	100%	0	1	1	0	0	1	4	4	8

- 5.2.11 As shown in the table above, based on the existing mode share and unrestricted parking opportunities within the site, the existing residential unit could generate a total of 8 two-way trips by all modes, with 2 trips by car.

Warehouse Living

- 5.2.12 There are 55 existing warehouse living beds within the site, split between around 6 units. There is no historic data and attempts to survey this land use separate from other existing uses have been unable to produce any meaningful data. The beds are assumed in the worst case to operate as individual 'households' within shared units, with limited commuting due to the live-work nature of the use.
- 5.2.13 This land use is also not represented within the TRICS database and there is no instance of it within the TRAVL database either.
- 5.2.14 On that basis, it has been considered that the most robust approach to assessment is to therefore split the warehouse living into two assumed uses:
- Commercial floorspace generating operational trips
 - Residential 'units' (beds) generating trips for daily needs etc.
- 5.2.15 In this respect, the warehouse living has been treated as equivalent to 55 x 1-bed flats, and therefore the results are expected to be higher than realistically would be the case. This approach naturally results in an element of double counting as traditional trip rates include commuting under both scenarios. The commercial trips have been assessed exactly as per the traditional commercial floorspace trip rates as given in **Table 5.1** above, and the mode split as given in **Table 5.2**.
- 5.2.16 The derived commercial warehouse floorspace trips by mode are set out in **Table 5.3**.

Table 5.7 Existing Warehouse Commercial Floorspace – Trip Generation by Mode

Mode	%	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
		In	Out	Total	In	Out	Total	In	Out	Total
LUL	13%	0	0	0	0	0	0	3	2	5
Rail	7%	0	0	0	0	0	0	2	1	3
Bus	26%	0	0	0	0	1	1	6	4	10
Taxi	0%	0	0	0	0	0	0	0	0	0
Motorcycle	1%	0	0	0	0	0	0	0	0	0
Car	30%	0	0	0	0	1	1	7	5	12
Car Passenger	3%	0	0	0	0	0	0	1	0	1
Bicycle	2%	0	0	0	0	0	0	1	0	1
On foot	11%	0	0	0	0	0	0	3	2	4
Other	0%	0	0	0	0	0	0	0	0	0
Servicing	7%	0	0	0	0	0	0	2	1	3
Total	100%	1	0	1	1	3	4	24	16	41

- 5.2.17 The derived residential trips have been calculated using the same trip rates as given in **Table 5.4** and split using the same modal split. The results are given in **Table 5.8** overleaf.

Table 5.8 Existing Warehouse Residential – Residential Trips by Mode

Mode	%	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
		In	Out	Total	In	Out	Total	In	Out	Total
LUL	41%	3	14	17	9	5	13	80	79	160
Rail	4%	0	1	2	1	0	1	8	8	16
Bus	21%	2	7	9	5	2	7	41	41	82
Taxi	0%	0	0	0	0	0	0	0	0	0
Motorcycle	2%	0	1	1	0	0	1	3	3	7
Car	17%	1	6	7	4	2	5	33	32	65
Car Passenger	1%	0	0	0	0	0	0	1	1	3
Bicycle	6%	0	2	2	1	1	2	11	11	23
On foot	5%	0	2	2	1	1	2	9	9	19
Other	1%	0	0	0	0	0	0	1	1	2
Servicing	4%	0	0	0	1	1	1	7	7	14
Total	100%	7	32	40	21	11	32	196	194	390

Total Existing

- 5.2.18 The sum of both existing land-uses has been summed and is given in **Table 5.9**.

Table 5.9 Net Existing Uses

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
LUL	3	14	17	9	5	14	87	84	172
Rail	0	1	2	1	1	2	11	10	21
Bus	2	7	9	5	4	9	53	49	102
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	1	1	0	0	1	4	4	8
Car	2	6	8	4	3	7	46	41	87
Car Passenger	0	0	0	0	0	0	3	2	5
Bicycle	0	2	2	1	1	2	13	12	25
On foot	1	2	2	1	1	2	14	12	26
Other	0	0	0	0	0	0	1	1	2
Servicing	0	0	1	1	1	1	10	9	19
Total Person	9	33	43	23	16	39	241	225	466

5.2.19 The table above demonstrates that the existing site could generate a total of 466 two-way trips by all modes, of which up to 114 two-way trips daily would be by vehicle (car, motorcycle, and servicing). This includes a small element of double counting for the warehouse living element. There would be around 40 two-way trips in each peak hour.

5.3 Proposed Trip Generation

Commercial Floorspace

5.3.1 The derived trip rates shown in **Table 5.1** have been applied to the proposed commercial floorspace (which includes a re-provision of the existing floorspace) and the results are given in **Table 5.10** below.

Table 5.10 Proposed Commercial Floorspace – Trip Generation

Trip Generation	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Person Trip Rate	2	0	2	1	4	4	31	21	52
Total Vehicle	1	0	1	0	2	2	19	12	31
<i>Of which OGV</i>	0	0	0	0	0	0	1	1	2
<i>of which LGV</i>	0	0	0	0	0	0	1	1	2
Total servicing	0	0	0	0	0	0	2	2	4

- 5.3.2 As shown in the table above, based on the existing mode share and unrestricted parking opportunities within the site, the new commercial floorspace could generate a total of 52 two-way trips per day by all modes, with 31 by vehicle.
- 5.3.3 However, the proposals are that the new commercial floorspace, including all of the existing floorspace reprovisioned, will be car free, excepting disabled provision (1 space). To account for this the modal split has been adjusted from the existing mode split for the local area as set out in **Table 3.7** has been applied, with an adjustment to account for servicing and the car-free nature as set out in **Table 5.2**.

Table 5.11 Adjusted Existing Commercial Mode Split

Method of travel to work	All categories: Usual residence E33034127	%	Adjusted %
LUL	86	14%	20%
Rail	44	7%	10%
Bus	167	28%	39%
Taxi	1	0%	0%
Motorcycle	7	1%	1%
Car	196	33%	0%
Car Passenger	17	3%	4%
Bicycle	14	2%	3%
On foot	69	11%	16%
Other	0	0%	0%
Servicing	NA	NA	7%
Total	601	100%	100%

- 5.3.4 The adjusted mode split has been applied and the trip generation by mode for the new commercial floorspace is given below in **Table 5.12**.

Table 5.12 New Commercial Floorspace – Trip Generation by Mode

Mode	%	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
		In	Out	Total	In	Out	Total	In	Out	Total
LUL	20%	0	0	0	0	1	1	6	4	9
Rail	10%	0	0	0	0	0	0	3	2	5
Bus	39%	1	0	1	0	1	2	11	7	18
Taxi	0%	0	0	0	0	0	0	0	0	0
Motorcycle	1%	0	0	0	0	0	0	0	0	0
Car	0%	0	1	2	3	4	5	6	7	8
Car Passenger	4%	0	0	0	0	0	0	1	1	2
Bicycle	3%	0	0	0	0	0	0	1	1	2
On foot	16%	0	0	0	0	1	1	5	3	8
Other	0%	0	0	0	0	0	0	0	0	0
Servicing	7%	0	0	0	0	0	0	2	2	4
Total	100%	2	0	2	1	4	4	31	21	52

- 5.3.5 As shown in the table above, the new commercial floorspace would generate a total of 12 two-way trips by vehicle for car trips and servicing with the new car-free model.

Residential

- 5.3.6 The derived total person trip rate in **Table 5.4** has been applied to the proposed residential development (which would replace the existing unit) and the calculated trips are summarised below in **Table 5.13**.

Table 5.13 Proposed Residential

Trip Generation	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Person Trip Rate	10	44	54	29	15	44	268	264	532
Total Vehicle	4	12	16	10	6	16	91	86	177
<i>Of which OGV</i>	0	0	0	0	0	0	1	2	3
<i>of which LGV</i>	0	0	1	1	1	2	8	8	16
<i>Of Which Total servicing</i>	0	0	1	1	1	2	10	9	19

- 5.3.7 As shown in the table above, the residential units would generate a total of 532 two-way trips per day, of which 177 would be by vehicle. However, the proposals are car free, excepting up to a maximum 10% disabled parking provision.

- 5.3.8 To account for trips by all modes, the modal split for the local area as set out in **Table 3.7** has been applied, with an adjustment to account for servicing as set out in **Table 5.14**.

Table 5.14 Adjusted Proposed Residential Mode Split

Method of travel to work	Isoa2011: E01002057: Haringey 032D	%	Adjusted %
LUL	289	42%	44%
Rail	29	4%	4%
Bus	149	22%	23%
Taxi	0	0%	0%
Motorcycle	12	2%	2%
Car	118	17%	10%
Car Passenger	5	1%	1%
Bicycle	41	6%	6%
On foot	34	5%	5%
Other	4	1%	1%
Servicing	NA	NA	4%
Total	681	100%	100%

- 5.3.9 The adjusted mode split has been applied to the total person trips as set out in **Table 5.13** and the results are given in **Table 5.15**.

Table 5.15 Proposed Residential – Trip Generation by Mode

Mode	%	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
		In	Out	Total	In	Out	Total	In	Out	Total
LUL	44%	4	20	25	13	7	20	119	118	237
Rail	4%	0	2	2	1	1	2	12	12	24
Bus	23%	2	10	13	7	3	10	61	61	122
Taxi	0%	0	0	0	0	0	0	0	0	0
Motorcycle	2%	0	1	1	1	0	1	5	5	10
Car	10%	1	4	5	3	1	4	26	25	51
Car Passenger	1%	0	0	0	0	0	0	2	2	4
Bicycle	6%	1	3	3	2	1	3	17	17	34
On foot	5%	1	2	3	2	1	2	14	14	28
Other	1%	0	0	0	0	0	0	2	2	3
Servicing	4%	0	0	1	1	1	2	10	9	19
Total	100%	10	44	54	29	15	44	268	264	532

- 5.3.10 As shown in the table above, the site would generate a total of 70 two-way trips per day by vehicle, of which 19 would be servicing trips. There would be some 7 two-way vehicle trips in each peak hour.

Warehouse Living

- 5.3.11 The commercial trips have been assessed exactly as per the traditional commercial floorspace trip rates as given in **Table 5.1** above, and the mode split as given in **Table 5.11**
- 5.3.12 The derived commercial warehouse floorspace trips by mode are set out in **Table 5.16**.

Table 5.16 Proposed Warehouse Commercial Floorspace – Trip Generation by Mode

Mode	%	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
		In	Out	Total	In	Out	Total	In	Out	Total
LUL	20%	0	0	0	0	0	0	3	2	5
Rail	10%	0	0	0	0	0	0	2	1	3
Bus	39%	0	0	0	0	1	1	6	4	10
Taxi	0%	0	0	0	0	0	0	0	0	0
Motorcycle	1%	0	0	0	0	0	0	0	0	0
Car	0%	0	0	0	0	0	0	0	0	0
Car Passenger	4%	0	0	0	0	0	0	1	0	1
Bicycle	3%	0	0	0	0	0	0	1	0	1
On foot	16%	0	0	0	0	0	0	3	2	4
Other	0%	0	0	0	0	0	0	0	0	0
Servicing	7%	0	0	0	0	0	0	1	1	2
Total	100%	1	0	1	0	2	2	17	11	29

- 5.3.13 The derived residential trips have been calculated using the same trip rates as given in **Table 5.4**. The modal split has been adjusted to account for the 8 Warehouse Living Units and the provision of 1 disabled space (10%) to this use. The revised Modal split is given in **Table 5.17**. This has been applied to the total person trips and the results are given in **Table 5.18** overleaf.

Table 5.17 Adjusted Proposed Warehouse Living Mode Split

Method of travel to work	Isoa2011: E01002057: Haringey 032D	%	Adjusted %
LUL	289	42%	45%
Rail	29	4%	5%
Bus	149	22%	23%
Taxi	0	0%	0%
Motorcycle	12	2%	2%
Car	118	17%	8%
Car Passenger	5	1%	1%
Bicycle	41	6%	6%
On foot	34	5%	5%
Other	4	1%	1%
Servicing	NA	NA	4%
Total	681	100%	100%

Table 5.18 Proposed Warehouse Residential – Residential Trips by Mode

Mode	%	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
		In	Out	Total	In	Out	Total	In	Out	Total
LUL	41%	3	14	17	9	5	13	80	79	160
Rail	4%	0	1	2	1	0	1	8	8	16
Bus	21%	2	7	9	5	2	7	41	41	82
Taxi	0%	0	0	0	0	0	0	0	0	0
Motorcycle	2%	0	1	1	0	0	1	3	3	7
Car	17%	1	6	7	4	2	5	33	32	65
Car Passenger	1%	0	0	0	0	0	0	1	1	3
Bicycle	6%	0	2	2	1	1	2	11	11	23
On foot	5%	0	2	2	1	1	2	9	9	19
Other	1%	0	0	0	0	0	0	1	1	2
Servicing	4%	0	0	0	1	1	1	7	7	14
Total	100%	7	32	40	21	11	32	196	194	390

Total Proposed

5.3.14 The sum of all the proposed development is given in **Table 5.19**.

Table 5.19 Net Proposed

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
LUL	8	37	45	24	13	37	225	219	445
Rail	1	4	5	2	2	4	26	24	51
Bus	5	19	24	13	8	21	129	121	250
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	2	2	1	1	2	9	9	19
Car	2	8	11	8	6	12	48	49	92
Car Passenger	0	1	1	0	0	1	6	5	10
Bicycle	1	5	6	3	2	5	32	31	63
On foot	1	4	6	3	2	5	33	30	62
Other	0	1	1	0	0	0	3	3	6
Servicing	1	1	2	2	2	3	20	19	40
Total	20	80	100	53	33	87	530	507	1,037

5.3.15 The table above demonstrates that the development proposals, including reprovision of all of the existing uses, would result in a total of 1,037 two-way trips per day by all modes, or 100 in the AM peak and 87 in the PM peak. This would include a total of 14 two-way vehicle trips in the AM peak and 17 in the PM peak.

5.4 Net Difference

5.4.1 The net difference between the proposed development and the existing development has been calculated and the results are given in **Table 5.20** overleaf.

Table 5.20 Net Difference

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
LUL	5	23	28	15	8	23	138	135	273
Rail	1	2	3	2	1	2	15	14	30
Bus	3	12	15	8	5	12	76	73	149
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	1	1	1	0	1	6	6	11
Car	0	2	3	4	3	5	2	8	5
Car Passenger	0	0	1	0	0	0	3	3	6
Bicycle	1	3	4	2	1	3	20	19	39
On foot	1	3	3	2	1	3	19	17	36
Other	0	0	0	0	0	0	2	2	4
Servicing	0	0	1	1	1	2	11	10	21
Total (all modes)	11	47	57	31	17	48	289	283	572
Total (Vehicle modes)	0	4	4	5	4	7	18	23	37

- 5.4.2 As shown in the table above, the development would result in an increase of 572 two-way trips per day across all modes, or 57 in the AM peak and 48 in the PM peak. This includes an element of double counting within the trips associated with the warehouse living units. In addition, it includes double counting of servicing and deliveries, which are likely to be consolidated between uses. This also considers all servicing trips to be 'new' to the network, which is not the case as many deliveries will be consolidated into existing routes.
- 5.4.3 There would be 4 additional vehicle trips in the AM peak and 7 in the PM peak.

5.5 Design Solutions

Walking and Cycling Impact

- 5.5.1 As shown in **Table 5.20** above, the site will generate 36 additional daily walk trips and 39 additional daily cycle trips as a baseline assumption. The increase in each peak hour is negligible.
- 5.5.2 As described in Section 2, the proposed development seeks to undertake a number of significant improvements to the immediate vicinity of the site which will significantly improve the overall pedestrian and cyclist environment; these include:
- The existing service yard will be opened, and the frontage enhanced to prioritise pedestrians with new soft landscaping, lighting, and signage.
 - The opening of the yard will provide a link between Omega Works A and B, and via Omega Works B into the Crusader Estate to the north that will increase pedestrian permeability, with disabled accessible provision and new soft landscaping;
 - The provision of short stay cycle parking within the site to encourage cyclist activity;
 - The provision of new and improved long-stay cycle parking within the site to encourage staff and resident trips by cycle; and
- 5.5.3 As a result, whilst the proposed development is forecast to increase the number of pedestrian and cyclist trips within the vicinity of the site, the peak hour difference is negligible, and the overall improvements to the walking and cycling networks as described above are considered to outweigh the increase in trips. The proposed development is therefore considered to result in a positive impact on the local walking and cycling networks and also deliver on the strategic objectives of designing Healthy Streets.

5.6 Public Transport Impact

- 5.6.1 As shown in **Table 5.20** above, the site will generate additional trips on local public transport, including 273 additional trips on London Underground services per day, or 28 in the AM peak and 23 in the PM peak. This figure is considered an exaggerated 'worst-case' due to the assessment of the Warehouse Living units which has been unable to fully disaggregate commuter trips (which would not exist for these units) from trips for other purposes.
- 5.6.2 There will be 30 additional trips by London Overground per day, or 3 in each peak hour. There would be 149 additional trips by bus, or 15 in the AM peak and 12 in the PM peak. Again, this figure is considered an exaggerated 'worst-case' due to commuter trips caught within the warehouse living assessment.
- 5.6.3 Nevertheless, the increases on public transport above would result in less than one additional passenger per service when distributed across the available peak hour public transit services. As a result, the impact of the proposed development upon the public transport networks within the vicinity of the site is not considered to be significant.

5.7 Highway Network Impact

- 5.7.1 The proposed redevelopment could result in a modest increase in the number of vehicle trips on the highway network across the day, with 5 additional two-way trips in the AM peak and 7 in the PM peak. As discussed, this is considered to be a worst-case increase and the impact of the proposed development upon the highway network is considered to be negligible.

5.8 Summary

- 5.8.1 The overall impact of the development upon the London wide transport networks is not considered to be significant. The proposed development is considered to deliver a positive impact on the local walking and cycling networks given the improved permeability to those networks that will be delivered as part of the scheme.
- 5.8.2 The development will not provide any general car parking and will only provide disabled parking; it will therefore result in a reduction in the number of workplace car trips associated with the site. Increases on public transport are also negligible and the overall impact of the development is therefore not considered to be significant.

6. Conclusions

6.1 Summary

- 6.1.1 This Transport Assessment (TA) has been prepared by Markides Associates (MA) on behalf of Topfling in support of a planning application for the part redevelopment of warehouse floorspace at Omega Works, Crusader Estate, Hermitage Road, London N4 1LZ (hereafter referred to as “the site”).
- 6.1.2 This report deals with land known as ‘Omega Works A’ and the proposals are for the reprovion of existing residential and commercial uses to provide 1,041sqm of commercial floorspace, 60 Warehouse beds within 8 live-work units and 76 new residential flats.
- 6.1.3 This TA has demonstrated that the development proposals have been designed in accordance with the principles and policies set out in the NPPF, Draft London Plan and LBH policy.
- 6.1.4 Disabled parking will be provided in line with the London Plan 2021, with 3% provision from the outset for the residential, and 1 space from the outset each for the warehouse living and commercial uses. The results of the parking beat surveys demonstrate that there are a minimum of 50 spaces available at hours of peak demand within 200m of the site below the 85% capacity threshold, and over 200 spaces within 500m of the site. All of the spaces mentioned fall within CPZ controls and there is very limited opportunity for parking outside of a CPZ within 1km of the site. Permits, including commercial permits are granted at the discretion of the borough; levels of car ownership amongst existing residents of the warehouse living units are understood to be very low, and the future proposals will be car free. The site is also willing to support the provision of an on-street car club space, subject to commercial viability and input from a car club operator.
- 6.1.5 The site benefits from access to a range of sustainable transport modes that can be accessed through the existing walking and cycling network. The proposals include a number of enhancements to the pedestrian and cycling environment within the immediate vicinity of the site, including opening the yard and podium access, and new connections between Omega Works A and Omega Works B, and the Crusader Estate to the north. The proposals are therefore considered to have a positive impact on the local walking and cycling networks.

6.2 Conclusions

- 6.2.1 The overall impact of the development upon the London wide transport networks is not considered to be significant. The development is generally car-free, except for blue badge provision.
- 6.2.2 The proposals will result in increases to the number of trips on the local public transport networks; however, once these trips have been distributed across the wide range of services and destinations the overall impact of the development is not considered to be significant.

- 6.2.3 In summary, this TA outlines how the proposed redevelopment of Omega Works A will not result in any material impact to the public transport and road networks within the vicinity of the site.

FIGURES

Figure 1.1	Site Context Plan
Figure 3.1	Site Location Plan
Figure 3.2	Existing Site
Figure 3.3	Pedestrian and Cycle Access Plan
Figure 3.4	Public Transport Plan
Figure 3.5	Parking Study Area
Figure 4.1	ATZ
Figure 4.2	ATZ Routes
Figure 4.3	KSI Locations
Figure 4.4	Route 1 Map
Figure 4.5	Route 2 Map
Figure 4.6	Route 3 Map
Figure 4.7	Route 4 Map

DRAWINGS

20071-MA-XX-XX-DR-C-0001P04 Fire Tender Swept Path Analysis

20071-MA-XX-XX-DR-C-0002 P02 Refuse Swept Path Analysis

20071-MA-XX-XX-DR-C-0007 P03 Proposed Disabled Bay Swept Path Analysis

APPENDIX A – PLANNING POLICY REVIEW

A1 National Planning Policy

The NPPF was revised on 22nd July 2021. This document sets out Government planning policy, provides a framework within which local planning policies should be produced, and is a material consideration in planning decisions.

With regards to transport, the NPPF Paragraph 110 states that:

In assessing sites that may be allocated for development in plans, or specific applications for development it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) 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
- d) 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.

Paragraph 111 continues: *“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.”*

Paragraph 112 continues that applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second- as 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 ultra-low emission vehicles in safe, accessible, and convenient locations.

Paragraph 111 states that: *“All developments that will generate significant amounts of movement should be required to provide a travel plan and should be supported by a transport statement or transport assessment.”*

A2 The London Plan 2021

Chapter 10 of this document deals with transport and Policy T1 sets the overarching approach to transport strategy for the city. Policy T1 states that development Plans and development proposals should support the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle, or public transport by 2041, and the proposed transport schemes set out in Table 10.1.

Policy T1 continues, “All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.”

The London Plan 2021 additionally includes a new concept; ‘Healthy Streets’. These are defined by 10 indicators as follows:

- *Pedestrians from all walks of life;*
- *Easy to cross;*
- *Shade and shelter;*
- *Places to stop and rest;*
- *Not too noisy;*
- *People choose to walk, cycle, and use public transport;*
- *People feel safe;*
- *Things to see and do;*
- *People feel relaxed; and*
- *Clean air.*

Policy T2 states that development proposals should demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London 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.

Policy D7 states that:

G) Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with

Transport for London guidance and in a way which reflects the scale and complexities of developments.

H) Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night-time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

I) At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.

J) Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.

K) During the construction phase of development, inclusive and safe access for people walking, or cycling should be prioritised and maintained at all times.

A3 Haringey New Local Plan

The new Local Plan is an emerging document and at the time of writing only the ‘first steps’ formal consultation has been undertaken, which closed in February 2021. The policies of the new Local Plan therefore remain undetermined, but it is noted that the new Local Plan could encompass the following policy changes:

- Require all planning applications to include Electric Vehicle charging points where applicable;
- Support behavioural change by providing opportunities for electric car club development, establishing car clubs, and promoting car sharing, where appropriate;
- Review Haringey’s parking needs to assess whether lower maximum parking standards than the London Plan are warranted in some areas;
- Ensure car-free development is the starting point for all well-connected development proposals, with developments elsewhere to only include the minimum necessary parking.

It is also understood that in tandem with the New Local Plan, the Borough is in the process of producing a Walking & Cycling Action Plan and a Parking Action Plan.

A4 Haringey Development Management Plan (DMP) July 2017

This document states in Policy DM32 Parking that the car and minimum cycle parking standards are as per those contained within the London Plan (2016). The London Plan has now been superseded by the London Plan 2021. As the 2016 London Plan is therefore no longer in use, it is assumed that Policy DM32 now defers to the London Plan 2021 standards. These are summarised for the potential land uses relevant to the development in **Table A1**.

Table A1 Parking Standards

Land Use	London Plan 2021		
	Vehicle Maximum	Cycle	
		Long Stay	Short Stay
B1 light industry	No Specific Standard	1 sp per 250 sqm	1 sp per 250 sqm
C3 residential	PTAL 2 – up to 0.25 sp per dwelling PTAL 3 – up to 0.5 sp per dwelling	1 sp per studio or 1b1p flat, 1.5 sp per 1b2p flat and 2 sp per dwelling for all other unit sizes.	2 sp for the first 40 dwellings plus 1 space per 40 units thereafter.
Warehouse Living	No Specific Standard	No specific standard	

Paragraph 10.6.5 of the London Plan 2021 continues:

“Where no standard is provided, the level of parking should be determined on a case-by-case basis taking account of Policy T6 Car parking, current and future PTAL and wider measures of public transport, walking and cycling connectivity.”

Paragraph 10.6.23 continues:

“Standards for non-residential disabled persons parking are based on a percentage of the total number of parking bays. Careful assessment will therefore be needed to ensure that these percentages make adequate provision in light of the need for disabled persons parking bays by Blue Badge holders. The provision of disabled persons parking bays should be regularly monitored and reviewed to ensure the level is adequate and enforcement is effective. All proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided.”

Regarding car clubs, paragraph 5.6 of the DMP states that “The availability of car club vehicles has been shown to reduce the level of car ownership and usage. The Council considers this would contribute to sustainable development in the Borough. Car club bays can be placed on-site if they would be accessible to the public as well as for the occupants of the site or on the public highway close to the development.”

Policy DM23 continues: “The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking.”