

SEVEN SISTERS/EADE ROAD

TRANSPORT ASSESSMENT

PROJECT NO. 22/161 DOC NO. D001

DATE: DECEMBER 2022

VERSION: 2.0

CLIENT: PROVEWELL LIMITED

Velocity Transport Planning Ltd

www.velocity-tp.com



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DOCUMENT CONTROL SHEET

Document Reference

Project Title	Seven Sisters/Eade Road
Document Title	Transport Assessment
Project Number	22/161
Document Number	D001
Revision No.	2.0
Document Date	DECEMBER 2022

Document Review

	Name	Date completed
Prepared By	EN/SB	December 2022
Reviewed By	WLL	
Authorised By	CG	

Notes

The document reference number, revision number and date are given on the footer of each page
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1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 Velocity Transport Planning has been commissioned by Provewell Limited ('the Applicant') to provide traffic and transportation planning and design advice in respect of a proposed development at Seven Sisters/Eade Road within the London Borough of Haringey (LBH) ('the Council').

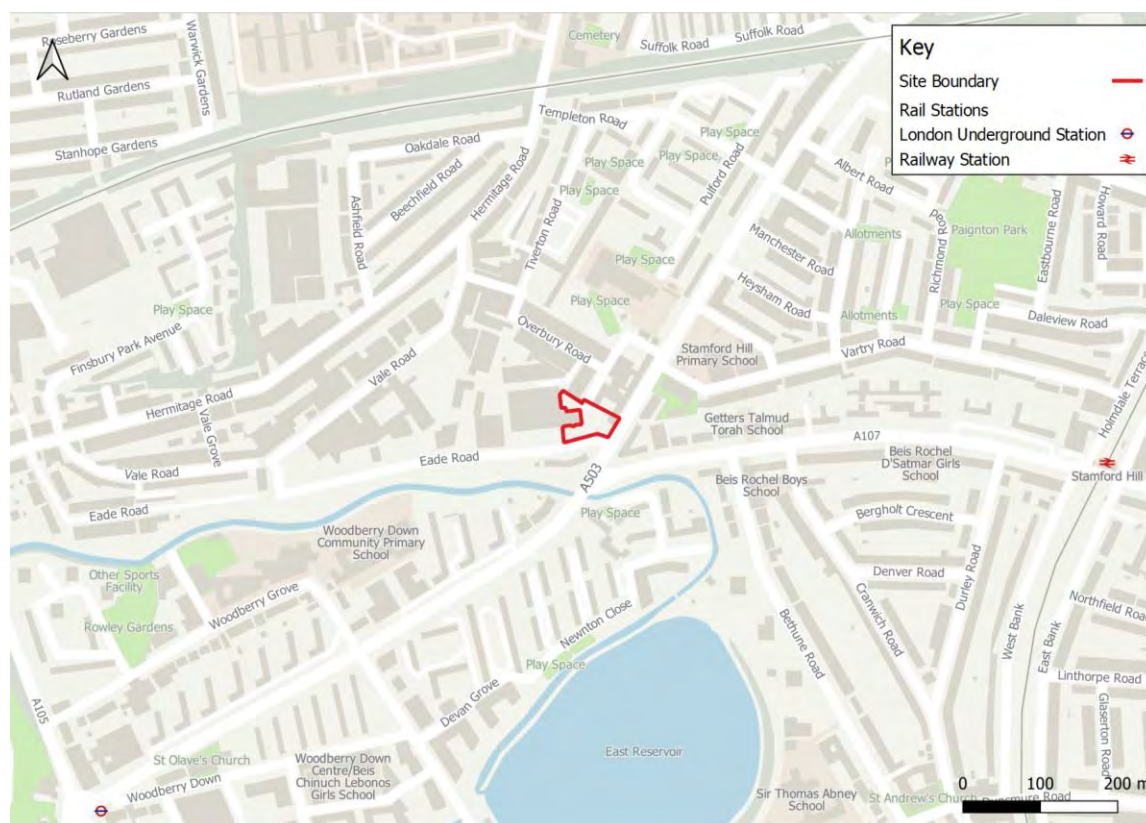
1.1.2 This Transport Assessment (TA) has been prepared to set out the transport matters in relation to the proposed development. Alongside this TA, a Draft Residential Travel Plan (RTP) and Draft Delivery and Servicing Plan (DSP) is submitted.

1.2 SITE LOCATION

1.2.1 The site includes a vacant site on the corner of Eade Road and Seven Sisters Road and associated land as well as 2-4 Tewkesbury Road. Primary access to the site for vehicles and pedestrians is provided from Eade Road to the south, with further accesses from Seven Sisters Road and Tewkesbury Road.

1.2.2 Commercial uses surround the site to the north and west, with residential properties to the south and east. The location of the site is shown in **Figure 1-1**.

Figure 1-1: Site Location



1.3 EXISTING SITE USE

1.3.1 As shown in **Figure 1-2**, the development site encompasses:

- Land within the client's ownership including:



1. A vacant plot on the corner of Eade Road and Seven Sisters Road
 2. Associated land in front and behind Cara House
 3. 2– 4 Tewkesbury Road
 4. Substation
- Land within the Council's ownership including:
 5. Passageway from Seven Sisters Road to Tewkesbury Road into the Warehouse District
 6. End of Tewkesbury Road

Figure 1-2: Land Ownership



- 1.3.2 Cara House, which does not form part of the planning application, is currently occupied by a mixed-use warehouse living space with 70 residential rooms and associated workspace uses.
- 1.3.3 The land to the rear of the terraces fronting Seven Sisters Road (2 – 4 Tewkesbury Road) is used as garages and scrapyards.
- 1.3.4 The site on the corner of Eade Road and Seven Sisters Road is currently vacant.

1.4 GOVERNANCE

- 1.4.1 LBH, as the planning and highway authority, is responsible for the local roads, including Eade Road and Tewkesbury Road, whilst TfL are responsible for strategic routes including Seven Sisters Road (A503).

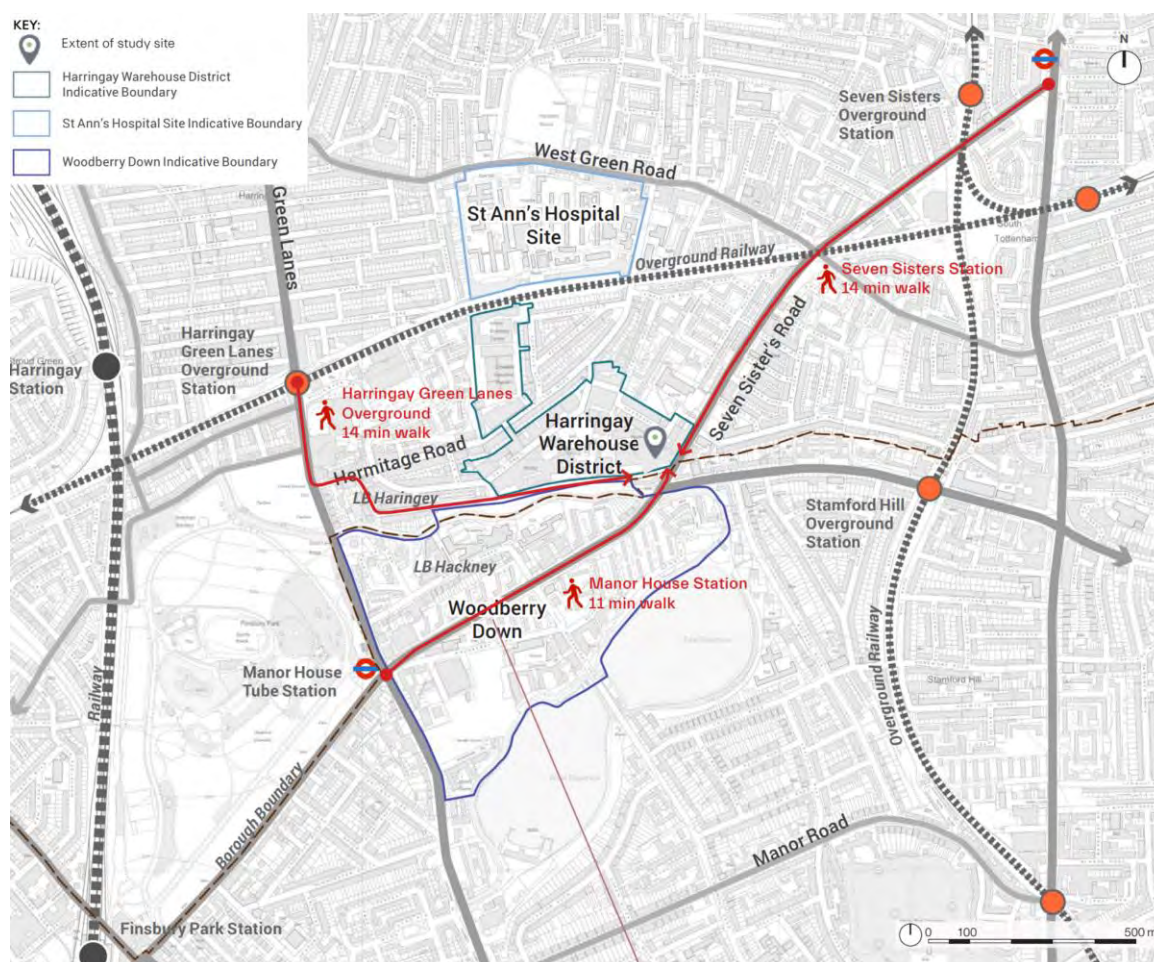
1.5 CONSULTATION

- 1.5.1 During the pre-planning stage, discussions were held with highway officers at the Council. Where appropriate, the comments have been integrated into the design of the scheme.

1.6 CONTEXT

- 1.6.1 The site comprises part of the Harringay Warehouse District which is subject to wider estate improvements as part of the Harringay Warehouse District: Masterplan Framework Document ('the Framework'). The masterplan strategy as shown in the Framework is shown in **Figure 1-3**.
- 1.6.2 The Harringay Warehouse District sits between New River to the south, Seven Sisters Road to the east and the Gospel Oak – Barking branch of the London Overground to the north.
- 1.6.3 The surrounding area is made up of a mix of warehouse and industrial buildings, with numerous buildings having been repurposed for warehouse living.

Figure 1-3: Framework Masterplan Strategy



1.7 PROPOSED DEVELOPMENT

1.7.1 The proposed development seeks to maximise the potential of the site and deliver warehouse living as part of a new build scheme.

1.7.2 The description of development is:

“Construction of two new buildings to provide new warehouse living accommodation (Sui Generis (warehouse living)), ground floor café/ workspace (Use Class E) and associated waste collection and cycle parking. Erection of 10 stacked shipping containers (two storeys) to provide workspace/ artist studios (Use Class E), toilet facilities and associated waste collection and cycle parking. Landscape and public realm enhancements including the widening of and works to an existing alleyway that connects Seven Sisters and Tewkesbury Road, works to Tewkesbury Road, the creation of rain gardens, greening, seating, signage and artworks and all other associated infrastructure works, including the removal of an existing and the construction of a new substation to service the new development.”

1.7.3 The proposals comprise the provision of 101 residential rooms, including both single- and double-bedroom units, providing a maximum occupancy of 133 persons. Associated workspace uses totalling 647.6sqm (GEA) are also to be provided at ground floor level fronting both Eade Road and Tewkesbury Road. It is highlighted that Cara House, an existing mixed-use warehouse living space, is excluded from this planning application.

1.7.4 The development quantum is summarised within **Table 1-1**.

Table 1-1: Proposed Accommodation Schedule

BLOCK	NO. OF UNITS PROPOSED
Block A	83
Block B	18
TOTAL	101

1.7.5 Units containing a range of bedrooms will be provided which will share a living-kitchen-dining-workspace area, with 11 rooms, i.e. 11%, being wheelchair accessible.

1.7.6 As part of the development proposals, the existing car park containing 10 spaces will be removed. This will provide a car-free development, with the exception of two Blue Badge parking spaces provided on-street.

1.7.7 The proposals will include two on-site servicing bays accessed via the existing access on Eade Road.

1.7.8 The proposed ground floor plan is shown in **Figure 1-4**, also shown in **APPENDIX A**.



Figure 1-4: Proposed Ground Floor Layout



- 1.7.9 In addition, the existing passageway between Seven Sisters Road and Tewkesbury Road will be significantly improved. With the existing staircase being 1.5m wide, the route will be widened to be a minimum width of 3m and will expand at either end into areas of active frontage. The design will provide increased security due to passive and active surveillance.
- 1.7.10 The transport strategy for the proposed development has been developed following the Healthy Streets approach by prioritising walking and cycling and minimising trips by motorised vehicles.
- 1.7.11 The proposed development follows the transport principles of Good Growth (set out in the Mayor's Transport Strategy), namely that the proposed development:
- Provides good access to public transport and amenities given the proximity to bus stops on Seven Sisters Road;
 - Encourages people to choose to walk and cycle with the provision of cycle parking and improvement of the existing passageway between Seven Sisters Road and Tewkesbury Road;
 - Is car-free with the exception of Blue Badge spaces, therefore encouraging carbon-free travel;
 - Is inclusive and accessible; and
 - Has a strategy for efficient delivery and servicing with two on-site delivery bays.

1.8 WHEN IS IT BEING BUILT?

1.8.1 A strategy will be developed which sets out the proposals in relation to the construction of the development. The overall strategy is to:

- Ensure the smooth progression of the development.
- Ensure that disruption to the local area is minimised.
- Ensure the integrated and coherent delivery of development and associated infrastructure.

1.8.2 An Outline Construction Logistics Plan (CLP) is included in **Section 7**. It is however highlighted that planning for demolition and construction is at a preliminary stage, therefore timescales will be finalised following the appointment of a contractor.

1.9 WHY IS IT BEING BUILT?

1.9.1 The development is proposed to provide a new type of affordable, bespoke communal living and work space that supports the growth of creative industries and SME businesses.

1.10 STRATEGIC POLICY DELIVERY

1.10.1 This section considers how the development will comply with national and regional transport policies.

NATIONAL PLANNING POLICY FRAMEWORK (2021)

1.10.2 The National Planning Policy Framework (NPPF) was revised in 2021 and sets out the Government's planning policies for England and provides a framework within which locally prepared plans for housing and other development can be produced. At its heart, the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).

1.10.3 The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.

1.10.4 Chapter 9 sets out the requirements for promoting sustainable transport, advising that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

1.10.5 Paragraph 110 states that when considering development proposals, 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*
- 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*

1.10.6 Paragraph 111 states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

1.10.7 Paragraph 112 states that applications for developments should:



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

LONDON PLAN (2021)

- 1.10.8 The London Plan is the spatial development strategy for Greater London. It sets out a framework for how London will develop over the next 20 – 25 years and the Mayor’s vision for Good Growth.
- 1.10.9 Many points in the London Plan support the principle of connectivity in London including:
- “Delivering good quality, affordable homes, better public transport connectivity, accessible and welcoming public space, a range of workspaces in accessible locations, built forms that work with local heritage and identity, and social, physical and environmental infrastructure that meets London’s diverse needs is essential if London is to maintain and develop strong and inclusive communities.” (Paragraph 1.1.4)*
- 1.10.10 **Table 1-2** demonstrates how the proposed development is compliant with the London Plan.



Table 1-2: London Plan Compliance

POLICY REF	REQUIREMENTS	COMPLIANCE
T1	Development proposals should target 80% of all trips in London to be made by foot, cycle, or public transport by 2041. 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 existing passageway between Seven Sisters Road and Tewkesbury Road will be significantly improved to further walking and cycling. The development will provide long- and short-stay cycle parking in line with London Plan requirements.
T2	Policy T2 relates to 'Healthy Streets' and seeks development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Healthy Streets Approach recognises the importance of promoting and facilitating active modes of travel by making developments permeable and highly connected by foot and cycle, with reduced vehicle dominance.	Cycle parking will be implemented on site. An RTP has been produced in conjunction with this TA.
T3	Development proposals should provide adequate protection for transport schemes, not remove vital transport functions, or limit their necessary expansion without suitable alternative provisions. Proposals should also support capacity, connectivity, and other improvements to the bus network, ensuring it can operate efficiently.	The development does not impact safeguarded transport schemes. This TA demonstrates that the development will not adversely impact the strategic transport network.
T4	Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Transport Assessments are required to support development proposals assessing any impacts on the capacity of the transport network and should focus on embedding the Healthy Streets approach within, and in the vicinity of, new development.	This TA has been prepared in accordance with TfL's Healthy Streets TA Guidance. The transport strategy focuses on the Healthy Streets approach. Impacts on the transport network at different scales have been assessed in this TA.
T5	Development should encourage cycling and provides cycle parking standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for disabled cyclists. In places of employment, supporting facilities are recommended, including changing rooms, maintenance facilities, lockers and shower facilities (at least one shower per ten long-stay spaces is recommended).	The development will provide high quality cycle parking in line with the London Plan standards.
T6	Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport. Car-free development should still provide disabled persons parking and as a minimum should ensure that at least one bay is provided either on- or off-street.	The site has a PTAL of 5 which shows a very good level of public transport accessibility. The development will be car-free with the exception of Blue Badge parking provision on-street.
T7	Development proposals should facilitate sustainable deliveries and servicing, including through the provision of adequate space for servicing, storage and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with TfL guidance and in a way which reflects the scale and complexities of developments. 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.	Two loading bays will be provided on-site to facilitate off-street delivery and servicing. For larger vehicles, servicing is proposed to be undertaken on-street on Eade Road. A DSP and CLP will be secured via condition.



MAYOR'S TRANSPORT STRATEGY (2018)

- 1.10.11 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years.
- 1.10.12 The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.
- 1.10.13 Three key themes are at the heart of the strategy:
1. Healthy streets and healthy people
The MTS promotes a new Healthy Streets approach to reduce car dependency and increase active, efficient and sustainable travel. Street environments should be designed to encourage walking and cycling to assist Londoners with staying healthy.
 2. A good public transport experience
For longer trips, public transport is the most efficient way for people to travel and should be attractive to facilitate a mode shift away from car use. Improvements to the public transport network are outlined including new infrastructure.
 3. New homes and jobs
The MTS sets out Good Growth principles for the delivery of new homes and jobs that use transport to:
 - a) Create high-density, mixed-use places; and
 - b) Unlock growth potential in underdeveloped parts of the city
- 1.10.14 The MTS outlines transport principles of Good Growth as being:
- Good access to public transport
 - High-density, mixed-use developments
 - People choose to walk and cycle
 - Car-free and car-lite places
 - Inclusive, accessible design
 - Carbon-free travel
 - Efficient freight

1.11 DOCUMENT STRUCTURE

- 1.11.1 The remainder of this Healthy Streets TA is structured as follows:
- **Section 2** considers the users of the development and their common method of travel;
 - **Section 3** outlines the existing and proposed connectivity of the site;
 - **Section 4** provides the ATZ assessment;
 - **Section 5** outlines the existing and future London-wide network;
 - **Section 6** includes relevant local borough analysis;
 - **Section 7** provides details of the proposed construction logistics arrangements; and
 - **Section 8** provides the conclusion of this TA.

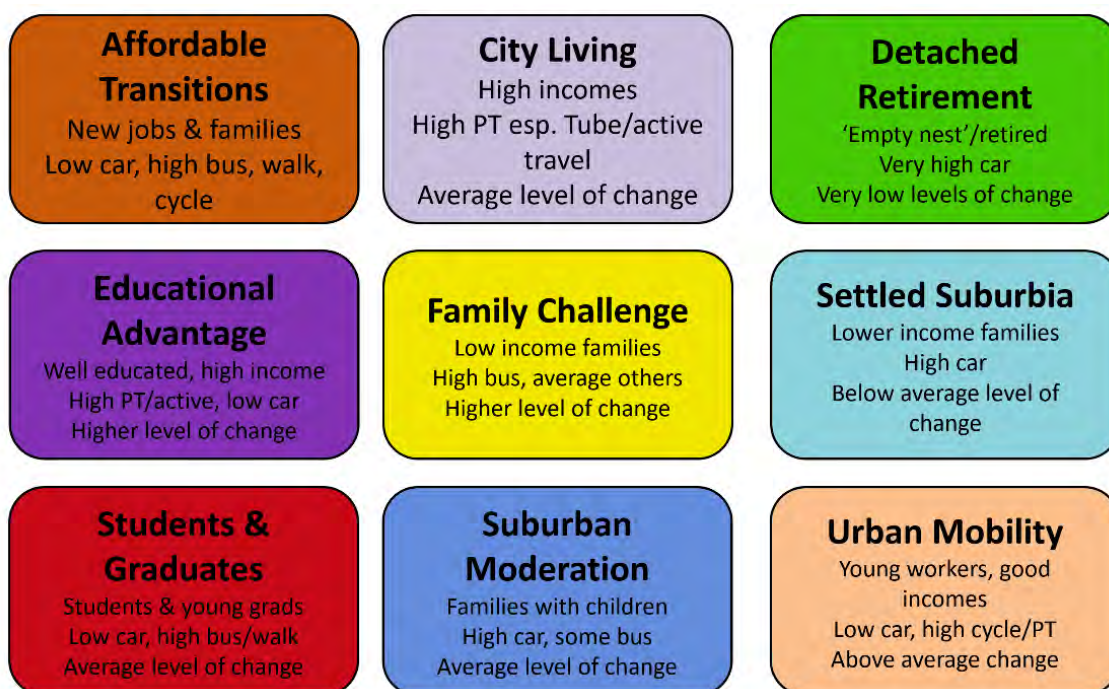


2 TRANSPORT PLANNING FOR PEOPLE

2.1 WHO IS THE DEVELOPMENT FOR?

- 2.1.1 The Transport Classification of Londoners (TCoL) is a multi-modal segmentation tool developed by TfL designed to categorise Londoners based on the travel choices they make, and the motivations for making those decisions. Understanding these behaviours and motivations assists with the effective planning of London.
- 2.1.2 The desire to understand these behaviours and motivations is borne out of a need to plan effectively for London both now and in the future. Understanding who will use the proposed development and their expected travel behaviours based on the TCoL's demographic segments has been used to inform the design of the proposed development.
- 2.1.3 TCoL provides information about the existing demographic segment proportions at borough level and **Figure 2-1** summarises the high-level demographic segments identified by TCoL.

Figure 2-1: TCoL Demographic Segments



- 2.1.4 The existing demographics of LBH are shown in **Table 2-1**.

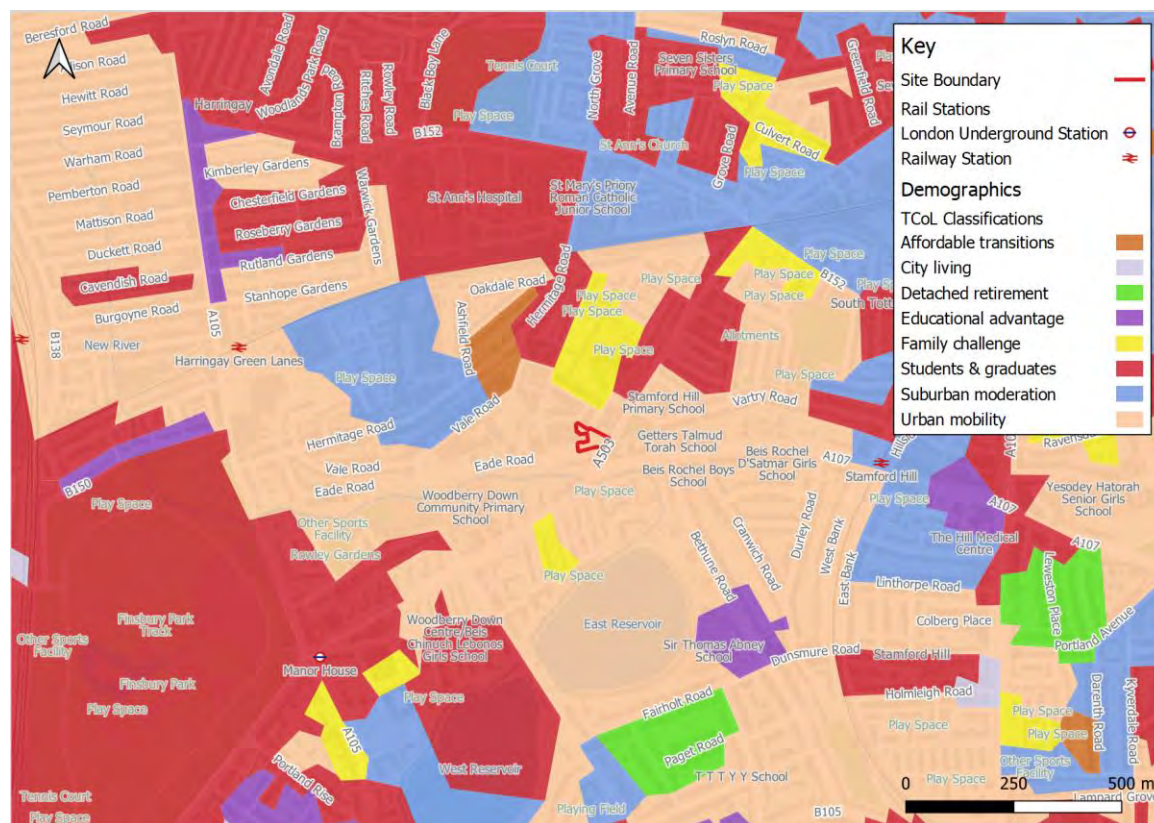
Table 2-1: LBH Demographic Segment Proportions

AFFORDABLE TRANSITIONS	CITY LIVING	DETACHED RETIREMENT	EDUCATIONAL ADVANTAGE	FAMILY CHALLENGE	SETTLED SUBURBIA	STUDENTS & GRADUATES	SUBURBAN MODERATION	URBAN MOBILITY
3%	9%	10%	2%	4%	0%	29%	28%	16%

- 2.1.5 **Table 2-1** shows that majority of residents in LBH are within the 'Students & Graduates' (29%) and 'Suburban Moderation' (28%) categories.

2.1.6 **Figure 2-2** shows the demographics surrounding the site. The site is located in an area categorised as 'Urban Mobility' which is defined as young workers with good incomes.

Figure 2-2: Local TCOL Classifications



2.1.7 **Table 2-2** sets out the most likely demographic segments for future residents of the site and outlines likely mode choices and the propensity to change travel behaviour.

Table 2-2: Anticipated Resident Classification of the Proposed Development

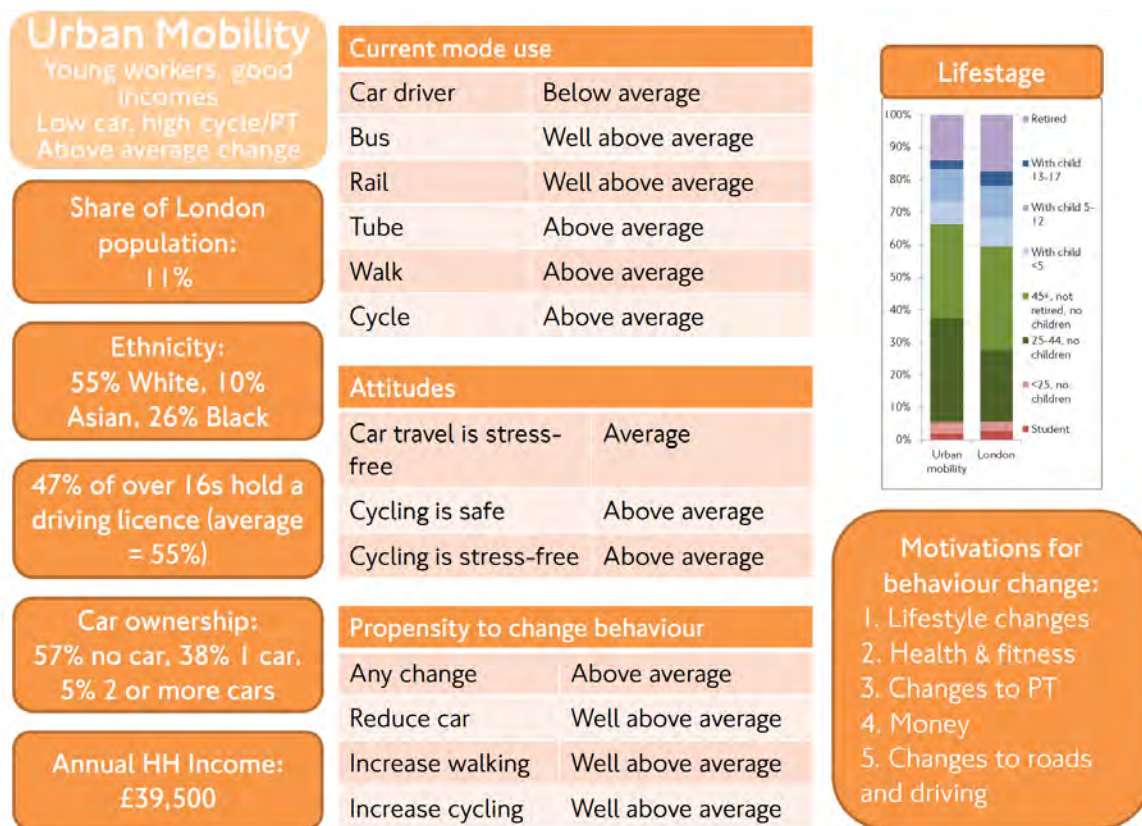
SEGMENT	PEOPLE	CURRENT MODE	PROPENSITY TO CHANGE	PROPENSITY TO CHANGE BY MODE
Students & Graduates	Students and young graduates	Low car High bus and walk	Average	• Reduce car – average • Increase walking – below average • Increase cycling – above average
Affordable Transitions	New jobs & families	Low car High bus, walk and cycle	Well above average	• Reduce car – well above average • Increase walking – above average • Increase cycling – well above average
Urban Mobility	Young workers with good incomes	Low car High public transport, walk and cycle	Above average	• Reduce car – well above average • Increase walking – well above average • Increase cycling – well above average

2.1.8 These groups have an average to above average propensity to change travel behaviour, particularly reducing car use and increasing walking and cycling. The proposed development's car-free transport strategy with a focus on promoting the use of active travel modes therefore aligns with those groups who would be expected to occupy the proposed development.



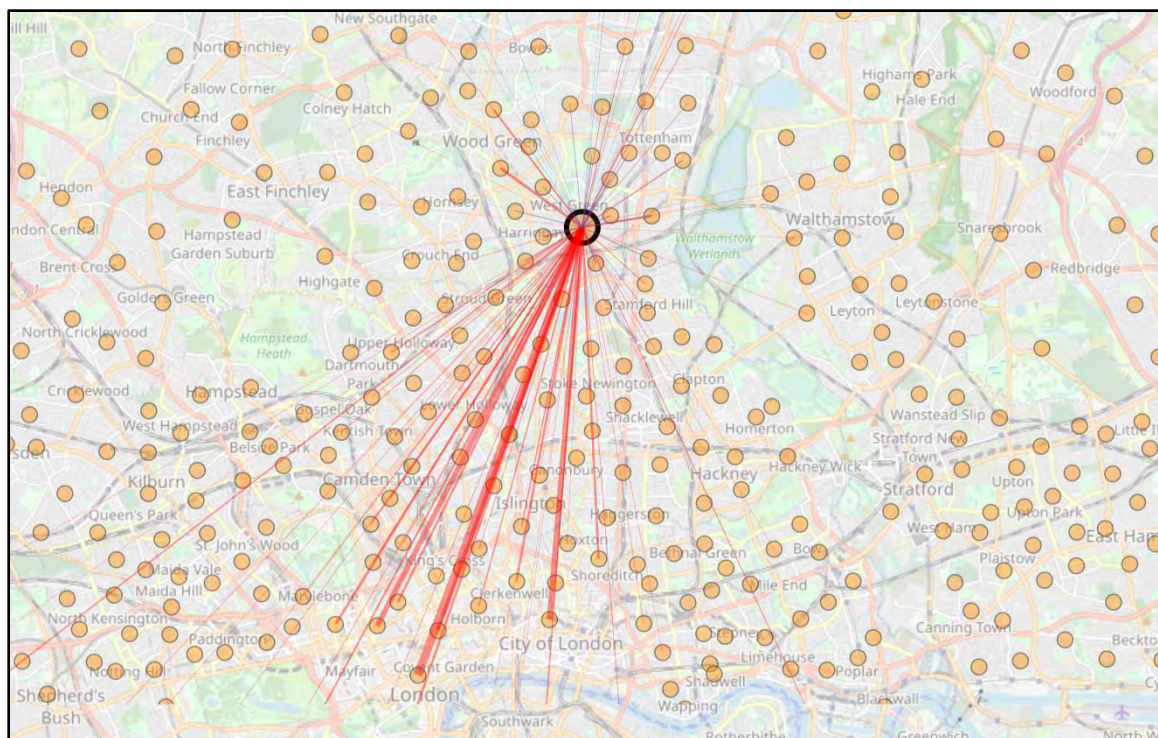
- 2.1.9 TfL's segment profile for 'Urban Mobility' is set out within **Figure 2-3**. The segment profile indicates that existing local residents living at and near the site have an above average propensity to change travel behaviour, particularly in terms of increasing walking and cycling.

Figure 2-3: Urban Mobility Segment profile



- 2.1.10 Overall, the likely demographic profile of the development represents a good opportunity to maintain the low level of car use within LBH and increase active travel amongst residents.
- 2.1.11 A car-free development with an appropriate transport strategy in line with the Healthy Street approach will encourage residents to choose active modes of travel and public transport rather than use of the private car.
- 2.2 WHERE WILL PEOPLE TRAVEL TO?**
- 2.2.1 As the building typology is a shared live/work arrangement, the vast majority of occupiers are expected to be of working age and work on-site. Nevertheless, some units may have residents travelling elsewhere to work, with likely destinations shown using the DataShine Commute tool.
- 2.2.2 **Figure 2-4** provides an overview of outbound destinations, identifying the percentages of residents that travel from Haringey to other London boroughs.
- 2.2.3 **Figure 2-4** shows that prospective residents are generally anticipated to work from home or travel within Haringey (33%) and other London boroughs such as:
- Westminster & City of London (24%);
 - Camden (14%); and
 - Islington (8%).

Figure 2-4: 2011 Census 'Location of Usual Residence and Place of Work (Source: DataShine Commute)

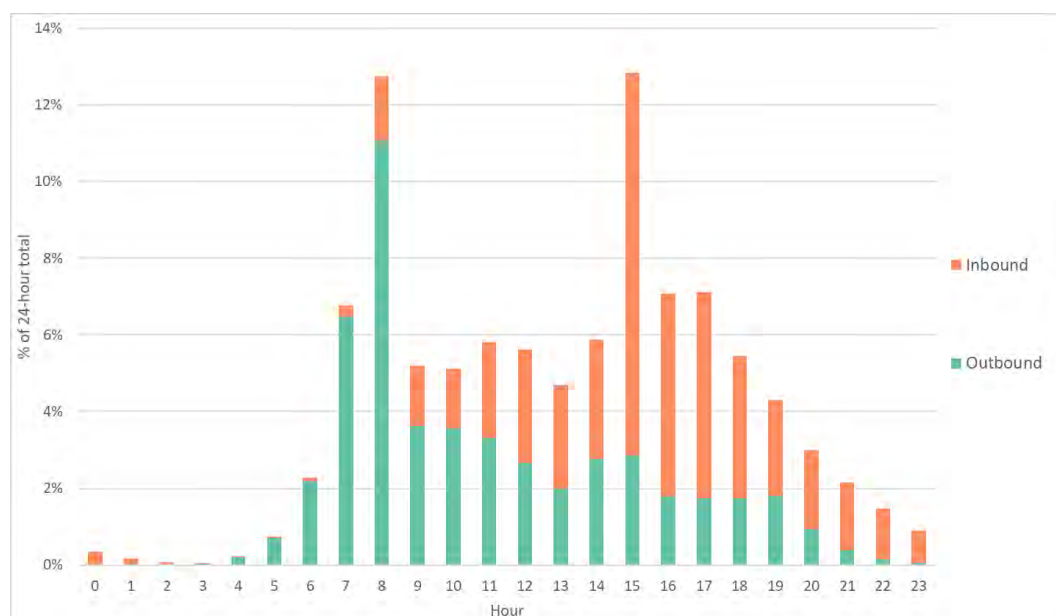


2.3 WHEN WILL PEOPLE TRAVEL AND WHY?

2.3.1 Data from the 'London Travel Demand Survey' (LTDS) has been analysed to indicate when and why future residents may travel.

2.3.2 **Figure 2-5** shows the inbound and outbound trips for Outer London residents. Most outbound trips occur in the morning hours and most inbound trips occur after 15:00. The busiest times are from 08:00 to 09:00 and 15:00 to 16:00.

Figure 2-5: Outer London Trips by Start Time (Weekday) – Residents



2.3.3 The LTDS data has been used to identify the journey purpose of residents during peak times, as shown in **Table 2-3**.

Table 2-3: Outer London Journey Purpose (LTDS 13)

JOURNEY PURPOSE	AM PEAK (0800-0900)		PM PEAK (1700-1800)	
Commuting	29.2%	32.6%	39.6%	44.2%
Business	3.4%		4.6%	
Education	29.8%	49.9%	5.3%	7.3%
Escort education	20.1%		2.0%	
Shopping	3.2%	3.2%	11.0%	11.0%
Other work, other escort and personal business	10.5%	10.5%	16.3%	16.3%
Visiting friends/entertainment/sport	2.5%	2.5%	17.2%	17.2%
Holiday/day trip/other	1.4%	1.4%	4.0%	4.0%

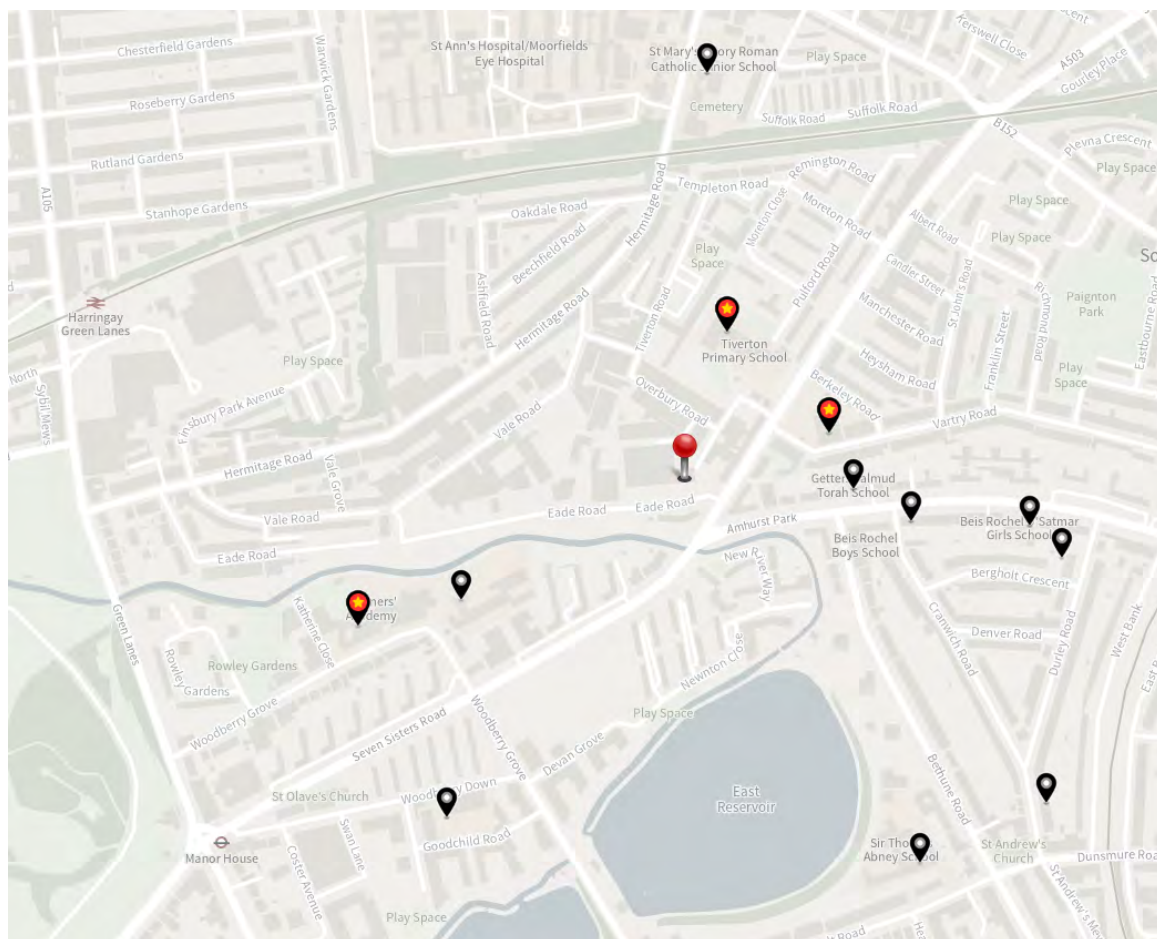
2.3.4 The highest proportion of trips by purpose in the morning peak hour are expected to be education trips. Education and travel to work trips make up the majority of all trips in both peaks.

2.3.5 Although typical travel patterns are shown in the data, given the nature of the proposed development, there would be an expectation that commuting and education trips would be reduced by an estimated 50 – 70% compared to a traditional development, and therefore external impacts on the transportation networks during peak hours is likely to be significantly lower than for typical residential developments.

2.3.6 Given the specific nature of the live/work units, it is not expected that there would be as many education trips as from a traditional family-oriented development. Nevertheless, local school destinations have been reviewed using the London Schools Atlas, with the output shown in **Figure 2-6**.



Figure 2-6: London Schools Atlas Output



2.3.7

Figure 2-6 shows that the majority of children attend the following three schools in the local area:

- Tiverton Primary School: 44%
- Skinners' Academy: 17%
- Stamford Hill Primary School: 12%

3 SITE AND SURROUNDINGS

3.1 INTRODUCTION

- 3.1.1 This section provides information on the site's connectivity to the local transport network before and after the proposed development becomes operational.

3.2 ACCESS ARRANGEMENTS – BEFORE

PEDESTRIAN ACCESS

- 3.2.1 The National Travel Survey notes that walking is the most frequent travel mode used for short-distance trips (within one mile/1.6km). Infrastructure that supports efficient travel on foot is therefore of great importance to promoting sustainable and active travel. It is also noted that almost all trips are at some point a walking trip, which often forms the start/end mode for any linked public transport trips.
- 3.2.2 Two pedestrian accesses are provided to the site; one from Eade Road to the south of the site and the second located to the north-east of Cara House from Tewkesbury Road.
- 3.2.3 **Figure 3-1** illustrates the existing pedestrian access arrangements.

Figure 3-1: Existing Pedestrian Access Arrangements



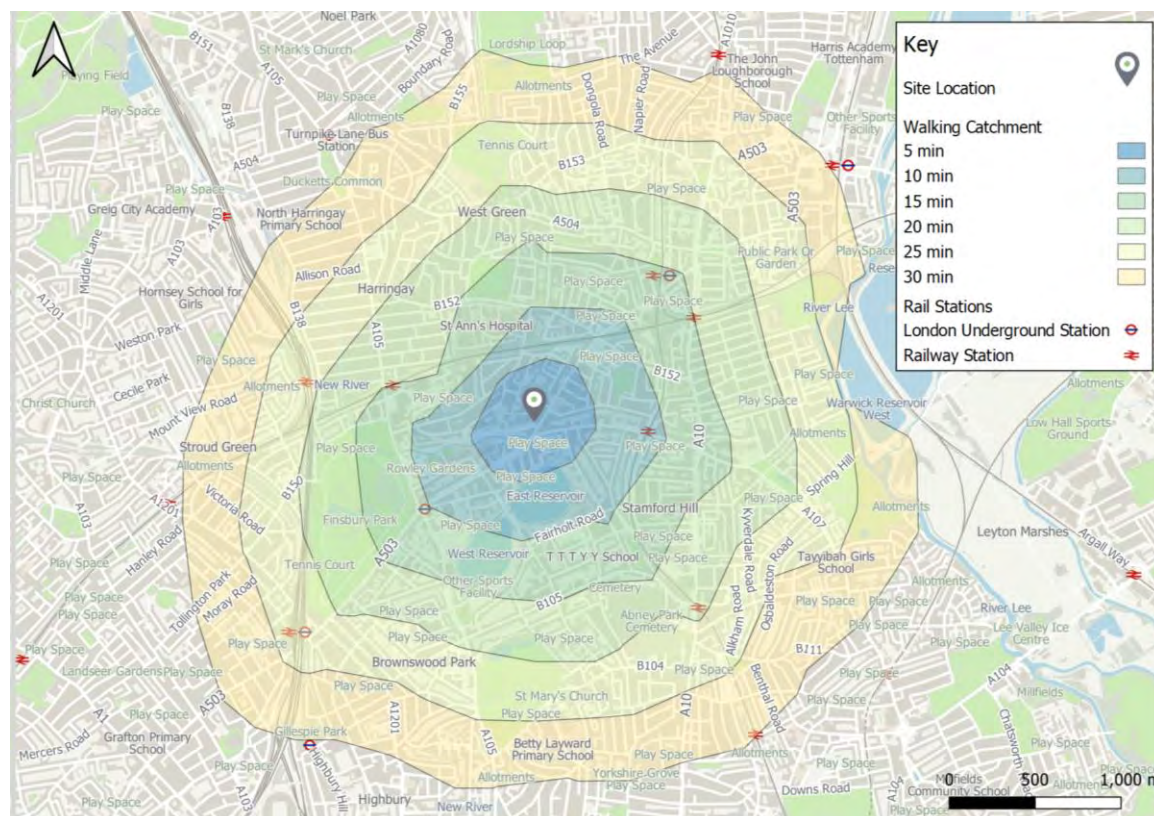
- 3.2.4 The local street network has an established network of footways typical of an urban environment, providing access to the site, nearby amenities, local bus stops and train stations. All roads surrounding the site are provided with footways on both sides, including Eade Road, Tewkesbury Road and Seven Sisters Road.
- 3.2.5 Dropped kerbs and tactile paving are provided across Eade Road at the junction with Seven Sisters Road as well as a central refuge island to increase ease of crossing for those with reduced mobility. In addition, a signalised pedestrian crossing is provided across Seven Sisters Road approximately 30m to the south of Eade Road.
- 3.2.6 An existing alleyway runs to the north of the site connecting Seven Sisters Road to Tewkesbury Road. Due to the level difference along the route, stairs are provided at the eastern end, reducing the accessibility of the route for those with mobility impairments. The route is generally not overlooked reducing feelings of safety for users.

Figure 3-2: Existing Alleyway Connecting Seven Sisters Road to Tewkesbury Road



- 3.2.7 **Figure 3-3** shows the 30-minute walking catchment from the site in 5-minute intervals.

Figure 3-3: 30 Minute Walking Catchment



- 3.2.8 As seen in **Figure 3-3**, the site is within a 10-minute walk of Stamford Hill Station and a 15-minute walk of Manor House, Seven Sisters, South Tottenham, Stoke Newington and Harringay Green Lanes Stations.
- 3.2.9 A range of amenities are also located within a 30-minute walk of the site including supermarkets, pharmacies and green spaces.

CYCLE ACCESS

- | | |
|--------|--|
| 3.2.10 | Cycling has the potential to substitute for short car trips, particularly those less than 5km in length, however many people will cycle longer distances. |
| 3.2.11 | Cycleway 1 (C1) runs in a north-south direction and locally runs along Holmdale Terrace an approximate two-minute cycle east of the site. The route runs between Tottenham and Farringdon. |
| 3.2.12 | The existing cycle network near the site is shown in Figure 3-4 . |

Figure 3-4: Local Cycle Routes



- 3.2.13 Seven Sisters Road features a shared bus/cycle/motorcycle/taxi lane which is in operation Monday to Saturday 07:00 – 19:00.
- 3.2.14 South of the site along Seven Sisters Road, a new dedicated cycle route is proposed. This route would run in a general south-west to north-east direction joining with C1 by Stamford Hill Station.
- 3.2.15 Time Mapping (TIM) is a tool developed by TfL within their WebCAT suite of tools to assess connectivity. TIM mapping for the site by bicycle during the AM peak is presented within **Figure 3-5**. Most of Inner London is within a 30–45-minute cycle.



Figure 3-5: Cycle Accessibility (TIM Mapping)



VEHICULAR ACCESS

- 3.2.16 The primary vehicular access to the site is provided from Eade Road to the south. A secondary access is provided from Tewkesbury Road to the north-east of Cara House.

3.3 ACCESS ARRANGEMENTS – AFTER

PEDESTRIAN AND CYCLE ACCESS

- 3.3.1 Pedestrian and cycle access to the site from Eade Road and Tewkesbury Road will be retained.

VEHICULAR ACCESS

- 3.3.2 Vehicular access to the site is proposed to be retained from Eade Road, providing access for two servicing vehicles (up to 4.6t vans). A 3.9m height restrictor will be in place at the site access to ensure only suitably sized vehicles can access the site.

3.4 PUBLIC REALM – BEFORE

- 3.4.1 The forecourt associated with the existing site offers limited public realm, being dominated by car parking and providing no greenery.
- 3.4.2 The passageway which runs between Seven Sisters Road and Tewkesbury Road is generally unpleasant for users with limited surveillance and reduced width.

3.5 PUBLIC REALM – AFTER

- 3.5.1 Commercial units will be provided at ground floor level fronting onto Eade Road and Tewkesbury Road; these will include a workspace for residents of the development alongside a public coffee shop. These uses will help to activate the site frontage, creating things for people to see and do.
- 3.5.2 The passageway connecting Seven Sisters Road and Tewkesbury Road will be widened to be a minimum width of 3m, expanding at either end into areas of active frontage. The design will provide increased security due to passive and active surveillance.

Figure 3-6: Proposed Public Realm Improvements



- 3.5.3 Short-stay cycle parking will also be provided within the public realm as well as planting to create a more pleasant environment for site users.

3.6 CYCLE PARKING – EXISTING

- 3.6.1 A total of 24 cycle parking spaces are currently provided in the forecourt although these spaces are not covered.

3.7 CYCLE PARKING – PROPOSED

LONG-STAY CYCLE PARKING

- 3.7.1 Given the non-standard use of the site as a warehouse living space, the original approach to cycle parking was based on student accommodation as the closest appropriate comparable land use. In line with the London Plan, this required the provision of 0.75 long-stay cycle parking spaces per bedroom and 1 space per 40 rooms for short-stay cycle parking space. However, based on feedback received from Council officers, the provision of one cycle parking space per bedroom is considered more appropriate.
- 3.7.2 Based on the Council's request for one long-stay cycle parking space per room, based on the provision of 101 bedrooms, a total of 101 long-stay cycle parking spaces are required. Allowance has therefore been made for this, with some storage provided within the live-work units as discussed and agreed with the Council.
- 3.7.3 The proposals include a total of 101 long-stay spaces provided by:
- 32 two-tiered stands = 64 spaces
 - 5 Sheffield stands = 10 spaces
 - 3 enlarged Sheffield stands = 6 spaces
 - 21 long-stay spaces within the living space
- 3.7.4 Given the layout of the living space, bicycles will be able to be stored within these areas, including underneath staircases, against walls and below bed decks. Following consultation with existing residents of Cara House, it is understood that residents prefer to store their cycles in their living space, and this arrangement is therefore deemed appropriate.
- 3.7.5 Based on cycle spaces within the living space as well as formal cycle parking within the site's demise, one long-stay cycle parking space will be provided per bedroom.
- 3.7.6 It is also highlighted that, although outside the scope of the planning application, cycle parking for the existing 70 rooms within Cara House will be retained and improved.

SHORT STAY CYCLE PARKING

- 3.7.7 Short-stay cycle parking requirements have been assessed based on the standards for student accommodation and residential use, thus requiring:
- 5 to 40 dwellings: 2 spaces
 - Thereafter: 1 space per 40 bedrooms



- 3.7.8 Based on the requirements for both the two new warehouse living buildings as well as the existing Cara House, 6 short-stay cycle parking spaces are required.
- 3.7.9 As such, 3 Sheffield stands will be located in the public realm providing 6 short-stay cycle spaces. It is also highlighted that visitor cycles can be accommodated within the live-work units, providing additional short-stay cycle parking for visitors to the site.

COMMERCIAL CYCLE PARKING

- 3.7.10 As the exact nature of the units is currently not fixed, a robust assessment has been undertaken assuming a 50/50 split of the commercial floor space (total 647.6sqm) operating as Use Class E(a)/E(b). This equates to the following provision:

E(a)

- 1 long-stay space per 250sqm: 2 spaces
- 1 short-stay space per 60sqm: 6 spaces

E(b)

- 1 long-stay space per 175sqm: 2 spaces
- 1 short-stay space per 20sqm: 17 spaces

Total

- Long-stay: 4 spaces
- Short-stay: 23 spaces

- 3.7.11 In line with London Plan requirements, long-stay cycle parking provision for the commercial units will be provided within the commercial units, whilst short-stay cycle spaces will be provided in the form of 12 Sheffield stands within the public realm, equating to 24 short-stay spaces.
- 3.7.12 The location of the cycle parking is set out in **Figure 3-7** and **Figure 3-8**.



Figure 3-7: Cycle Parking Locations (Eade Road Level)



Figure 3-8: Level Cycle Parking Locations (Tewkesbury Road Level)



3.8 CAR PARKING – BEFORE

- 3.8.1 Currently, 10 car parking spaces are provided in the forecourt of Cara House located off Eade Road.

3.9 CAR PARKING – AFTER

- 3.9.1 In line with the London Plan, the development is proposed to be car-free, with the exception of Blue Badge parking spaces. As such, all car parking on-site will be removed.
- 3.9.2 Given the non-standard use of the site as a warehouse living space and the commercial uses, Blue Badge parking has been provided in line with Policy T6.5 of the London Plan which requires access to at least one on- or off-street space. It is therefore proposed to provide two Blue Badge bays on Eade Road adjacent to the site by converting existing on-street bays.
- 3.9.3 Parking beat surveys were undertaken on Wednesday 21st and Thursday 22nd September 2022 to understand the occupancy of parking spaces in proximity to the site and particularly along Eade Road. The parking beat data is shown in **APPENDIX B**.
- 3.9.4 On Wednesday 21st, a total of 11 cars were parked on Eade Road during the overnight survey. Taking only the spaces available within the resident permit and pay and display bays, i.e. 39 spaces, this equates to a parking occupancy of 28%. With the provision of two on-street Blue Badge bays, thereby reducing the available parking spaces to 37, this would increase the parking occupancy to 30%. This is still significantly below the 80% level which is considered to represent parking stress.
- 3.9.5 Reviewing the surveys undertaken on Thursday 22nd, a total of 16 cars were parked, equating to a parking occupancy of 41%. With the provision of two on-street Blue Badge bays, this would increase parking occupancy to 43%, still significantly below the 80% level which is considered to represent parking stress.
- 3.9.6 Therefore, the conversion of existing parking bays to provide two Blue Badge spaces would not increase parking occupancy above 80% and therefore create parking stress.
- 3.9.7 In order to understand the overnight parking demand from the proposed development, analysis has been undertaken of the likely car ownership for future occupants of the site.
- 3.9.8 Based on the TCoL analysis presented in **Section 2**, the most likely future residents of the site are those within the 'Students & Graduates', 'Affordable Transitions' and 'Urban Mobility' categories, all of which have low car ownership propensity. Coupled with the disincentive to own a car created by the cost of obtaining a CPZ permit, or using the Pay & Display bays on Eade Road, this will result in a large reduction in the likelihood of residents owning a car. As such, the level of car ownership is expected to be only 10% of normal demand.
- 3.9.9 The Datashine tool shows that, for the area surrounding the site, there is an average ownership of 0.43 cars per household. Based on the proposed development having only 10% of the normal car ownership demand, this equates to 0.043 cars per household.
- 3.9.10 Applying this figure to the 101 rooms within the proposed development, this equates to 5 additional cars, of which 3 are expected to be Blue Badge holders (3% of 101 units). As such, two additional vehicles may be expected to be generated by the proposed development and need to park on Eade Road. Based on the overnight parking occupancy (including the conversion of two Blue Badge bays) of 30% and 43% on Wednesday and Thursday respectively, the two additional vehicles parked overnight would not create parking stress on Eade Road.

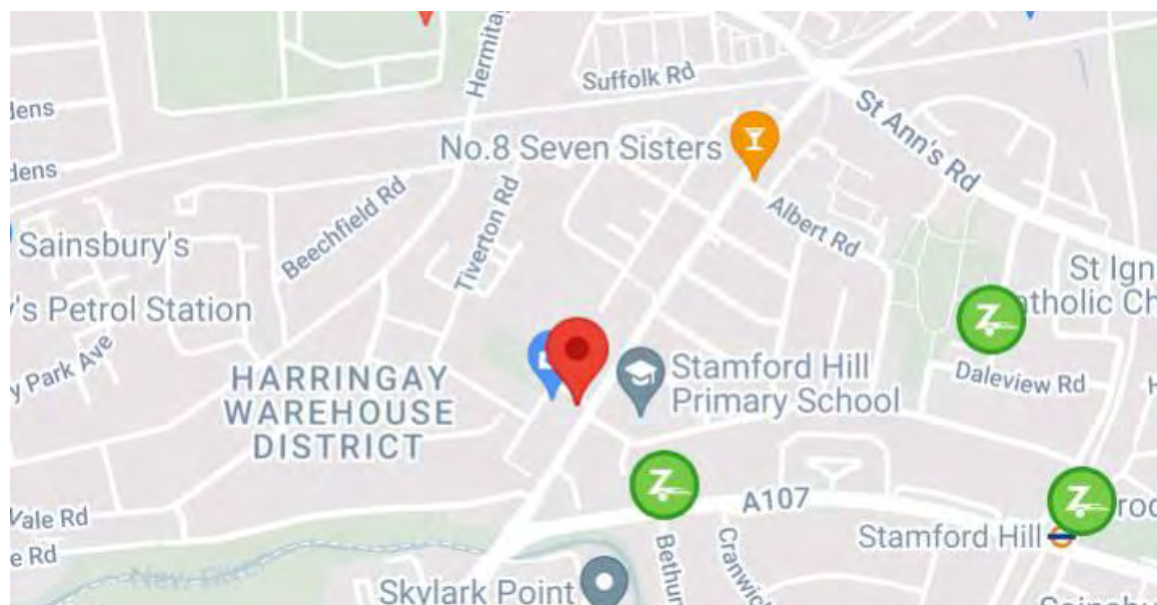


- 3.9.11 Furthermore, Blue Badge holders in LBH are permitted to park in resident parking bays, permit holder bays, pay-by-phone bays and shared-use bays for an indefinite period. The nearest pay and displays are located 50m from the site.

3.10 CAR CLUB

- 3.10.1 Zipcar has been operating in LBH since 2007 and is now working in partnership with the council to provide car clubs on-street to residents. They currently have 67 locations in the borough and over 17,600 members. The cars are performing well, being used for approximately 8 – 10 hours per day.
- 3.10.2 A viability report has been obtained from Zipcar for the proposed development which is included at **APPENDIX C**. Zipcar recommends installing one vehicle at the development. Zipcar will provide a fully managed service, which includes the following:
- Procuring and maintaining the vehicle for the duration of the contract
 - Offering three years' membership to all rooms
 - Designing all marketing collateral for the development communications team
 - Managing the sign-up process (including licence and insurance eligibility processes)
 - Monitoring resident and development queries and providing reports (if required as part of S106 requirements) post launch
- 3.10.3 Zipcar would commit to a contractual obligation to run the car club operation at the development for a minimum of three years. Each resident that signs up during the three years will receive three years' free membership and Zipcar will offer £50+VAT driving credit per unit at no further cost to the developer.
- 3.10.4 Zipcar will provide 1 year's free business account (usually £119) for any commercial entity operating from or in conjunction with the site at no further cost to the developer.
- 3.10.5 **Figure 3-9** shows the existing Zipcar network in proximity to the site.

Figure 3-9: Existing Zipcar Network



3.11 DELIVERIES AND SERVICING – BEFORE

3.11.1 Traffic surveys were undertaken on two consecutive neutral weekdays (Wednesday 27th and Thursday 28th April 2022) between 07:00 – 19:00 to understand the level of servicing at the existing site. The surveys were undertaken at the on-site car park and on-street along Eade Road. A copy of the traffic survey data is shown in **APPENDIX D**.

3.11.2 **Table 3-1** shows the timings of servicing vehicles accessing the car park across both survey days.

Table 3-1: On-Site Servicing Activity

ARRIVAL TIME (HH:MM:SS)	DEPARTURE TIME (HH:MM:SS)	VEHICLE TYPE
Wednesday 27th		
11:06:12	11:19:50	Car
11:47:55	11:49:18	Motorcycle
12:00:21	12:05:02	LGV
13:44:25	13:45:17	Motorcycle
16:25:00	17:02:25	LGV
17:27:03	18:15:05	LGV
17:56:31	18:01:53	Motorcycle
18:04:30	18:08:04	Motorcycle
Thursday 28th		
09:00:26	09:14:19	OGV1
10:25:44	11:01:07	Car
12:12:06	12:46:48	LGV
12:58:32	13:49:20	Car
13:55:18	14:16:27	LGV
13:58:13	14:16:58	Car
14:23:48	15:26:12	Car
14:55:03	16:10:04	LGV
15:26:52	16:22:24	LGV
16:20:50	18:01:45	Car
17:16:03	17:48:07	LGV

3.11.3 **Table 3-1** shows there were 8 servicing trips on Wednesday and 11 servicing trips on Thursday. On Wednesday, one vehicle was on-site servicing throughout the majority of the day. Between 17:55 – 18:10, two servicing vehicles were using the car park, with one LGV and one motorcycle on-site simultaneously.

3.11.4 On Thursday morning, only one vehicle is servicing on-site at once. However, between approximately 13:55 – 17:50, one car and one LGV were on-site simultaneously.

3.11.5 To ascertain the number of vehicles servicing on-street adjacent to the site on Eade Road, **Table 3-2** shows the timings of vehicles servicing on Eade Road across both survey days.

3.11.6 It shows there are 6 servicing trips on Wednesday and 8 servicing trips on Thursday.



Table 3-2: On-Street Servicing Activity

ARRIVAL TIME (HH:MM:SS)	DEPARTURE TIME (HH:MM:SS)	VEHICLE TYPE
Wednesday 27th		
07:17:12	07:44:52	LGV (DPD Delivery)
10:06:30	10:09:28	LGV (DPD Delivery)
12:59:48	13:03:38	LGV (Royal Mail)
14:04:21	14:10:13	LGV
14:20:29	14:26:15	Motorcycle
17:40:39	17:44:52	LGV
Thursday 28th		
09:55:00	09:57:10	LGV (DPD Delivery)
10:58:39	11:02:22	Car
13:08:54	13:17:45	LGV (Royal Mail)
13:47:32	13:48:06	Cycle
16:05:35	16:29:18	LGV
16:14:45	16:20:33	Car
18:27:31	18:30:48	Car
18:30:13	18:30:25	Car

3.11.7 **Table 3-2** shows that on Wednesday, a maximum of one vehicle is servicing on Eade Road at any time. This is largely replicated on Thursday except for between 16:14 – 16:20 when one LGV and one car are servicing on-street at once and at 18:30 when two cars are servicing on Eade Road simultaneously.

3.11.8 A detailed review of the servicing activity on Eade Road has been undertaken to understand the location of vehicles stopping on-street. This is summarised in **Table 3-3**. It shows the on-street servicing mainly takes place on yellow lines on the northern side of Eade Road.

Table 3-3: Servicing Activity on Eade Road

	WEDNESDAY 27TH	THURSDAY 28TH
Parking on northern side (yellow lines)	3	3
Parking on southern side (yellow lines)	0	1
Parking on southern side (red route)	1	2
Parking on southern side (parking bay)	2	1
Stops on pavement at site access	0	1
Stops in carriageway	0	0
Total	6	8

3.11.9 The length of stay of servicing activities on-site and on-street has been reviewed and is presented in **Table 3-4**.



Table 3-4: Length of Servicing Activity

	WEDNESDAY 27TH		THURSDAY 28TH	
	CAR PARK	EADE ROAD	CAR PARK	EADE ROAD
Minimum stay	52 secs	2 mins 58 secs	13 mins 53 secs	12 secs
Median Stay	5 mins 1 sec	5 mins 0 secs	35 mins 23 secs	3 mins 17 secs
Mean stay	14 mins 22 secs	8 mins 23 secs	45 mins 31 secs	6 mins 2 secs
Maximum stay	48 mins 2 secs	27 mins 40 secs	1 hr 40 mins 55 secs	23 mins 43 secs

3.11.10 **Table 3-4** shows that, although there are short servicing trips to the site, a number of the servicing vehicles are on-site for a prolonged period, with the longest length of stay at 1 hour 40 minutes

3.11.11 The survey recorded approximately 14 – 19 vehicles servicing the site on a daily basis, either within the car park or on-street on Eade Road. Given the prolonged length of stay of some vehicles, an accumulation exercise was undertaken which showed a peak of two vehicles servicing the site simultaneously, which occurred once on each survey day between 07:00 – 19:00.

3.12 DELIVERIES AND SERVICING – AFTER

3.12.1 Two on-site loading bays are proposed to be provided within the site. This will enable deliveries to be undertaken in 4.6t vans or smaller within the site. Access and egress to the site is in forward gear. The traffic survey data and trip generation exercise presented in **Section 5** demonstrate that the two on-site spaces continue to be sufficient to accommodate the expected on-site servicing demand.

3.12.2 For larger vehicles and refuse collection vehicles, it is proposed servicing is undertaken on-street on the yellow lines on Eade Road. For longer stays, vehicles can utilise the 'Pay and Display' bays which provide a maximum stay of 2 hours.

3.12.3 It is expected that the two delivery bays will be managed by booking slots with the site management for loading and deliveries to avoid multiple vehicles arriving on-site.

3.12.4 Swept path analysis has been undertaken to demonstrate that all necessary vehicles can access, manoeuvre within and egress the site. This is shown in **Figure 3-10** and included in full at **APPENDIX E**.



Figure 3-10: Swept Path Analysis



WASTE STRATEGY

- 3.12.5 Waste management facilities for the proposed development have been designed in accordance with the Council's Waste and Recycling Storage and Collection Guidance for Residential Properties. All waste storage facilities will be designed to British Standard BS5906:2005 Waste Management in Buildings – Code of Practice.
- 3.12.6 The principles of the operational waste strategy have been discussed and agreed with the Council's waste officer during pre-application discussions.
- 3.12.7 Residents will be provided with separate storage for the following:
- Residual waste;
 - Dry-Mixed Recycling (DMR); and
 - Food Waste.
- 3.12.8 Residential waste storage capacity has been calculated using the metrics agreed with the Council's waste officer for the Harringay Warehouse District, with residual waste and DMR stored in 1,100-litre Eurobins and food waste in 240-litre wheeled bins. Internally, residents will be provided with segregated storage within their kitchen units.
- 3.12.9 Two residential waste stores will be located at ground level for residents to deposit their segregated waste.
- 3.12.10 On collection days, the LBH Refuse Collection Vehicle (RCV) will position itself on the kerbside of Eade Road, within 10m of each of the store access, secured by code or fob. Once the collection operatives have emptied the bins into the RCV, they will be returned to the residential waste stores.
- 3.12.11 A separate commercial waste store will be provided for the commercial tenants.
- 3.12.12 **Figure 3-11** and **Figure 3-12** illustrates the proposed locations of the waste storage areas.



Figure 3-11: Proposed Waste Strategy (Eade Road Level)

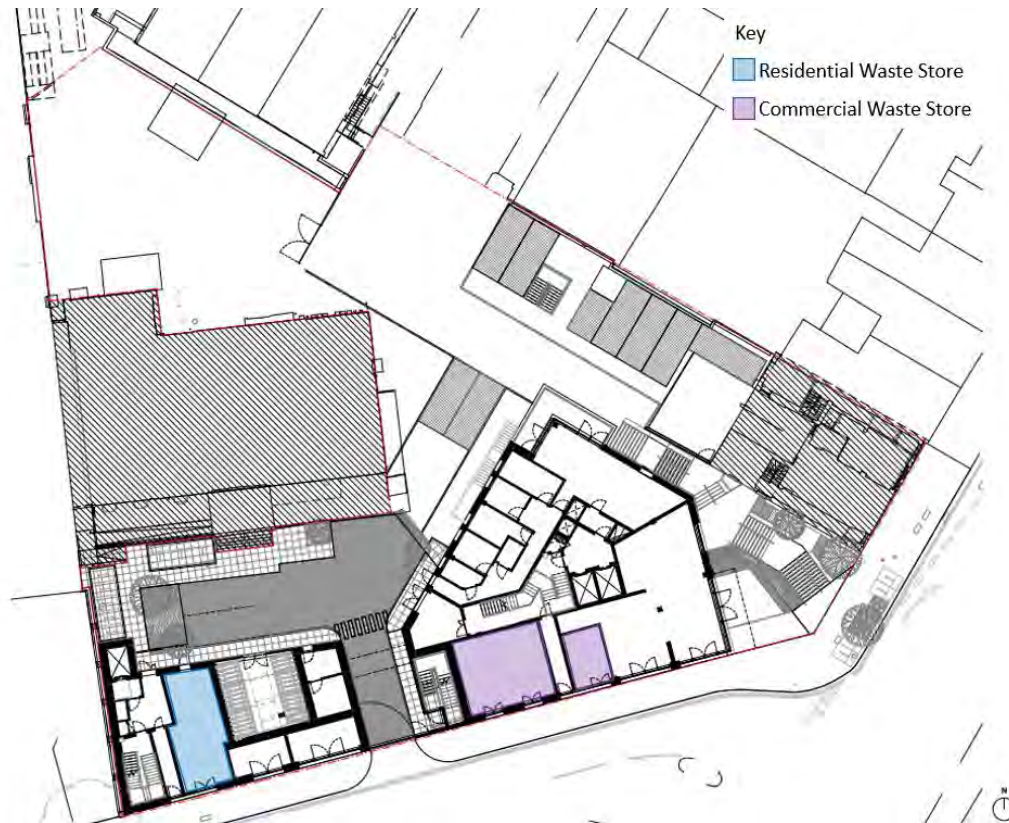
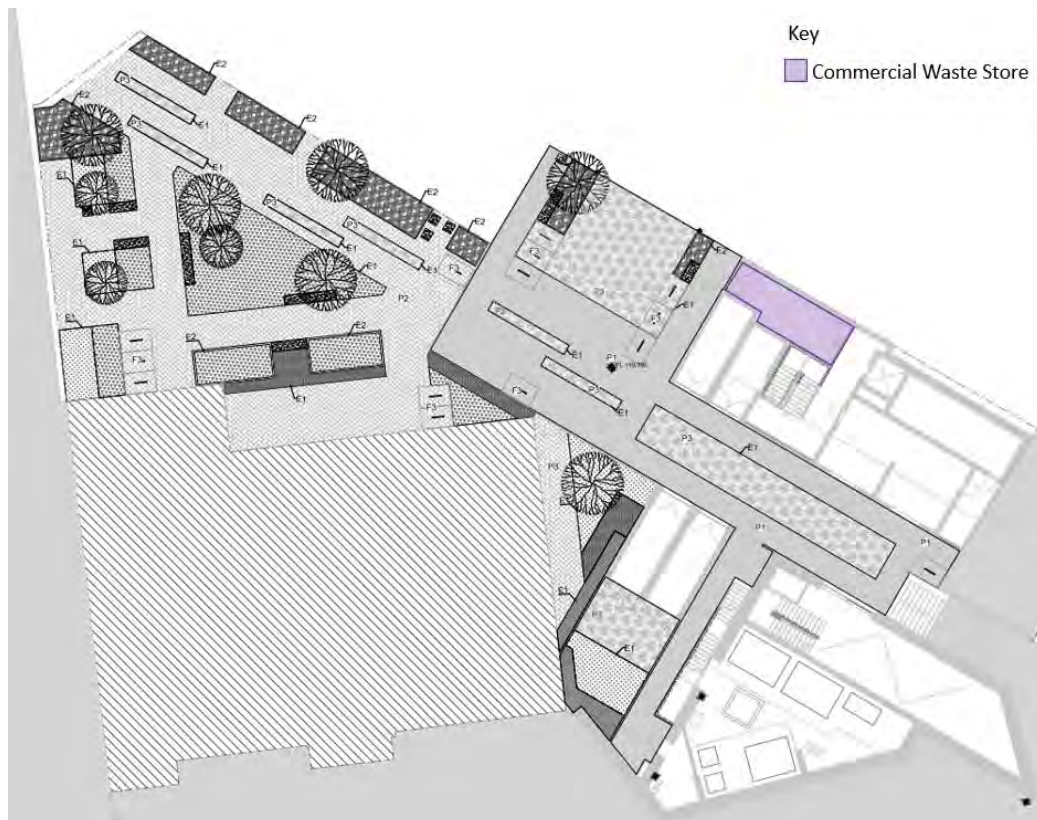


Figure 3-12: Proposed Waste Strategy (Tewkesbury Road Level)



- 3.12.13 A separate Operational Waste Management Strategy (OWMS) has been produced which has taken into account the need to lessen the overall impact of waste generation through the recycling of materials from the operational phase of the proposed development. The proposals set out in the OWMS meet the requirements of relevant waste policy and follow applicable guidance.

3.13 EMERGENCY VEHICLE ACCESS – BEFORE

- 3.13.1 Currently, emergency vehicles park on Eade Street to service the site. As per UK Fire Safety Building Regulations (2010) document, all areas of the site are within 45m of Eade Road, thus all areas can be serviced by fire tenders.

3.14 EMERGENCY VEHICLE ACCESS – AFTER

- 3.14.1 It is proposed that emergency vehicles will continue to access the site from Eade Road. In addition, emergency vehicles will be able to access the site from Tewkesbury Road to the north. Swept path analysis has been undertaken to show a fire tender accessing the site and is included at **APPENDIX E**.



4 ACTIVE TRAVEL ZONE ASSESSMENT

4.1 INTRODUCTION

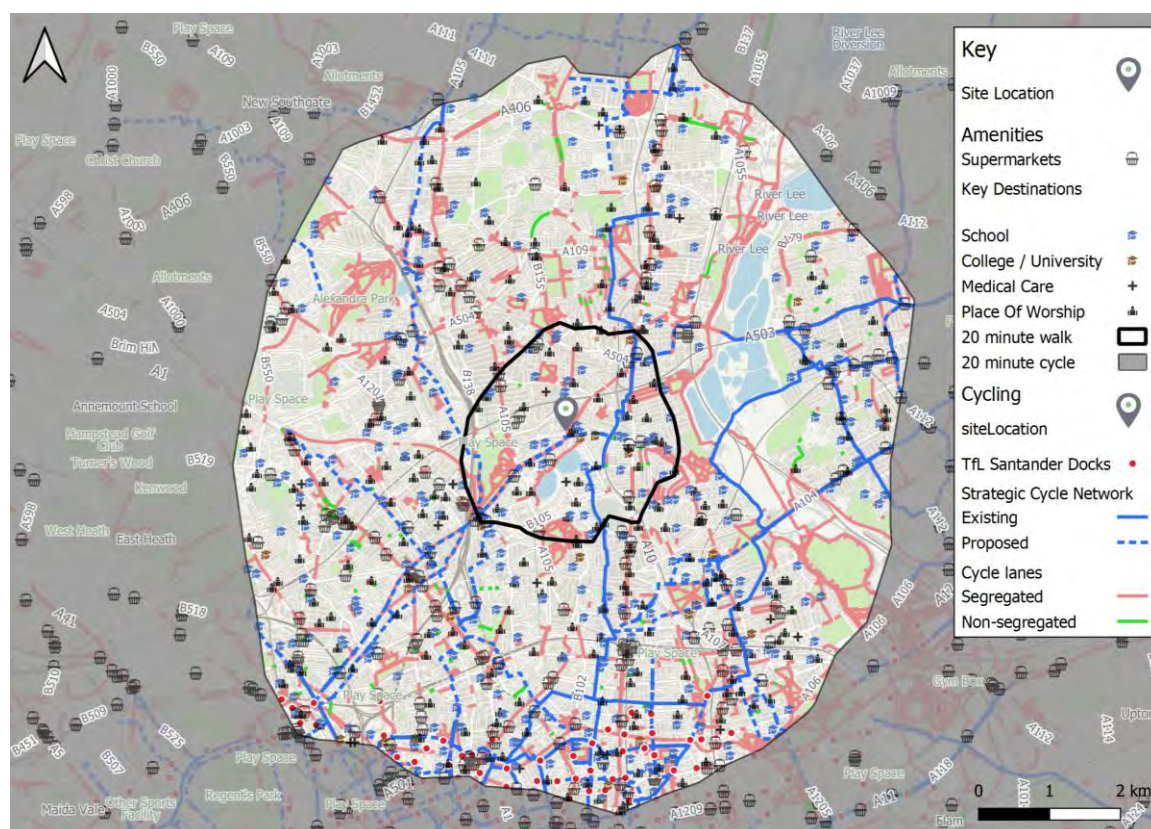
- 4.1.1 An Active Travel Zone (ATZ) Assessment has been carried out in line with the TfL TA guidance which aims to show how the proposed development supports Vision Zero and the Healthy Streets policies.
- 4.1.2 The ATZ assessment has been prepared using the 'ATZ assessment instructions' obtained from TfL's TA webpage: (<https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments>).
- 4.1.3 There are four parts to the ATZ assessment process, which are as follows:
1. **Map One:** The ATZ and all potential key active travel destinations;
 2. **Map Two:** Neighbourhood safety and the most important journeys with supporting text, including a Vision Zero analysis and safety improvement ideas;
 3. **Map Three:** ATZ neighbourhood healthy characteristics check including text on severance, deficiency, local change the development; and
 4. **Neighbourhood Photo Survey:** ATZ neighbourhood key routes check based on the Healthy Streets indicators.
- 4.1.4 The Neighbourhood Photo Survey site visit was undertaken in September 2022. Throughout the site visit, consideration was given to how pedestrians/cyclists may feel about the travelling via the key routes during evening hours when daylight is significantly reduced.
- 4.1.5 As a part of this assessment, a Vision Zero analysis was undertaken with regards to clusters of 'Killed or Seriously Injured' road traffic casualties along the key routes.

4.2 MAP ONE

- 4.2.1 Map One, shown in **Figure 4-1** and in **APPENDIX F**, displays all the key destinations within a 20-minute cycle from the site. These destinations include:
- Public transport stations and stops
 - London's existing and proposed strategic cycle network
 - Town centres
 - Supermarkets
 - Medical centres
 - Schools
 - Places of worship



Figure 4-1: ATZ Map One



4.2.2

Table 4-1 ranks the key destinations by priority (i.e. high priority destinations are expected to be used daily).

Table 4-1: Key Destinations by Priority

Key Destination	Priority	Justification
Railway stations	High	High rail and underground mode share is expected for residents travelling to/from the proposed development. Railway stations are therefore classified as high priority.
Bus stops	High	The site is situated near a number of bus stops which provide access to key local destinations. Bus stops are considered to be a high priority destination, as it is expected a significant proportion of residents will use buses as they travel to and from the development.
Strategic cycle network	High	The strategic cycle network will allow future residents to access local facilities easily using active travel. Therefore, the cycle network is classified as a high priority.
Medical centre	Medium	As most people generally do not need to go to a medical care facility on a daily basis, and people who do require medical care are less likely to be able to walk and cycle to this care, this category has been labelled as medium priority.
Schools	Low	It is unlikely that families will reside at the site given that many of the units are studio units.
Places of worship	Low	These have been determined as low priority as religious beliefs of future occupants are unknown, and for most residents, their local place of worship will not usually be a daily destination.

4.3

MAP TWO

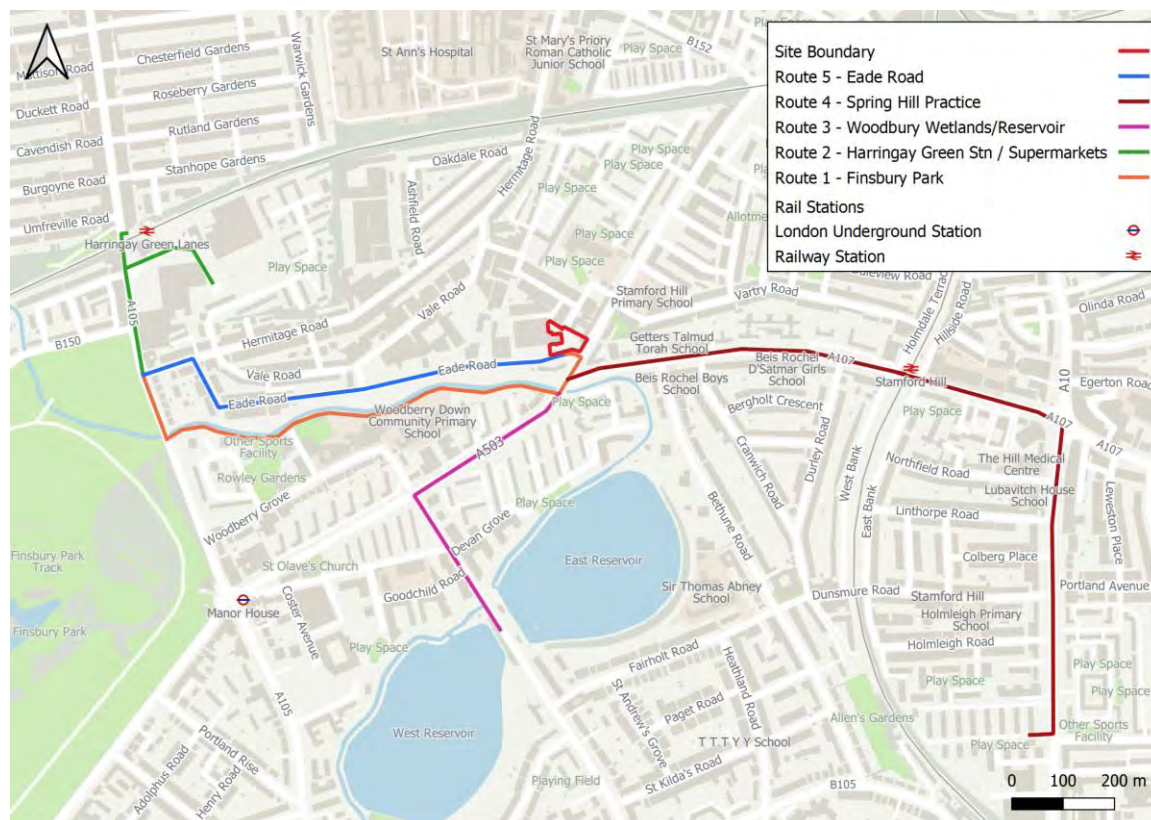
4.3.1

Map Two, shown in **Figure 4-2** and also in **APPENDIX F**, prioritises key destinations within the ATZ. Given the proposed development is a residential development, the site is expected to primarily generate walking trips between the site and the destinations assessed in **Table 4-1**.

4.3.2 The destinations have been grouped into the following five routes:

- **Key journey one:** Finsbury Park
- **Key journey two:** Harringay Green Lanes Station and Supermarkets
- **Key journey three:** Woodbury Wetlands/Reservoir
- **Key journey four:** Stamford Hill Station and Spring Hill Practice
- **Key journey five:** Eade Road

Figure 4-2: ATZ Map Two



4.4 ATZ KEY ROUTE ASSESSMENT

4.4.1 As set out previously, as part of this ATZ, five key routes have been identified between the site and several key destinations within the site's ATZ. As per the ATZ guidance, a site visit was undertaken to assess each of the key routes identified. During the site visit, the worst point of each route was identified. 'Worst' is defined as that deemed to be the most unpleasant or potentially unsafe part of a route for pedestrians and/or cyclists.

4.4.2 The worst part of each route has been reviewed and assessed against eight of the 10 Healthy Streets Criteria (criteria 3 – 10), in line with TfL's ATZ and Healthy Streets TA Guidance. The following eight criteria have been assessed:

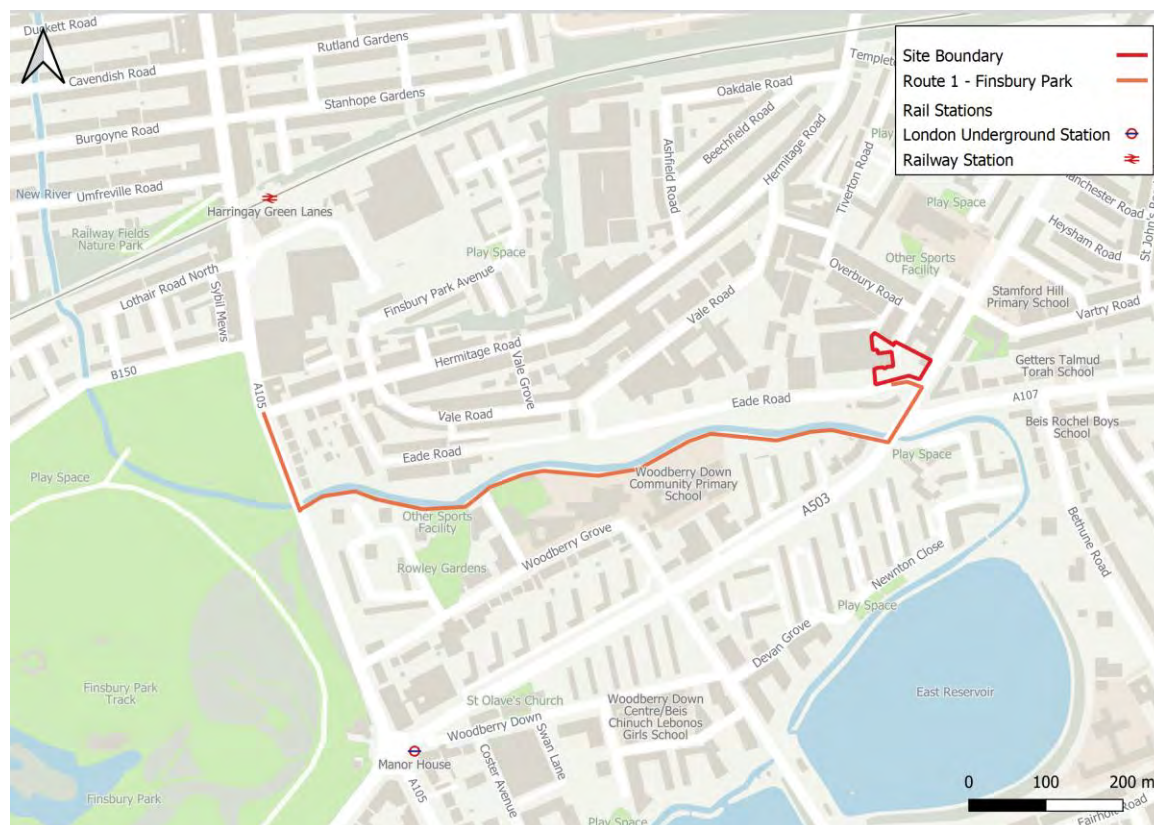
- Easy to cross.
- People feel safe.
- Things to see and do.



- Places to stop and rest.
- People feel relaxed.
- Not too noisy.
- Clean air.
- Shade and shelter.

KEY ROUTE 1

Figure 4-3: Key Route 1



4.4.3

This route connects the site to Finsbury Park utilising the New River path. The path is accessed via a gated entrance fronting onto Seven Sisters Road. The route is comprised of a pedestrian path that runs along the southern side of the New River.



- 4.4.4 The worst part of the route was identified to be the footpath along the river which is narrow and unpaved (**Figure 4-4**). As such, when two pedestrians travelling in the opposite direction meet, one is forced onto the grass to allow the other to pass. It is further noted that no street lighting is provided, and combined with high levels of trees and vegetation, users may feel unsafe during dark hours.

Figure 4-4: Key Route 1 – Worst Point



- 4.4.5 **Table 4-2** assesses the worst part of the route against eight of the 10 Healthy Streets criteria.

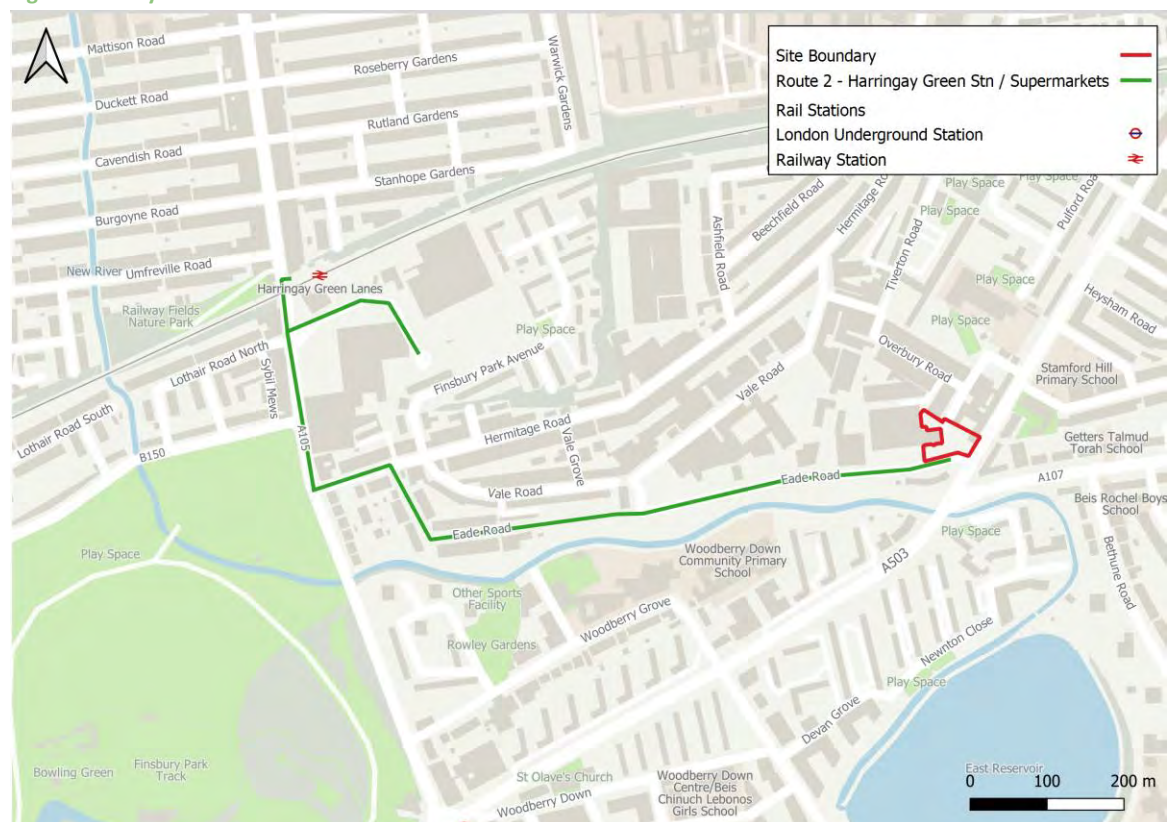
Table 4-2: ATZ Assessment Route 1

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	N/A	As there is a single pedestrian footway on the southern side of the river, there is no crossing point.	No need for improvement.
People feel safe	No	There are no buildings overlooking the route or street lighting provided, making users feel isolated.	Provide street lighting along the route.
Things to see and do	Yes	The route runs directly adjacent to the New River which is a pleasant environment.	No need for improvement.
Places to stop and rest	No	There are no benches or places to sit at present along the route.	Implement benches along the route.
People feel relaxed	No	Although the natural environment creates a pleasant atmosphere, the reduced width of the path creates difficulties when meeting other users.	Widen the footpath and implement paving.
Not too noisy	Yes	There is no road adjacent to the route and it is not heavily trafficked.	No need for improvement.
Clean air	Yes	As per the London Air Quality Network, this route meets the annual mean objective.	No need for improvement.
Shade and shelter	Yes	The trees lining the route provide adequate shade and shelter.	No need for improvement.



KEY ROUTE 2

Figure 4-5: Key Route 2



4.4.6

This route continues from Route 1, providing access to the supermarkets on Green. The route features tactile paving and dropped kerbs at key crossing points, including at Williamson Road where a signalised crossing is provided. The worst part (**Figure 4-6**) was identified to be the width of the footpath on Green Lanes Road opposite Finsbury Park.

Figure 4-6: Key Route 2 – Worst Point



4.4.7

Table 4-3 assesses the worst part of the route against eight of the 10 Healthy Streets criteria.

Table 4-3: ATZ Assessment Route 2

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	Yes	Clearly defined, signalled-controlled crossing provided on Green Lanes.	No need for improvement.
People feel safe	Yes	The route runs on a busy high street and is overlooked by retail units.	No need for improvement.
Things to see and do	Yes	There are numerous cafes and restaurants along the high street and in the retail park.	No need for improvement.
Places to stop and rest	Partly	The route does not feature any public benches, however there is a bus stop with seating.	Provide benches along the route.
People feel relaxed	Partly	Although there are high numbers of pedestrians, there are also high traffic levels.	Implement low-level street planting.
Not too noisy	No	Green Lanes has a high volume of vehicle traffic which creates a lot of noise.	Provide trees along the route.
Clean air	No	As per the London Air Quality Network, Green Lanes fails to meet the annual mean objective.	Implement low-level street planting.
Shade and shelter	Yes	Shade is provided by the buildings overlooking the route.	No need for improvement.



KEY ROUTE 3

Figure 4-7: Key Route 3



- 4.4.8 This route comprises of Seven Sisters Road and Woodbury Grove which provides access to the Woodbury Wetlands. As Seven Sisters Road is part of the TLRN, the road is heavily trafficked, however footways are generally in good condition. Two pedestrian crossings near Amhurst Park Road and Woodbury Grove on Seven Sisters Road, are provided for users. Woodbury Grove is residential in nature with footways and are generally in good condition.
- 4.4.9 The worst part (**Figure 4-8**) was identified to be the lack of tactile paving and cracked footpath on Woodbury Grove to the south of the junction with Seven Sisters Road.

Figure 4-8: Key Route 3 – Worst Point



4.4.10

Table 4-4 assesses the worst part of the route against eight of the 10 Healthy Streets criteria.

Table 4-4: ATZ Assessment Route 3

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	No	There is a lack of tactile paving at crossing points on Woodbury Grove.	Provide tactile paving at all necessary locations on Woodbury Grove.
People feel safe	Yes	Woodbury Grove is overlooked by residential properties on its western side and commercial properties on its eastern side.	No need for improvement.
Things to see and do	Yes	There are cafes and shops on Woodbury Grove.	No need for improvement.
Places to stop and rest	Partly	There is seating outside cafes, however it is noted that this is not public.	Implement public benches on Woodbury Grove.
People feel relaxed	Yes	Woodbury Grove is residential in nature so is quieter, making people feel relaxed.	No need for improvement.
Not too noisy	Yes	Woodbury Grove is a residential road with lower levels of traffic and is therefore not too noisy.	No need for improvement.
Clean air	Yes	As per the London Air Quality Network, Woodbury Grove meets the annual mean objective.	No need for improvement.
Shade and shelter	Yes	Retail units on Woodbury Grove provide shade and shelter.	No need for improvement.

KEY ROUTE 4

Figure 4-9: Key Route 4



- | | |
|--------|---|
| 4.4.11 | This route connects the site to Stamford Hill Station and Spring Hill Practice via Amhurst Park and Stamford Hill (A10). |
| 4.4.12 | Amhurst Park is a residential road with three schools along it, providing ample crossing opportunities in the form of pelican crossings. Stamford Hill (A10) is a heavily trafficked road with numerous retail units and cafes along the road. The footways are wide and of good quality, however limited crossing opportunities are available. |
| 4.4.13 | The worst part (Figure 4-10) was identified to be the lack of tactile paving at vehicle crossovers to residential properties on Amhurst Park. |
| 4.4.14 | Table 4-5 assesses the worst part of the route against eight of the 10 Healthy Streets criteria. |

Figure 4-10: Key Route 4 – Worst Point

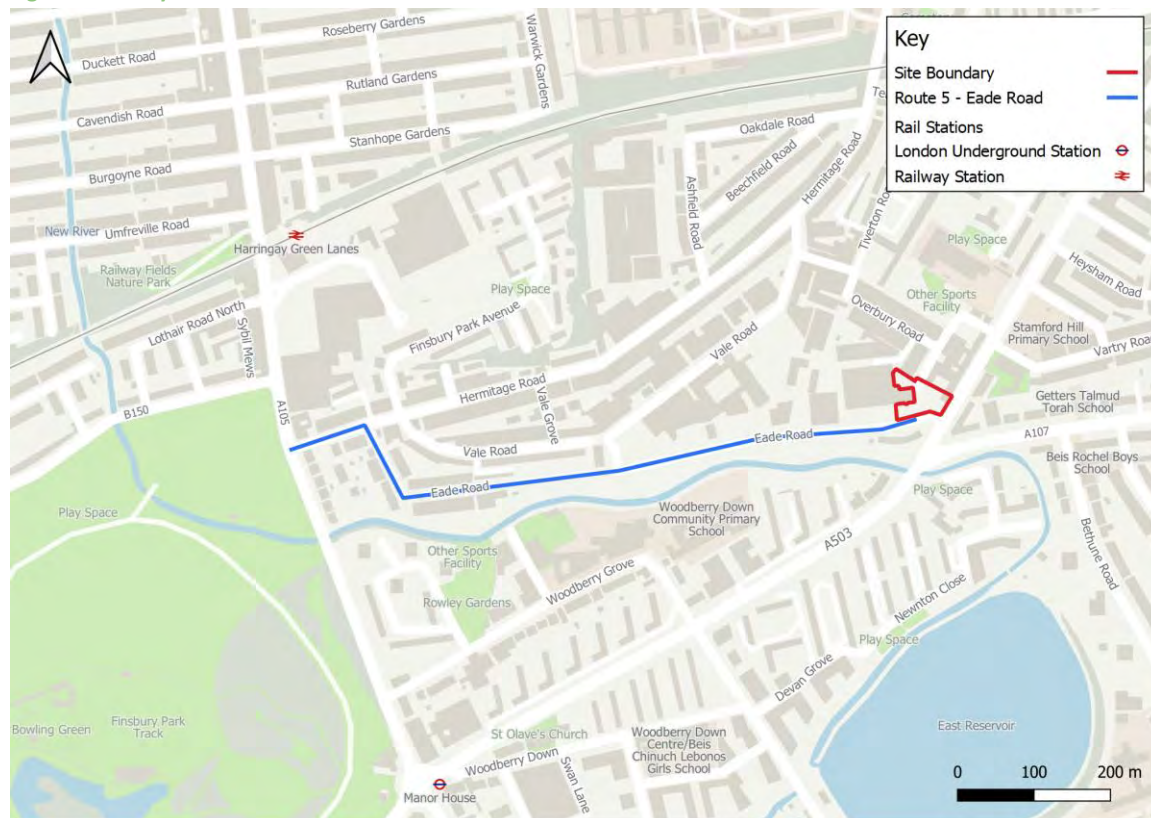


Table 4-5: ATZ Assessment Route 4

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	No	There is a lack of tactile paving across vehicle accesses to residential properties on Amhurst Park which reduces ease of crossing for all users.	Provide tactile paving at all necessary locations on Amhurst Road.
People feel safe	Yes	Amhurst Park is overlooked by residential properties with high levels of pedestrian activity.	No need for improvement.
Things to see and do	No	Given the residential nature of the road, there is little for people to see and do.	Provide street planting along the road in planters decorated with street art.
Places to stop and rest	Partly	Although bus stops are provided on Amhurst Park, no benches are provided.	Provide benches along the road.
People feel relaxed	Partly	Speed calming measures are in place on Amhurst Park however there was rubbish left by the public bins along the road.	Provision of more bins along road or increased frequency of collection.
Not too noisy	Yes	Amhurst Park has relatively low levels of vehicle traffic thus it is fairly quiet.	No need for improvement.
Clean air	No	As per the London Air Quality Network, Amhurst Park fails to meet the annual mean objective.	Implement low-level street planting.
Shade and shelter	Yes	The bus stops and trees on Amhurst Park provide shade and shelter.	No need for improvement.

KEY ROUTE 5

Figure 4-11: Key Route 5



- 4.4.15 This route evaluates the main access road for the site, Eade Road and provides connection from the site to Finsbury Park. Whilst it routes to the same place as Route 1, this route follows roads. The route is generally quiet but means there are low levels of footfall.
- 4.4.16 The worst part (**Figure 4-12**) was identified to be the litter on-street on Hermitage Road created by the lack of publicly available bins.

Figure 4-12: Key Route 5 – Worst Point



4.4.17 **Table 4-6** assesses the worst part of the route against eight of the 10 Healthy Streets criteria.

Table 4-6: ATZ Assessment Route 5

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	Yes	Dropped kerbs with tactile paving are provided across Hermitage Road.	No need for improvement.
People feel safe	Yes	The wide footways and low levels of vehicle traffic create a safe environment.	No need for improvement.
Things to see and do	No	There are limited things for people to see and do on Hermitage Road.	Provide street planting along the road in planters decorated with street art.
Places to stop and rest	No	There is no publicly available seating on Hermitage Road.	Provide benches on the route.
People feel relaxed	Partly	The route has low levels of vehicle traffic, however there is rubbish along the route.	Provision of bins along the route.
Not too noisy	Yes	Low levels of vehicle traffic on Hermitage Road mean it is quiet.	No need for improvement.
Clean air	Yes	As per the London Air Quality Network, Hermitage Road is in accordance with the annual mean objective.	No need for improvement.
Shade and shelter	No	No shade and shelter are provided along the road.	Provide covered benches on Hermitage Road.

KEY ROUTE ASSESSMENT NOTE

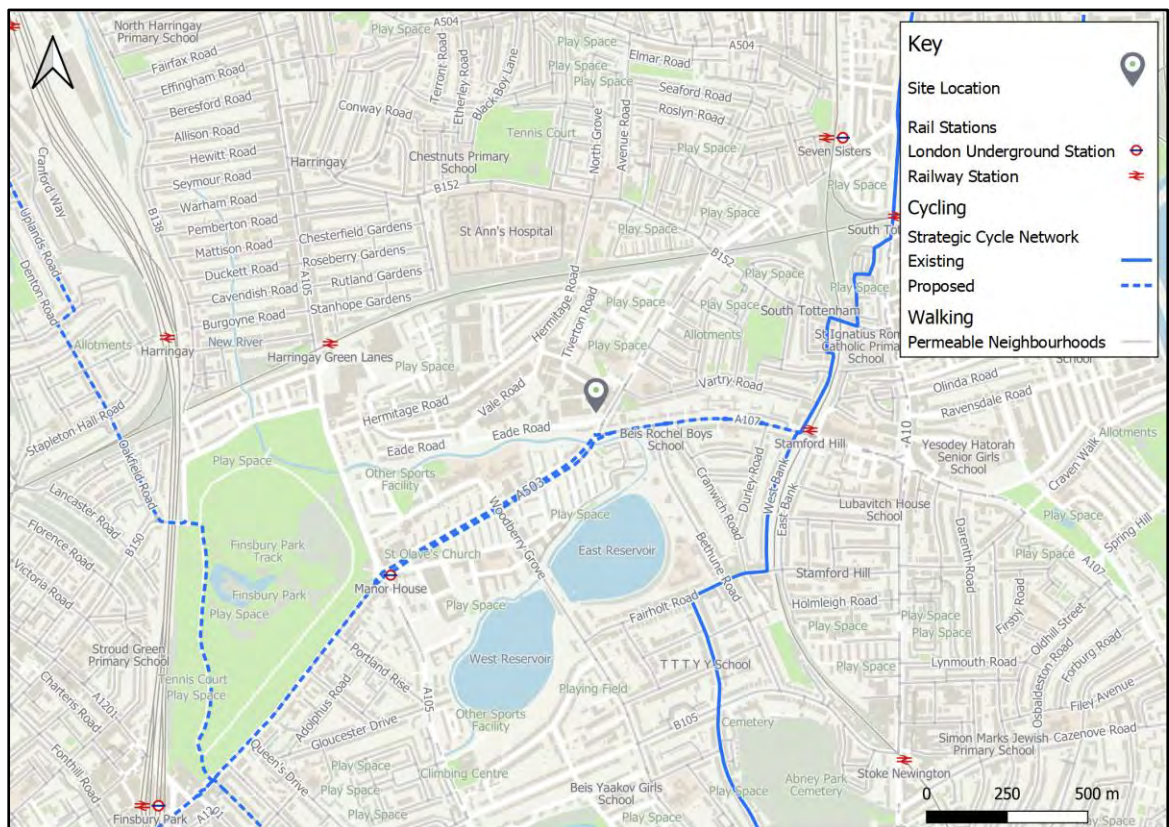
- 4.4.18 It is not expected that the developer will need to contribute to or implement improvements that are identified through the ATZ assessment. Improvements identified in this assessment should be investigated further and if deemed appropriate, secured through a suitable channel such as through CIL contribution and/or a S106 agreement (subject to the standard legal tests as to whether they are necessary, relevant, enforceable, precise and reasonable).

4.5 MAP THREE

- 4.5.1 Map Three, shown in **Figure 4-13** and also in **APPENDIX F**, highlights the characteristics of a typical healthy neighbourhood, including:

- Street density
- Public transport
- Green spaces
- Other development and regeneration projects

Figure 4-13: ATZ Map Three



STREET DENSITY

- 4.5.2 The permeable neighbourhood network layer (grey coloured) suggests that the area around the site has good levels of permeability, with easy connections to local amenities.

PUBLIC TRANSPORT

- 4.5.3 The site benefits from its proximity to a range of high frequency public transport modes including buses, Harringay Green Lanes Station, Manor House Station and Stamford Hill Station. This is reflected in the PTAL of the site of 5 ('very good').

GREEN SPACES

- 4.5.4 The site is in close proximity to Finsbury Park as well as the New River Path to the south of the site.

4.6 PERSONAL INJURY COLLISION DATA

- 4.6.1 In accordance with the Mayor's Transport Strategy and Vision Zero approach, a review of Killed or Serious Incident (KSI) data for the three-year period, 2018 – 2020, has been undertaken for a 500m radius of the site.
- 4.6.2 As shown in **Figure 4-14**, within the three-year period, no fatal collisions were recorded however 14 serious collisions occurred.

Figure 4-14: KSI Map



Table 4-7: Local Collision Summary

SEVERITY	2018	2019	2020	TOTAL
Fatal	0	0	0	0
Serious	6	3	5	14
Total	6	3	5	14

- 4.6.3 A total of 14 vulnerable road user (pedestrians and cyclists) sustained serious injuries, with no fatal collisions recorded in the three-year period.
- 4.6.4 Of the 14 collisions, only two occurred within the immediate vicinity of the site on Seven Sisters Road just north of its junction with Eade Road. Of these two collisions, the northernmost involved a cyclist and a vehicle colliding whilst travelling northbound on Seven Sisters Road. The southern collision, closer to Eade Road, was between two vehicles and a cyclist whilst also travelling northbound on Seven Sisters Road. It is noted that whilst both of these collisions occurred within the vicinity of the site, neither were due to the access arrangements of the site or involved vehicles accessing Eade Road.
- 4.6.5 Four collisions occurred at the Seven Sisters Road/Woodbury Grove junction. Two of the four collisions involved three cars, whilst the remaining two involved one vehicle and one pedestrian each.
- 4.6.6 North of the site, four collisions occurred at the Seven Sisters Road/Moreton Road junction. Three of these collisions involved two vehicles colliding with one another, whilst the northernmost involved a vehicle pulling out of a private driveway and colliding with a pedestrian.
- 4.6.7 Given the low number of collisions which have occurred in proximity to the site in the three-year period assessed, there is not deemed to be any inherent safety issues with the surrounding highway network.



5 LONDON-WIDE NETWORK

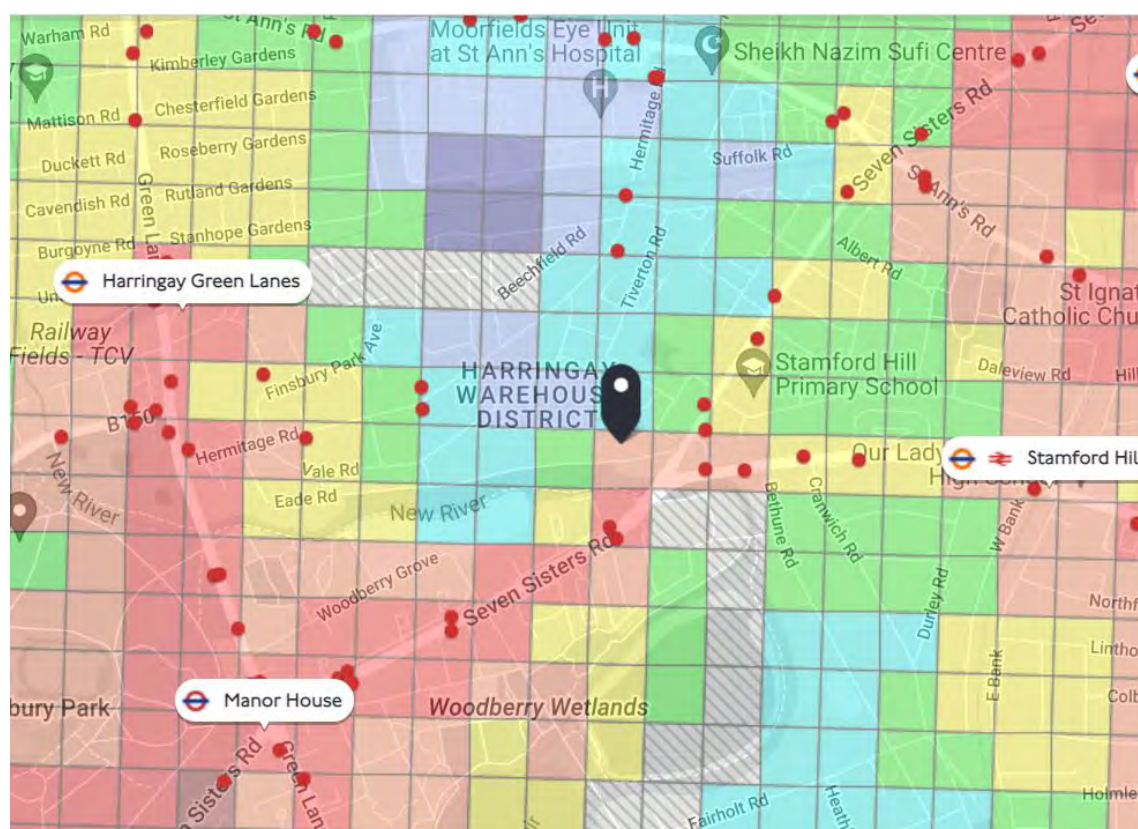
5.1 INTRODUCTION

- 5.1.1 This section of the TA provides information on the wider transport network, including the trip generation of the existing and proposed site.

5.2 PUBLIC TRANSPORT ACCESS LEVEL

- 5.2.1 PTAL is used to assess the connectivity of a site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services. An Access Index (AI) score is calculated that is used to define a PTAL score.
- 5.2.2 TfL's online WebCAT tool shows the site has an AI of 21.62 indicating a PTAL of 5 ('very good'). The WebCAT PTAL output is provided in **Figure 5-1**.

Figure 5-1: PTAL Map



BUS NETWORK

- 5.2.3 There are numerous bus stops in proximity to the site, the nearest of which is 'Vartry Road' located on Seven Sisters Road situated less than a two-minute walk to the north-east of the site. These stops are served by routes 259 and 279 providing access to destinations including Kings Cross, Waltham Cross and Lower Edmonton.

- 5.2.5 The location of the local bus stops and routes is shown in **Figure 5-2**, whilst **Table 5-1** provides a summary of the local bus routes and their frequencies.

Figure 5-2: Local Bus Stops and Routes

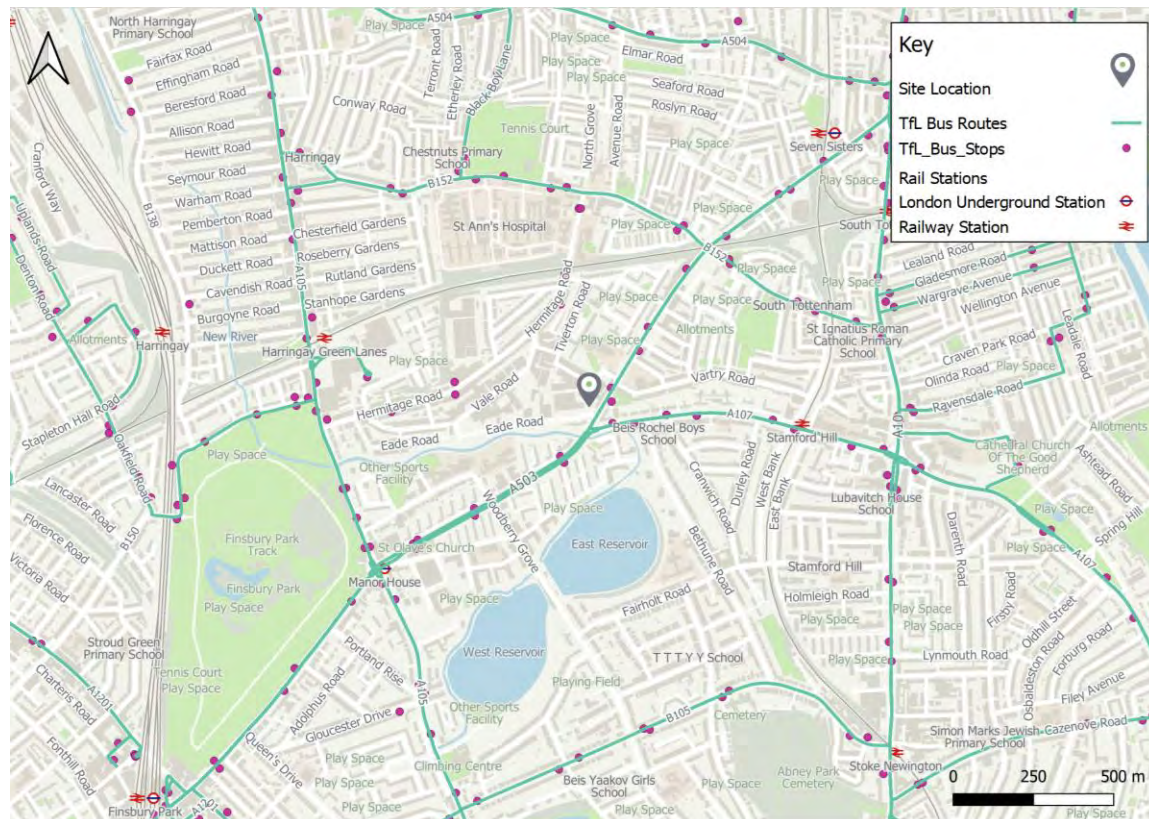


Table 5-1: Local Bus Stops and Routes

BUS STOP(S)	SERVICE NO.	ROUTE	PEAK HOUR FREQUENCY	
			AM PEAK	PM PEAK
Vartry Road	259	Edmonton Green Bus Station – White Hart Lane – Finsbury Park – Caledonian Road – King's Cross	Every 8 – 12 minutes	
	279	Waltham Cross Bus Station – Turkey Street Station – Edmonton Green Bus Station – White Hart Lane – Tottenham Town Hall – Manor House Station	Every 5 – 9 minutes	
Bethune Road	253	Hackney Central Station – Clapton Station – Stamford Hill Station – Manor House Station – Finsbury Park – Camden – Mornington Crescent – Euston	Every 7 – 10 minutes	
	254	Aldgate - Bethnal Green – Cambridge Heath Station – Hackney Central Station – Clapton Station – Stamford Hill Station – Manor House Station – Finsbury Park – Caledonian Road	Every 6 – 10 minutes	

UNDERGROUND SERVICES

5.2.6 Manor House Station is located an approximate 10-minute walk south-west of the site. The station is served by the Piccadilly line to destinations including Heathrow Airport, Leicester Square and Kings Cross.

5.2.7 **Table 5-2** summarises the underground services available from Manor House Station.

Table 5-2: Manor House Underground Services

SERVICE	DESTINATION	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
		AM	PM
Piccadilly	Uxbridge	7	6
	Heathrow Terminals	6	6
	Cockfosters	18	18
Total		31	30

5.2.8 As seen in **Table 5-2**, Manor House Station provides access to approximately 30 underground services during the AM and PM peak hours.

OVERGROUND SERVICES

5.2.9 Stamford Hill Station is located an approximate 10-minute walk east of the site, whilst Harringay Green Lanes Station is located approximately 15-minutes' walk north-west of the site. Both stations are served by London Overground services, with frequencies summarised in **Table 5-3**.

Table 5-3: Overground Service Summary

STATION	DESTINATION	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
		AM PEAK	PM PEAK
Stamford Hill	Liverpool Street	6	6
	Enfield Town	4	4
	Cheshunt	5	5
Harringay Green Lanes	Barking	4	4
	Gospel Oak	4	4

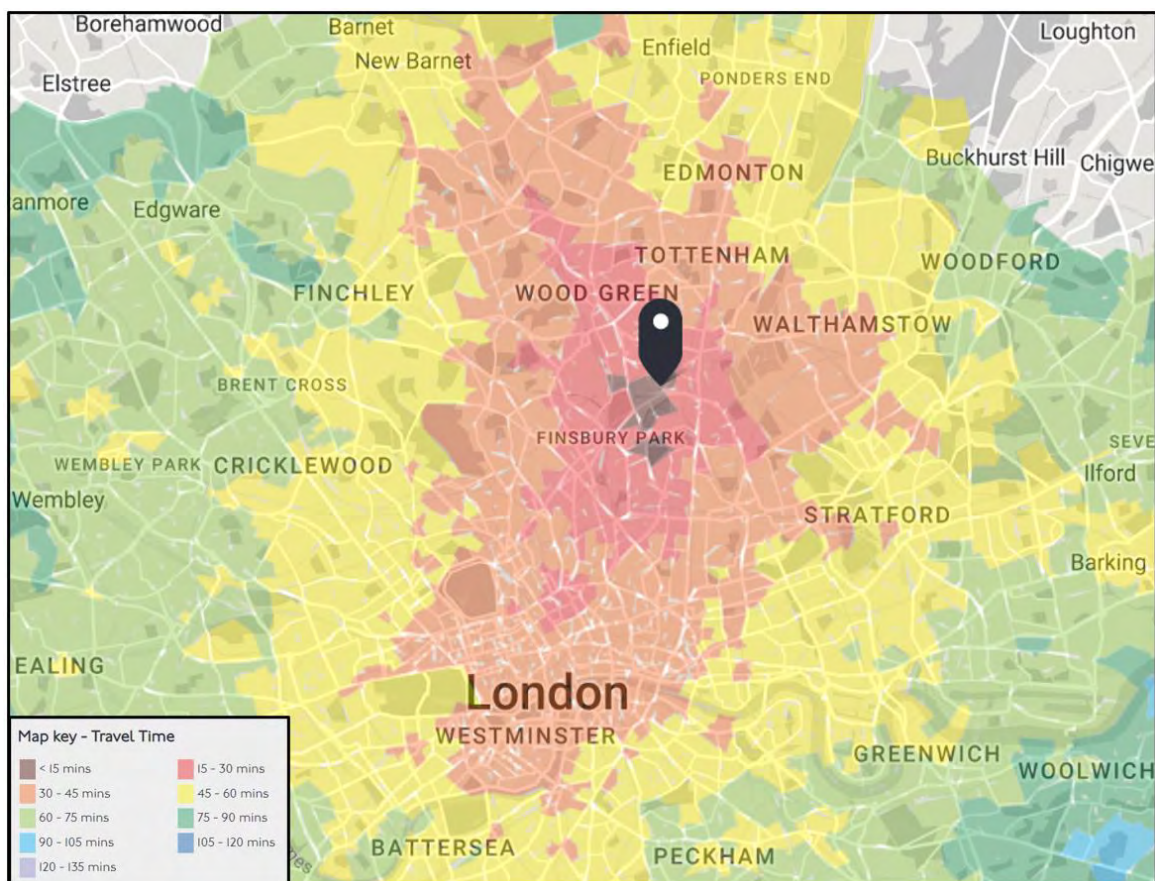
5.2.10 Stamford Hill Station provides access to 15 overground services in both the AM and PM peak, whilst Harringay Green Lanes Station provides access to 8 services during the peak hours.



5.3 PUBLIC TRANSPORT TIM MAPPING

5.3.1 TIM Mapping for the site, travelling by public transport during the AM peak, is presented in **Figure 5-3**. Central London is accessible within 45 minutes of the site.

Figure 5-3: TIM Mapping



5.4 TRAVEL DEMAND

5.4.1 This section sets out the methodology for the existing and proposed travel demand of the site.

EXISTING TRAVEL DEMAND

5.4.2 Travel surveys were undertaken to understand the travel demand of the existing site. The surveys were undertaken on two consecutive neutral weekdays (Wednesday 27th and Thursday 28th April 2022) between 07:00 – 19:00.

5.4.3 Classified counts were undertaken to record trips by all modes entering and exiting the site, shown in **APPENDIX D**. Trip rates have subsequently been determined by calculating the average number of trips across both days and applying this to the existing rooms (70) at the site.

5.4.4 The survey of all modes entering and exiting the site throughout the day is presented in **Table 5-4**. It shows that pedestrian trips equate to 75% and 68% on Wednesday 27th and Thursday 28th April 2022, respectively.

Table 5-4: Daily Person Movements

	WEDNESDAY 27TH (07:00 – 19:00)				THURSDAY 28TH (07:00 – 19:00)			
	ENTRIES		EXITS		ENTRIES		EXITS	
	NO.	%	NO.	%	NO.	%	NO.	%
Car	6	9%	5	6%	10	12%	10	10%
LGV	3	4%	3	3%	9	10%	7	7%
OGV1	0	0%	0	0%	1	1%	1	1%
OGV2	0	0%	0	0%	0	0%	0	0%
PSV	0	0%	0	0%	0	0%	0	0%
Motorcycle	4	6%	5	6%	6	7%	6	6%
Pedestrian	50	75%	71	81%	54	63%	74	71%
Cycle	4	6%	4	5%	6	7%	6	6%
E-Scooter	0	0%	0	0%	0	0%	0	0%
Total	67	100%	88	100%	86	100%	104	100%

5.4.5 The trip rates in the AM peak hour (08:00 – 09:00), PM peak hour (17:00 – 18:00) and daily (07:00 – 19:00) have been calculated and shown in **Table 5-5**.



Table 5-5: Trip Rates based on Cara House (Trip Rate per Room)

	CAR	LGV	M/C	PEDESTRIAN	CYCLE	TOTAL
AM PEAK 0800-0900 (TRIP RATES PER ROOM)						
Arrivals	0.007	0.000	0.000	0.021	0.000	0.029
Departures	0.000	0.000	0.000	0.064	0.014	0.079
Two-Way	0.007	0.000	0.000	0.086	0.014	0.107
PM PEAK 1700-1800 (TRIP RATES PER ROOM)						
Arrivals	0.000	0.007	0.014	0.086	0.036	0.143
Departures	0.014	0.014	0.014	0.071	0.007	0.107
Two-Way	0.014	0.007	0.029	0.157	0.043	0.250
DAILY 0700-1900 (TRIP RATES PER ROOM)						
Arrivals	0.071	0.029	0.043	0.743	0.071	0.957
Departures	0.064	0.014	0.050	1.036	0.071	1.236
Two-Way	0.136	0.043	0.093	1.779	0.143	2.193

Note: Discrepancies due to rounding

- 5.4.6 To estimate the number of trips undertaken by public transport, the pedestrian trip rates have been split out using Method of Travel to Work data (WU03EW) for the MSOA the site is contained in (Haringey 032). This provides a robust assessment as the pedestrian-only trips are expected to be higher. The pedestrian and public transport mode share is set out in **Table 5-6**.

Table 5-6: Pedestrian and Public Transport Mode Share

Mode	% Share
Underground	46%
Train	10%
Bus	35%
Pedestrian	9%
Total	100%

- 5.4.7 Applying the mode shares set out in **Table 5-6** to the pedestrian trip rates in **Table 5-5** provides the trip generation of the existing site as presented in **Table 5-7**.

Table 5-7: Existing Trip Generation (70 Rooms)

	CAR	LGV	M/C	UNDERG ROUND	TRAIN	BUS	PED	CYCLE	TOTAL
AM PEAK TRIPS									
Arrivals	1	0	0	1	0	1	0	0	2
Departures	0	0	0	2	0	2	0	1	6
Two-Way	1	0	0	3	1	2	1	1	8
PM PEAK TRIPS									
Arrivals	0	1	1	3	1	2	1	3	10
Departures	1	0	1	2	1	2	0	1	8
Two-Way	1	1	2	5	1	4	1	3	18
DAILY TRIPS									
Arrivals	5	2	3	24	5	18	5	5	67
Departures	5	1	4	33	8	26	6	5	87
Two-Way	10	3	7	57	13	44	11	10	154

Note: Discrepancies due to rounding

- 5.4.8 **Table 5-7** shows that the existing site generates 8 and 18 two-way total person trips during the AM and PM peak hours, respectively. Throughout the day, the existing site generates 154 person trips.
- 5.4.9 The highest number of trips are associated with the underground with 3 and 5 two-way trips during the AM and PM peak hours, respectively. On a daily basis, 57 underground trips are generated by the existing site.

PROPOSED RESIDENTIAL TRAVEL DEMAND

- 5.4.10 Trip generation for the proposed use at the site has been undertaken using the trip rates ascertained from the surveys undertaken at the existing site presented in **Table 5-5**, then applying the mode share adjustments shown in **Table 5-6**.
- 5.4.11 To account for the car-free nature of the proposed development, all vehicle trips have been proportionally distributed onto the alternative modes. To provide a robust assessment, it has been assumed that the vehicles using the two Blue Badge spaces will depart the site during the AM peak hour and return during the PM peak hour.
- 5.4.12 Although Cara House does not form part of the planning application, the building will remain on-site. Therefore, the proposed trip generation includes both the 101 new rooms as well as the 70 existing rooms at Cara House.
- 5.4.13 The resulting trip generation for the proposed development is presented in **Table 5-8**.



Table 5-8: Proposed Trip Generation (171 Rooms)

	CAR	LGV	M/C	UNDERG ROUND	TRAIN	BUS	PEDESTRI AN	CYCLE	TOTAL
AM PEAK TRIPS									
Arrivals	0	0	0	2	0	1	0	0	4
Departures	2	0	0	6	1	4	1	3	17
Two-Way	2	0	0	7	2	6	1	3	21
PM PEAK TRIPS									
Arrivals	2	0	0	8	2	6	1	7	26
Departures	0	0	0	6	1	5	1	1	15
Two-Way	2	0	0	14	3	11	3	8	41
DAILY TRIPS									
Arrivals	2	0	0	67	15	52	13	14	164
Departures	2	0	0	89	21	69	17	14	211
Two-Way	4	0	0	157	36	121	30	28	375

Note: Discrepancies due to rounding

- 5.4.14 **Table 5-8** shows that the proposed development would be expected to generate 21 and 41 two-way total person trips during the AM and PM peak hours, respectively. Throughout the day, the site would generate 375 person trips.
- 5.4.15 The highest number of trips are associated with the underground with 7 and 14 two-way trips during the AM and PM peak hours, respectively. On a daily basis, 157 underground trips are generated by the proposed development.

NET TRAVEL DEMAND

- 5.4.16 The net change in trip generation at the site is presented in **Table 5-9**.

Table 5-9: Net Trip Generation

	CAR	LGV	M/C	UNDERG ROUND	TRAIN	BUS	PEDESTRI AN	CYCLE	TOTAL
AM PEAK TRIPS									
Arrivals	-1	0	0	1	0	1	0	0	2
Departures	2	0	0	3	1	3	1	2	11
Two-Way	2	0	0	5	1	4	1	2	14
PM PEAK TRIPS									
Arrivals	2	-1	-1	5	1	4	1	5	16
Departures	-1	0	-1	4	1	3	1	1	7
Two-Way	1	-1	-2	9	2	7	2	5	23
DAILY TRIPS									
Arrivals	-3	-2	-3	44	10	34	8	9	97
Departures	-3	-1	-4	56	13	43	11	9	125
Two-Way	-6	-3	-7	100	23	77	19	18	221

Note: Discrepancies due to rounding

- 5.4.17 **Table 5-9** shows that the proposed development is expected to result in a reduction of 15 two-way vehicle trips throughout the day, due to the removal of the on-site car park.
- 5.4.18 Although the proposed development is expected to result in an uplift in trips on the underground and bus network throughout the day, given the site's PTAL of 5, it is not expected this will have a material impact on the public transport network. Furthermore, the number of public transport users is expected to be lower given the nature of the development with resident's working space on-site.

COMMERCIAL TRAVEL DEMAND

- 5.4.19 For the commercial element of the development, it is considered that the vast majority, if not all, of the trips associated with the café and workshop store would be attributed to pass-by/diverted trips or internal trips as opposed to a trip attractor in its own right. That is, the retail trips will be comprised of local movements and mostly those already present on the local network which will simply divert into the development or originate from the development itself. As such, it has not been deemed necessary to carry out a trip generation assessment.

DELIVERY AND SERVICING DEMAND

- 5.4.20 Servicing demand for the proposed development has been forecasted using the same survey data obtained on Wednesday 27th and Thursday 28th April 2022.
- 5.4.21 A review of vehicles servicing the site, both within the car park and on Eade Road, has been undertaken across both days. Trip rates have subsequently been determined by calculating the average number of trips across both days and applying this to the existing rooms at the site.

PROPOSED SERVICING ON-SITE

- 5.4.22 The expected daily on-site servicing trip generation calculated pro-rata for the proposed development based on the existing site surveys is presented in **Table 5-10**. From this data, **Table 5-11** shows the calculated probabilities of no vehicles, 1+ vehicles, 2+ vehicles and 3+ vehicles being on-site in any one 15-minute period.

Table 5-10: On-Site Servicing Trip Generation (171 Rooms)

	CYCLE	M/C	CAR	LGV	OGV1	OGV2	TOTAL
ON-SITE SERVICING TWO-WAY TRIPS							
Daily (07:00 – 19:00)	0	10	15	20	2	0	46

Table 5-11: On-Site Servicing Trip Generation Probabilities

	Cycle	M/C	Car	LGV	OGV1	OGV2
<i>P(0)</i>	100%	90%	85%	80%	97%	100%
<i>P(1+)</i>	0%	10%	15%	20%	3%	0%
<i>P(2+)</i>	0%	1%	2%	4%	0%	0%
<i>P(3+)</i>	0%	0%	0.2%	0.6%	0%	0%

- 5.4.23 **Table 5-10** shows that the proposed development is expected to generate 46 two-way servicing trips on-site throughout the day.
- 5.4.24 **Table 5-11** shows that most of the time, there would be no vehicles in the on-site loading bays. The likelihood of the demand exceeding two bays in any particular 15-minute window is very low, with less than 1% probability. Therefore, the provision of two servicing bays on-site is deemed sufficient.

PROPOSED SERVICING ON-STREET

- 5.4.25 The expected on-street servicing trip generation is presented in **Table 5-12** and **Table 5-13**.

Table 5-12: Proposed On-Street Servicing Trip Generation (171 Rooms)

	CYCLE	M/C	CAR	LGV	OGV1	OGV2	TOTAL
ON-STREET SERVICING TWO-WAY TRIPS							
Daily (07:00 – 19:00)	2	2	10	7	0	0	22

Note: Discrepancies due to rounding

Table 5-13: Proposed On-Street Servicing Trip Generation Probabilities

	Cycle	M/C	Car	LGV	OGV1	OGV2
<i>P(0)</i>	97%	97%	90%	92%	100%	100%
<i>P(1+)</i>	3%	3%	10%	8%	0%	0%
<i>P(2+)</i>	0%	0%	0.8%	0.4%	0%	0%
<i>P(3+)</i>	0%	0%	0%	0%	0%	0%

- 5.4.26 **Table 5-12** shows that the proposed development is expected to generate 22 on-street two-way servicing trips throughout the day.
- 5.4.27 **Table 5-13** shows that the vast majority of the time, there will be no vehicles using Eade Road for delivery and servicing. A small proportion of the time there will be one vehicle related to the development using Eade Road for delivery and servicing, and a very small proportion of the time (1.2%) there would be two or more delivery and servicing vehicles using Eade Road. During the surveys, the median stay of servicing vehicles was observed to be approximately four minutes.
- 5.4.28 Based on the analysis of the availability of yellow line loading space on Eade Road, and the predicted on-street demand, there is sufficient capacity to accommodate the development's servicing activity.

5.5 TRIP DISTRIBUTION AND IMPACTS

- 5.5.1 This section of the TA sets out how the anticipated trips generated by the proposed development will be distributed and assigned onto the transport network.

VEHICLE TRIPS

- 5.5.2 Due to the car-free nature of the proposals, with the exception of two Blue Badge spaces, and removal of the car park and 10 car parking spaces, it is not necessary to further consider the highway impact, distribution of vehicle movements to the network, and/or undertaken junction modelling.

DELIVERY AND SERVICING TRIPS

- 5.5.3 The additional servicing trips are expected to be sufficiently accommodated by the two proposed on-site loading bays and loading on-street along Eade Road.

PUBLIC TRANSPORT TRIPS

BUS

- 5.5.4 Based on the number and frequency of bus services in proximity to the site, it is expected the additional bus passengers can be accommodated with negligible impact on the existing bus network.

UNDERGROUND/TRAIN

- 5.5.5 With three stations within 15-minutes' walk of the site, based on the number of services available, it is expected the additional underground/train passengers can be accommodated with negligible impact on the existing network.



CYCLE TRIPS

- 5.5.6 As part of the forthcoming proposals, the cycle parking provision (in line with the London Plan) seeks to further encourage and increase cycle use, further assisted by good accessibility to the existing cycle network.

PEDESTRIAN TRIPS

- 5.5.7 The site already has excellent pedestrian connection to public transport services via footways on Seven Sisters Road providing access to nearby bus stops and rail services.

5.6 MANAGEMENT STRATEGIES AND DESIGN SOLUTIONS

- 5.6.1 A number of management plans have been prepared to encourage sustainable travel and ensure that the proposed development operates efficiently. The management plans have been submitted alongside the TA and are expected to be secured by planning condition/through the S106 agreement.

- 5.6.2 The following documents have been prepared to accompany the planning application.

DRAFT RESIDENTIAL TRAVEL PLAN

- 5.6.3 A Draft Residential Travel Plan (RTP) has been prepared in accordance with TfL and DfT guidance, which sets out a range of preliminary management strategies and measures to support and encourage sustainable travel.

- 5.6.4 The overall aim/objective of the RTP is to minimise the impact of travel on the local and wider environment and to promote sustainable travel choices, such as walking, cycling and public transport.

- 5.6.5 The RTP identifies the requirement for specific travel plans to be developed upon occupation of the site.

DRAFT DELIVERY AND SERVICING PLAN

- 5.6.6 A Draft Delivery and Servicing Plan (DSP) has been prepared setting out a management strategy to ensure the site can be serviced in an efficient and safe manner.

- 5.6.7 A DSP has been produced to support the planning application as a standalone document in order to manage refuse, delivery and service vehicle arrangements and overall accessibility. While it is recognised this will be a live document that will need to be adapted over the life of the development, the DSP sets out a range of management strategies and measures to ensure the site can be readily serviced in an efficient and safe manner, without inconveniencing others.

OUTLINE CONSTRUCTION LOGISTICS PLAN

- 5.6.8 Ahead of demolition and construction, a contractor will be appointed who will ensure that a full CLP is prepared to satisfy planning conditions to secure its production prior to commencement of any works. This will be prepared in accordance with TfL CLP Guidance.

- 5.6.9 The document will also address the mode of travel, and parking arrangements, of construction staff, including measures to encourage car sharing to reduce traffic and parking impacts. Additional measures will be included to encourage construction staff to travel by public transport, walk or cycle, where practical.

- 5.6.10 The full CLP will provide the necessary vehicle swept path drawings to confirm the safe site access/egress and manoeuvrability within the site for demolition and construction by various vehicle types including any abnormal loads.



6 LOCAL BOROUGH ANALYSIS

6.1 INTRODUCTION

- 6.1.1 This section sets out how the development delivers local planning policy and specific local issues such as on-street parking and the operation of the local road network.

6.2 HARINGEY LOCAL PLAN

HARINGEY'S LOCAL PLAN STRATEGIC POLICIES 2013 – 2026 (MARCH 2013)

- 6.2.1 Haringey's Local Plan is comprised of a suite of documents including the Strategic Policies DPD and Development Management DPD.
- 6.2.2 Key transport policies from the Haringey Local Plan considered in relation to the proposed development are detailed in **Table 6-1**.

Table 6-1: Haringey Local Plan Policy Compliance

POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
Strategic Policies DPD		
SP7	The Council aims to deliver action on climate change to create high quality and healthy places, through promoting the use of public transport, walking and cycling, supporting measures to influence behavioural change and supporting car-free development where feasible.	The proposed development will be car-free with the exception of Blue Badge bays. The site is located in proximity to bus stops, rail stations and the cycle network, encouraging the use of sustainable travel.
Development Management DPD		
DM31	Developments should be located where public transport accessibility is high with car parking minimised to reduce car travel. The Council will require the submission of a Travel Plan and a Transport Assessment in support of development proposals.	Although the proposed development will result in a modest increase in public transport trips, the availability of nearby bus services and three rail stations means the development is expected to have a minimal impact on the transport network. A TA and RTP are submitted as part of this planning application.
DM32	Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan. The Council will encourage the provision of car club bays on-site.	The proposed scheme is car-free in line with the London Plan. The possibility of providing a car club vehicle at the site will be explored.
DM39	Development proposals for warehouse living should ensure parking and servicing requirements are met.	The scheme will be car-free, with the exception of Blue Badge spaces, and provides sufficient capacity to accommodate the development servicing activity.



6.3 LOCAL HIGHWAY NETWORK

- 6.3.1 Eade Road provides primary access to the site for vehicles and pedestrians. The road runs on an east-west alignment and forms a priority junction with Seven Sisters Road at its eastern end and Hermitage Road at its western end. The road operates at a speed limit of 20mph, with traffic calming in the form of speed humps along the length of the road.
- 6.3.2 Tewkesbury Road provides a secondary access to the site from the north. The road is two-way, although is restricted in width due to the presence of parking on both sides of the road and operates at 20mph.
- 6.3.3 Seven Sisters Road (A503) forms part of the TLRN and is therefore managed by TfL. In proximity to the site, the road operates at a speed limit of 30mph with a lane for standard traffic in each direction as well as a shared bus/cycle/motorcycle/taxi lane in each direction which is in operation Monday to Saturday 07:00 – 19:00.

6.4 PARKING AND LOADING RESTRICTIONS

- 6.4.1 Eade Road falls within CPZ 'Green Lanes B' which is in operation 08:00 – 18:30 Monday to Friday. Adjacent to the site, CPZ parking bays are located on the southern side of the road. The location of the site within the CPZ is shown in **Figure 6-1**.

Figure 6-1: CPZ Green Lanes B



6.4.2 Within LBH, resident Blue Badges are issued as virtual permits and there is therefore no need to display anything in the vehicle. Instead, the Council holds the vehicle registration number linked to the permit and is therefore able to check if a vehicle is allowed to park where it is. The Blue Badge permit is valid borough-wide without a time limit in the following zones:

- Resident bays within a CPZ
- Shared use bays – residential/pay by phone
- Shared use bays – permit holder/pay by phone
- Permit holder bays
- Disabled bays (except dedicated disabled bays)
- Pay by phone-only bays

6.4.3 The permit is not valid for use:

- On single and double yellow lines – if users want to park in these locations, the Blue Badge and time clock must be displayed and a maximum parking time of 3 hours is permitted
- In a dedicated Blue Badge bay
- In a private car park
- Where loading restrictions are in place

6.4.4 As such, Blue Badge holders would be permitted to park within the existing CPZ bays on Eade Road.

6.4.5 Seven Sisters Road is a 'red route', with no stopping permitted Monday to Saturday between 07:00 – 19:00. Stopped is permitted in highlighted bays between 07:00 – 13:00 for a maximum of 20 minutes (no return within 40 minutes), such as in those approximately 30m north of the junction with Eade Road.



7 CONSTRUCTION LOGISTICS PLAN

- 7.1.1 This section of the TA sets out the Outline Construction Logistics Plan (CLP) to support the planning application. It summarises the key transport-related matters during the construction of the proposed development.
- 7.1.2 The outline CLP is based upon an indicative construction programme and provides details of vehicle routing and access. It is prepared in line with best practice guidance, and it is proposed that a full CLP will be prepared before construction (to be secured by planning condition) and would be implemented and monitored throughout the construction programme.

7.2 POLICY

- 7.2.1 Relevant regional and local planning policy and guidance has been reviewed to provide context for construction in relation to the proposed development.

LONDON PLAN (2021)

- 7.2.2 Policy T7 'Freight and Servicing' sets out that *"Development proposals must adopt appropriate construction site design standards to 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."*

TFL CLP GUIDANCE

- 7.2.3 TfL issued the 'Construction Logistics Plan Guidance' in July 2017, the purpose of which is to ensure that high quality CLPs are produced to minimise the impact of construction logistics on the road network.
- 7.2.4 The guidance focuses on reducing the impact of construction in terms of:
- **Environmental impact:** Lower vehicle emissions and noise levels;
 - **Road risk:** Improving the safety of road users;
 - **Congestion:** Reduced vehicle trips, particularly in peak periods; and
 - **Cost:** Efficient working practices and reduced deliveries.
- 7.2.5 CLPs provide a framework for understanding and managing construction vehicle activity into and out of a proposed development and should detail:
- The amount of construction traffic generated;
 - The routes the construction vehicles will use and consideration of local impacts;
 - The impact on relevant community considerations; and
 - Any traffic management that will be in place.
- 7.2.6 There are two types of CLPs that may be required. An outline CLP accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme. A full CLP is submitted to a planning authority pursuant to, and in discharge of, a condition that has been imposed on the planning permission. It provides the planning authority with the detail of the logistics activity expected during the construction programme.



- 7.2.7 The guidance suggests a range of measures and strategies that should be considered to reduce the impact of construction on the local environment.

7.3 OBJECTIVES

- 7.3.1 The overall objectives of the CLP are to:

- Lower Emissions;
- Enhance Safety – Improved vehicle and road users' safety; and
- Reduce Congestion – Reduced trips overall, especially in peak periods.

- 7.3.2 To support the realisation of these objectives, several sub-objectives include:

- Encouraging construction workers to travel to the site by non-car modes;
- Promoting smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the CLP with construction contractors;
- Communicating site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

7.4 CONSTRUCTION PROGRAMME

- 7.4.1 Planning for demolition and construction is at a preliminary stage, therefore timescales will be finalised following the appointment of a contractor.

7.5 CONSTRUCTION METHODOLOGY

- 7.5.1 Prior to the commencement of any site works, all occupiers surrounding the site will be notified in writing of the nature and duration of works to be undertaken. The name and contact details of the person responsible for the site works will be included in the introductory letter and this will be used for all enquiries and complaints for the entire duration of the works and updates of work will be provided regularly and any complaints will be properly addressed as quickly as possible as part of the Contractor's commitment to the Considerate Contractors Scheme.

- 7.5.2 The safety of the public and protection of pedestrians will be ensured at all times by having the construction area, materials storage areas and waste storage areas, either hoarded or fenced with lockable access. Relevant signage will be erected to ensure adequate warning/information regarding the health and safety of the public.

- 7.5.3 In accordance with the TfL CLP Guidance, the full CLP will include full details of the construction works and programme, broken down as follows:

- Site Setup and Demolition;
- Excavation and Piling;
- Sub-Structure;



- Super-Structure;
- Cladding; and
- Fit-Out, Testing and Commissioning.

7.6 SITE SETUP AND DEMOLITION

- 7.6.1 All site boundaries will be totally enclosed by clean, safe and well-maintained hoardings. These hoardings will be designed to allow the displaying of relevant signage and notice boards to ensure good communication with the local neighbourhood. Low voltage bulkhead lights will be installed as part of the hoardings to ensure footpaths; signage and notice boards are well lit.
- 7.6.2 Site offices and welfare facilities would be provided on site.
- 7.6.3 Further details of the site setup and demolition, including timings, plant, vehicles required and works description will be included by the Principal Contractor as details are made available. The detail of this section will be secured by condition and provided within the full CLP once the construction methodology is confirmed by the appointed Principal Contractor.

7.7 EXCAVATION AND PILING

- 7.7.1 Further details of the excavation and piling phase, including timings, plant, vehicles required and works description will be included by the Principal Contractor as details are made available. The detail of this section will be secured by condition and provided within the full CLP once the construction methodology is confirmed by the appointed Principal Contractor.

7.8 SUB-STRUCTURE

- 7.8.1 Further details of the sub-structure phase, including timings, plant, vehicles required and works description will be included by the Principal Contractor as details are made available. The detail of this section will be secured by condition and provided within the full CLP once the construction methodology is confirmed by the appointed Principal Contractor.

7.9 SUPER-STRUCTURE

- 7.9.1 Further details of the super-structure phase, including timings, plant, vehicles required and works description will be included by the Principal Contractor as details are made available. The detail of this section will be secured by condition and provided within the full CLP once the construction methodology is confirmed by the appointed Principal Contractor.

7.10 CLADDING

- 7.10.1 Further details of the cladding phase, including timings, plant, vehicles required and works description will be included by the Principal Contractor as details are made available. The detail of this section will be secured by condition and provided within the full CLP once the construction methodology is confirmed by the appointed Principal Contractor.



7.11 FIT-OUT, TESTING AND COMMISSIONING

- 7.11.1 Further details of the fit-out, testing and commissioning phase, including timings, plant, vehicles required and works description will be included by the Principal Contractor as details are made available. The detail of this section will be secured by condition and provided within the full CLP once the construction methodology is confirmed by the appointed Principal Contractor.

7.12 SITE LOGISTICS

- 7.12.1 The efficient management of site logistics will be vital to the success of the project. A key strategy of logistics for a construction project is to ensure that the products and materials arrive on-site at the time and in the quantities that are required.
- 7.12.2 The Contractors will ensure that the necessary pre-planning is undertaken and that the quality of the communication between those planning the project and those supplying the products and materials is maintained throughout the project. A delivery management system will be used, which is a cloud based, digital logistics tool used for planning, managing, optimising and executing delivery activities, this allows everyone in the life cycle of deliveries to the project to communicate via one platform.
- 7.12.3 The following strategies should be adopted as part of the detailed CLP:
- Excavated material will be removed to tipper lorries by machine;
 - Products and materials will be delivered to the site by vehicle and unloaded by machinery. All vehicle movements will be strictly controlled by marshals, and temporary barriers/barrier systems erected to safeguard pedestrians where required; and
 - Access and egress to be controlled by fully manned security gates.

HOURS OF WORK

- 7.12.4 It is anticipated that the core working hours for demolition and construction will be as set out as follows:
- 0800 – 1800 hours weekdays;
 - 0800 – 1300 hours Saturdays; and
 - Working on Sunday/Public Holidays will be subject to reasonable notice.
- 7.12.5 All work outside these hours will be subject to prior agreement and/or reasonable notice given to the Council and their Environmental Health Officer. These hours will be strictly adhered to unless or in the event of:
- An emergency demands the continuation of works on the grounds of safety;
 - Fitting out works are being carried out within the containment of the building envelope; and
 - Completion of an operation that would otherwise cause greater interference with the environment/general public if left unfinished.

7.13 VEHICLE ROUTING

- 7.13.1 The contractor will use designated construction traffic routes for deliveries to the site and removal of waste. Access routes to and from the site to be used by HGVs will be agreed upon with the Council before initiation of the construction programme via the full CLP, to minimise disruption to the road and pedestrian network. The strategic road network will be used as far as possible to reach each site.



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Figure 7-2: Local Routing Plan



- 7.13.7 Given the proximity to the strategic highway network, i.e. Seven Sisters Road, the routing minimises the time spent on residential roads and is therefore considered suitable.
- 7.13.8 The site plan will be updated within the full CLP once a Principal Contractor has been appointed. Revised versions of the plans will be updated and provided following the Principal Contractor's appointment.
- 7.13.9 Access to the site will be locked with a combination lock to prevent unauthorised access and the hoardings will be checked regularly to ensure they remain secure. An appropriate member of staff will be named within the full CLP, and their contact details will be available to deal with emergencies and ensure access is possible when required.

7.14 PERSONNEL ACCESS

- 7.14.1 Most operatives are anticipated to arrive by public transport. No car parking will be provided for general travel.
- 7.14.2 Sub-contractors may elect to bring labour to site by minibus, in which case a parking space may be allocated within the site boundary.
- 7.14.3 Pedestrian access gates will be located in suitable locations. Pedestrian access to the site will be segregated from vehicle traffic, with clear signage to maintain the safety of the site and the public.

7.15 STRATEGIES TO REDUCE IMPACT

- 7.15.1 A number of strategies and measures are planned to reduce the impacts of construction and construction traffic on the local area. The planned measures can be categorised as follows:

- **Committed:** Measures that will be implemented as part of the CLP.
- **Proposed:** Measures that are feasible and likely to be implemented. Once a contractor is appointed these measures will be studied further and confirmed within the full CLP.
- **Considered:** Measures that are unlikely to be implemented or feasible but could be investigated or become relevant in the future.

7.15.2 **Table 7-1** summarises the planned measures for the construction of the proposed development.

Table 7-1: CLP Mitigation Measures

PLANNED MEASURES	COMMITTED	PROPOSED	CONSIDERED
MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES			
Safety and environmental standards and programmes	✓		
Adherence to designated routes	✓		
Delivery scheduling	✓		
Re-timing for out of peak deliveries	✓		
Re-timing for out of hours deliveries			✓
Use of holding areas and vehicle call off areas			✓
Use of logistics and consolidation centres			✓
MEASURES TO ENCOURAGE SUSTAINABLE FRIEGHT			
Freight by water			✓
Freight by rail			✓
MATERIAL PROCUREMENT MEASURES			
Design for off-site manufacture			✓
Re-use of material on-site		✓	
Smart procurement		✓	
OTHER MEASURES			
Collaboration with other sites in the area			✓
Implement a Staff Travel Plan	✓		

COMMITMENTS

7.15.3 The contractor will expect to commit to:

- Running the site and surrounding hoardings to a high safety and environmental standard and to provide any necessary programmes as required including external safety audits.
- Ensuring all deliveries comply with the above detailed routes.
- Timing deliveries between 08:00 and 16:30.
- All deliveries are to conform to the following procedures:
 - A just in time approach is to be employed to prevent excessive build-up of materials on site waiting to be incorporated into the building construction.
 - A traffic marshal will be available on-site to coordinate deliveries and to ensure that the safety of pedestrians, cyclist and other vehicles is always ensured.



CLOCS AND FORS

- 7.15.4 The CLOCS (Construction Logistics and Community Safety) standard will be signed up to, which will ensure that the construction contractor (as well suppliers and sub-contractors) follow safe practices in the management of their operations, vehicles, drivers and construction sites.
- 7.15.5 Fleet Operator Recognition Scheme (FORS) accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified, and licenced to operate vehicles which are properly maintained, equipped and insured.
- 7.15.6 All construction vehicle operators will be required to detail how they will adopt the ethos of FORS and CLOCS and register for membership. FORS Silver accreditation will be required for all construction vehicles.

DELIVERY SCHEDULING

- 7.15.7 A delivery scheduling system is planned to allow for the control and management in the timings of deliveries. Booking availability will be determined by unloading space available, activities on-site and managed carefully to minimise impacts on the local transport network. A comprehensive daily logistics schedule will be maintained, and unauthorised deliveries will be turned away until the approved procedure has been followed.
- 7.15.8 Construction staff on-site will be prepared for the arrival of all vehicles to prevent vehicles needing to wait on the public highway. Deliveries will be made 'just in time' to minimise the amount of space required on site for construction materials. Hard copies of daily delivery schedules will be displayed at prominent locations e.g. provided at the gate/offloading points, at hoists and also issued to drivers, forklift drivers and any other materials handling equipment operators, all of whom need to be in constant radio communication with one another. All radio users will be trained on correct radio procedures and protocols.
- 7.15.9 There will be a rota system requiring all deliveries to be pre-booked at least 24 hours in advance to avoid on-site and off-site congestion by spreading the resulting traffic over a longer period. Whenever possible, there will be no major vehicle movement during "rush hours", defined as 07.30 – 10.00 and 16.30 – 18.30 Monday to Friday.

ABNORMAL LOADS

- 7.15.10 Delivery of abnormal loads will be planned in advance and agreed with the Council.
- 7.15.11 The following measures for abnormal loads are proposed:
- All deliveries to be pre booked. No waiting on access routes to be permitted.
 - Deliveries to be restricted to the hours of 09:30 – 16:30.
 - Any large plant to be delivered out of hours – either Saturday or Sunday, subject to prior agreement with the Council.
- 7.15.12 Where possible, vehicles will be fully loaded, thereby minimising the number of vehicle trips made by large vehicles.



- 7.15.13 No construction vehicles will be allowed to travel off the identified access and egress routes and no waiting will be permitted on the access or egress routes. It is recognised that neighbours and residents along the routes are often best placed to advise if drivers are not complying with these requirements. Residents will be able to contact the Site Manager to report any non-compliance. For a first offence, suppliers will be reminded of the site access route requirements. For a second offence, suppliers will have a 5% proportion of their load fee withheld. For a third offence, suppliers will be replaced.

MATERIALS AND STORAGE

- 7.15.14 The site will be secured with hoarding where required. All plant and materials will be stored and secured (against theft and vandalism) on-site when not in use or at an off-site (off public highway) location (if required).
- 7.15.15 There will be no requirement to store materials or plant on the public highway. On-site tool storage will be provided within the site compounds. As much waste as possible will be recycled. To help reduce trips, vehicles delivering materials to the site will leave with waste.

SUSTAINABILITY

- 7.15.16 Re-use of materials on-site will be undertaken where practical.
- 7.15.17 Smart procurement will be encouraged to share suppliers and minimise the number of construction vehicle trips. All suppliers will be made of aware of access and routing requirements.

STAFF TRAVEL PLAN

- 7.15.18 A Staff Travel Plan will be implemented at the site to encourage travel to the site by sustainable modes. Given the range of bus services and underground/rail services available in proximity to the site, no staff car parking will be provided.

CONSIDERED

LORRY HOLDING

- 7.15.19 Should dedicated lorry holding be required, at this stage it is identified that this could be along Eade Road.

CO-ORDINATION WITH OTHER CONSTRUCTION SITES

- 7.15.20 The appointed contractor will investigate the opportunity to collaborate with other construction sites in the area.

SUSTAINABILITY

- 7.15.21 Off-site manufacture and re-use of material will be investigated and proposed if practical where smart procurement will be used where practical.

RAIL AND WATER FREIGHT

- 7.15.22 The use of water and rail modes to transport freight is not appropriate given the location.



7.16 ESTIMATED VEHICLE MOVEMENTS

- 7.16.1 Once appointed, the contractor will provide details of the number of estimated vehicle movements which will be generated by the construction works by vehicle type and size and will consult the Council with regard to larger vehicle movements, where required.
- 7.16.2 The number of lorry movements, hours of operation and any lorry holding areas will be agreed upon in advance with the Council. The Contractor will maintain an up-to-date log of all drivers that will include a written undertaking from them to adhere to approved routes for construction traffic.
- 7.16.3 There will be no daytime or overnight parking of lorries within the vicinity of the construction site.
- 7.16.4 Design information and programme of works are at a preliminary stage subject to approvals being granted and further detail being progressed.

7.17 TRAFFIC DIVERSIONS

- 7.17.1 The expected volume and type of construction traffic required at this stage is not expected to lead to the requirement for diversion of traffic on the public highway.

7.18 CONSTRUCTION DELIVERIES

- 7.18.1 A delivery scheduling system is planned to allow for the control and management in the timings of deliveries. Booking availability will be determined by unloading space available, activities on-site and managed carefully to minimise impacts on the local transport network. A comprehensive daily logistics schedule will be maintained, and unauthorised deliveries will be turned away until the approved procedure has been followed.
- 7.18.2 Construction staff on-site will be prepared for the arrival of all vehicles to prevent vehicles needing to wait on the public highway. Deliveries will be made 'just in time' to minimise the amount of space required on site for construction materials. Hard copies of daily delivery schedules will be displayed at prominent locations e.g. provided at the gate/offloading points, at hoists and also issued to drivers, forklift drivers and any other materials handling equipment operators, all of whom need to be in constant radio communication with one another. All radio users will be trained on correct radio procedures and protocols.

7.19 IMPLEMENTING

- 7.19.1 In the first instance, this outline CLP will be issued to the Council for review as part of the planning application. An appropriate planning condition/obligation would secure the requirement for a full CLP to be submitted and approved before the commencement of the proposed development. The full CLP would be prepared by the principal contractor. The local community will be consulted to identify any concerns about construction activity and traffic.
- 7.19.2 The principal contractor will be responsible for implementing the CLP. It is expected that a Driver Handbook would be used to distribute information which makes sure that all contractors are aware of their obligations.
- 7.19.3 The key measures identified to manage and control the impacts of construction traffic are expected to be:
- Commitment to meet CLOCS/FORS accreditation.
 - Use of delivery scheduling system.
 - Designated construction traffic routes ensuring all HGVs use appropriate strategic roads.



7.20 MONITORING

7.20.1 Data sharing remains a key principle for the success and continuous improvement of construction. A list of items will be agreed, and specific data will be disseminated. This will include:

- Compliance
 - CLOCS compliance – suppliers to provide pre-qualification evidence
 - FORS compliance – suppliers to provide pre-qualification evidence
 - Routing compliance – to be monitored through resident feedback
 - No staff car parking
- Data from the delivery scheduling system and the recorded log of vehicle movements to the site:
 - Vehicle type and size
 - Duration on site
- Safety issues including any injuries or near misses recorded in the site logbook
- Breaches and complaints.
 - No construction vehicles will be allowed to travel off the identified access and egress routes and no waiting will be permitted on the access or egress routes. It is recognised that neighbours and residents along the routes are often best placed to advise if drivers are not complying with these requirements. Residents will be able to contact the Site Manager to report any non-compliance. For a first offence, suppliers will be reminded of the site access route requirements. For a second offence, suppliers will have a 5% proportion of their load fee withheld. For a third offence, suppliers will be replaced.
- Staff travel plan and survey

7.20.2 The traffic marshals shall keep a record of every delivery, such as:

1. Number of vehicle movements to site
 - Total
 - By vehicle type/size/age
 - Time spent on site
 - Consolidation centre utilization
 - Delivery/collection accuracy compared to schedule
2. Breaches and complaints
 - Vehicle routing
 - Timing of delivery
 - Unacceptable queuing or parking
 - Adherence to safety & environmental standards & programmes
 - Low Emissions Zone (LEZ) compliance
3. Safety
 - Logistics-related incidents



- Record of associated fatalities and serious injuries
- Ways staff are travelling to site
- Vehicles and operators not meeting safety requirement

7.21 UPDATING

- 7.21.1 The outline CLP will be developed into a full CLP once a contractor is appointed and following the grant of any planning permission. The full CLP will be prepared in consultation with the Council and require their approval. This will ensure that all construction activities accord with relevant policy requirements.
- 7.21.2 After the full CLP is submitted and approved, the CLP will be an evolving document to account for any changes to the construction strategy and incorporate monitoring results and any consequent changes. It will be reviewed internally every month and/or at any time there is a significant change in the construction process. This will ensure that the document remains relative to the realities of the site at any point in time.
- 7.21.3 The CLP will be kept on site and updated by the Principal Contractor in consultation with the Council.



8 SUMMARY AND CONCLUSIONS

- 8.1.1 This Transport Assessment has been prepared in support of the development proposals at Seven Sisters/Eade Road in LBH.
- 8.1.2 The site includes a vacant site on the corner of Eade Road and Seven Sisters Road and associated land as well as 2-4 Tewkesbury Road. Primary access to the site for vehicles and pedestrians is provided from Eade Road to the south, with further accesses from Seven Sisters Road and Tewkesbury Road.
- 8.1.3 The proposals comprise the provision of a total of 101 residential rooms and associated workspace uses. In addition, commercial units with a total floorspace of 647.6sqm (GEA) will be provided at ground floor level. The existing car park containing 10 spaces will be removed providing a car-free development, with the exception of two Blue Badge parking spaces provided on-street. In addition, the passageway from Seven Sisters Road to Tewkesbury Road will be widened and vastly improved.
- 8.1.4 Two on-site loading bays are proposed to be provided within the site. This will enable deliveries being undertaken in 4.6t vans or smaller to take place within the site. For larger vehicles and refuse collection vehicles, it is proposed servicing is undertaken on-street on the yellow lines on Eade Road. Through surveys of the existing site, it has been confirmed that this provision is sufficient to accommodate the expected number of delivery and servicing vehicles to the site.
- 8.1.5 The proposed development trip generation has been forecast and related to the capacity of the transport network. As a car-free development, the impact on the highway network is expected to be minimal and accommodated without perceptible impact to other road users.
- 8.1.6 The impact of the proposed development on the public transport will be minimal given the proximity of a range of public transport services including buses and three underground/rail stations.
- 8.1.7 A Draft Residential Travel Plan, Draft Delivery and Servicing Plan and Outline Construction Logistics Plan have been prepared to encourage sustainable travel and ensure that the proposed development operates efficiently.
- 8.1.8 The proposed development is suitably located and designed to maximise the potential for sustainable travel and minimise impacts on the local transport networks through appropriate access, public realm, parking and servicing strategies. The proposed development is therefore sustainable and appropriate in principle.
- 8.1.9 In accordance with TfL's Healthy Streets Transport Assessment Guidance, **Table 8-1** summarises the conclusions of this TA.



Table 8-1: Key Transport Assessment Conclusions

TA SECTION	KEY TRANSPORT IMPACTS / ISSUES	SOLUTIONS / MECHANISMS / RECOMMENDATIONS
Site & Surroundings	Cycle parking facilities not in accordance with London Plan	Secured and covered cycle parking stores are to be introduced as part of the development.
	The site does not promote active modes	Proposed improvement of the passageway to the north of the site and provision of cycle parking will promote active modes. The proposals will remove car parking and the development will be car-free with the exception of Blue Badge bays.
	The site must provide Blue Badge parking spaces	Existing on-street bays will be converted to provide two Blue Badge spaces. Surveys show this will not increase parking occupancy above 80% and will therefore not create parking stress.
London-Wide Network	Additional delivery and servicing trips generated by the proposed development	Two loading bays to be implemented within the site to allow for smaller deliveries off street. Larger deliveries will take place on-street on the yellow lines adjacent to the site.
	The development will generate new trips on the transport network, particularly the walk and public transport network considering it will be car-free	A review of how and where people will travel has been undertaken, and the impacts of the development on the London-wide network are expected to be negligible. The proposed development is located in an area with multiple public transport routes and high-frequency services, which can accommodate the expected number of development trips without perceptible impact. No action is required.
Construction	Full details of construction methodology are not currently available	Full CLP to be secured by planning condition or S106

- 8.1.10 The TA has thoroughly reviewed the existing conditions and associated transport impacts of the proposal. It has demonstrated that the proposed development will have a negligible transport impact.
- 8.1.11 This TA has demonstrated that the proposed development will prioritise active and sustainable travel; have a negligible impact on the London-wide public transport and highways networks; and will contribute improvements to the site and its surroundings. The development delivers local and strategic transport planning policy and provides safe and suitable access, parking, and servicing arrangements.
- 8.1.12 Therefore, there is no reason why the proposed development should not be granted planning permission in highways terms.



APPENDIX A

PROPOSED SITE LAYOUT





NOTES:

These drawings reflect the current position of the scheme development at RIBA Stage 2. They should be read in conjunction with the following information:

- Design Access statement produced by Morris+Company

Drawings should also be read in conjunction with information prepared by other consultants (where applicable):

- Structural Engineer drawings and reports (London Structures Lab)
- MEP Engineer drawings and reports (Ingenium Consulting)
- Fire Engineer drawings and reports (BBSeven)
- Sustainability Consultants drawings and reports (Expedition)
- Planning Consultant reports (Tibbalds)
- Landscape Architect drawings and reports (Campbell Cadey)
- Building Regulations Compliance Tracker Report (Socotec)
- Vertical Transport Reports (Hilcomoran)
- Transport + Servicing Consultant drawings and reports (Velocity)
- Daylight & Sunlight Consultant drawings and reports (Waldrams)
- Cost Consultant reports (Henney Gooden)
- Accessibility Consultant reports (Probyn Gibbs Associates)
- Viability Assessment (ULL Property)

EXTENTS AND BOUNDARIES:

These drawings combine survey and site information produced by others and as such should be verified for accuracy.

Existing site information, context, surrounding infrastructure, neighbouring building extents and plots are derived from 2D Surveys, produced by:

'Point 2'

Drawing numbers: LS2583_T_2_071022_B / LS2583_E_2_121022/

Date of creation: 03.11.2022 / 12.10.2022 / 04.03.2022

'Point 2'

Drawing numbers: LS2583_1_040322/LS2583_2_040322/LS2583_B_040322/LS2583_E_040322/LS2583_G_040322/LS2583_R_040322/LS2583_S_040322/LS2583_T_040322

Date of creation: 04.03.2022

'Ordnance survey map

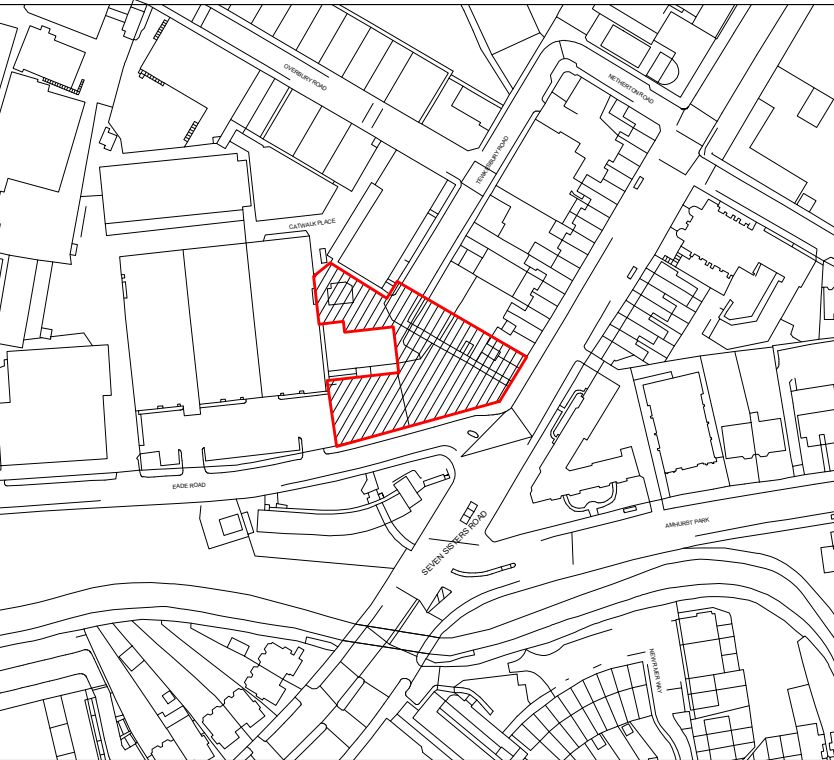
Drawing numbers: Harringay Warehouse District_mastermap-topo_3659131_0

Date of creation: 02.02.2022

The application boundary has been derived from assumed party wall line and includes land in public domain. All boundary lines are subject to verification by a qualified party wall surveyor.

Spot levels are defined as AOD and reflected in metres

P02	25/11/2022	Final Planning for Review
P01	21/10/2022	Draft Planning for Review



MORRIS+COMPANY
215 Mare Street - London E8 3QE
+44 (0)20 7566 7440
www.morrisandcompany

- Do not scale from this drawing
- All dimensions to be checked on site by the Contractor
- And such dimensions to be their responsibility
- Report all drawing errors and omissions to the Architect
- All dimensions in millimeters unless noted otherwise
- If in doubt ask Contract Administrator

job title
Warehouse Living - Seven Sisters Road

drawing title / location
Proposed Ground Floor

status	S0 - WORK IN PROGRESS				
scale	1 : 125 @ A1				
project	originator	funct.	spatial	form	disc. number
A343	MCO	XX	LO	DR	A 01110



LEGEND	
HARD LANDSCAPING	
	P1: Concrete Block Paving, 600x600x50mm; Charcon Mordale or equal approved
	P3: Turfstone, 600x400x100mm, or equal approved
	P2: Permeable paving
	P4: Corduroy waming paving, 400x400x50mm, in Buff; Charcon or equal approved
	P5: Existing footpath paving to be made good
	E1: Flush steel edging; Kinley AuExcel or equal approved
	E2: Pre-cast concrete edging to planters;
	E3: Steel tree planters, 900mm high, RAAFT Plantefine or equal approved
	E4: Painted strip to delimitate areas, colour TBC
	Pre-cast concrete seating steps;
	F1: Pre-cast concrete bench; Broxap Lithos Standard bench or equal approved; 400mm x 450mm x various
	F2: Urban furniture
	F3: Sheffield cycle stand
	Bollards
SOFT LANDSCAPING	
	Native Hedges Mix
	Wildflower Enriched turfs
	Rain Gardens Mix
	Herbaceous Perennial Mix
	Climbers
	Species Rich Lawn Turf
	Green Roofs

221206	Planning App	-	FC	RC
DATE	DESCRIPTION OF REVISION	REV	DR	CH

Campbell Cadey Architects

Bussey Building, Unit BGK, 133, Copeland Rd, London SE15 3SN
www.campbellcadey.com/

DRAWING STATUS : PLANNING

CLIENT :
PROVEWELL

PROJECT TITLE :
HARRINGAY WAREHOUSE DISTRICT
SEVEN SISTERS

DRAWING TITLE :
Landscape General Arrangement
Tewkesbury Road Ground Plan

DRAWING SCALE : 1:100	DRAWN BY : FC	DRAWN DATE : DEC 2022
PAPER SIZE : A1	APPROVED BY : RC	APPROVED DATE : DEC 2022

DRAWING NUMBER :
2205_PL_004

REVISION :
Copyright Campbell Cadey 2022

GENERAL NOTES:

- Do not scale drawing.
- All setting out, levels and dimensions are to be agreed on site.
- The dimensions of all materials must be checked on site before any fabrication or installation can commence.
- This drawing must be read in conjunction with all other Works Information.
- Order of construction and setting out to be agreed on site.

NOTE:

Please refer to architect's plans for architectural arrangement and information

Please refer to structural and M&E engineers' plans and drawings for information.

APPENDIX B

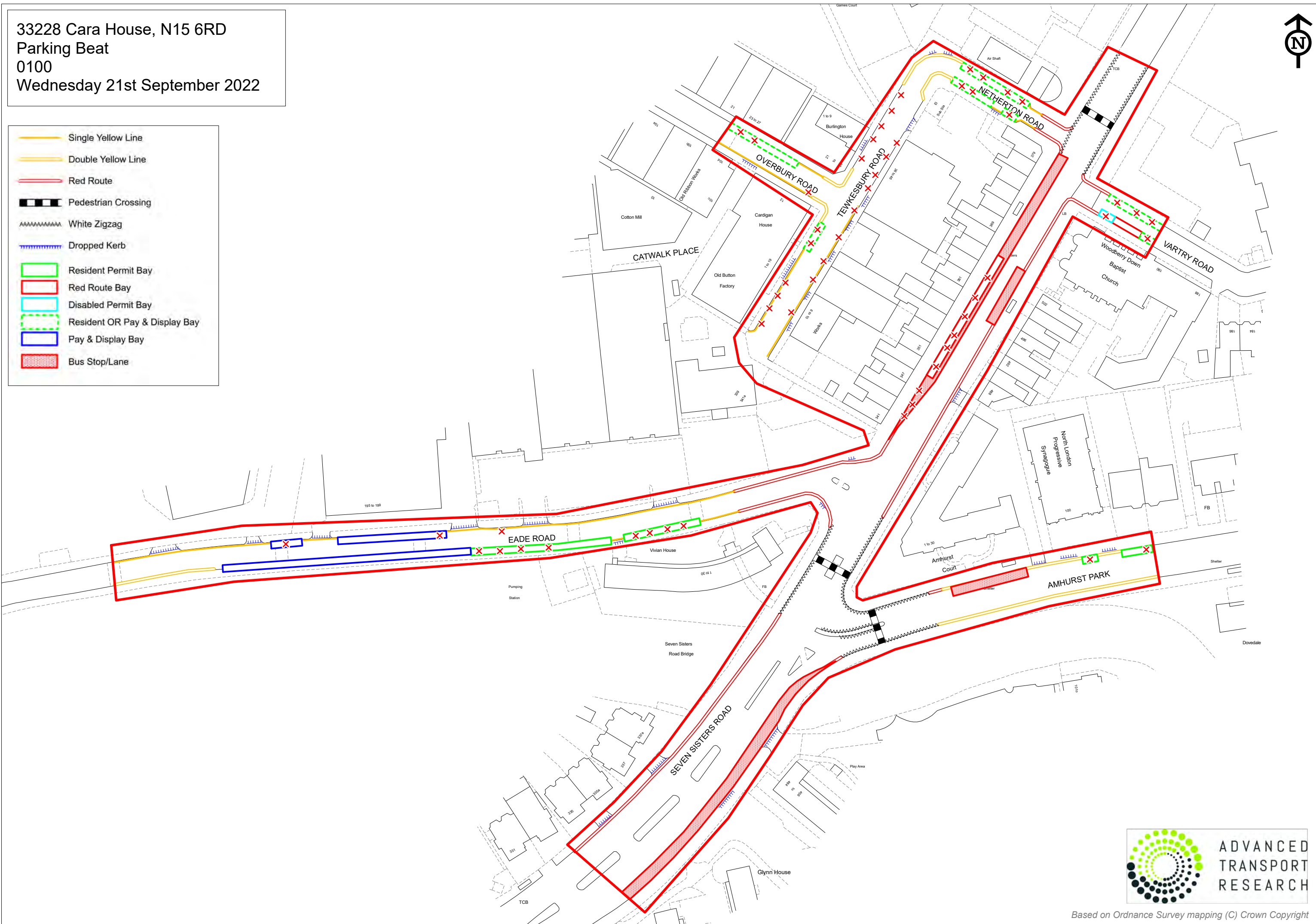
PARKING BEAT SURVEYS



33228 Cara House, N15 6RD
Parking Beat
0100
Wednesday 21st September 2022



- Single Yellow Line
- Double Yellow Line
- Red Route
- Pedestrian Crossing
- White Zigzag
- Dropped Kerb
- Resident Permit Bay
- Red Route Bay
- Disabled Permit Bay
- Resident OR Pay & Display Bay
- Pay & Display Bay
- Bus Stop/Lane

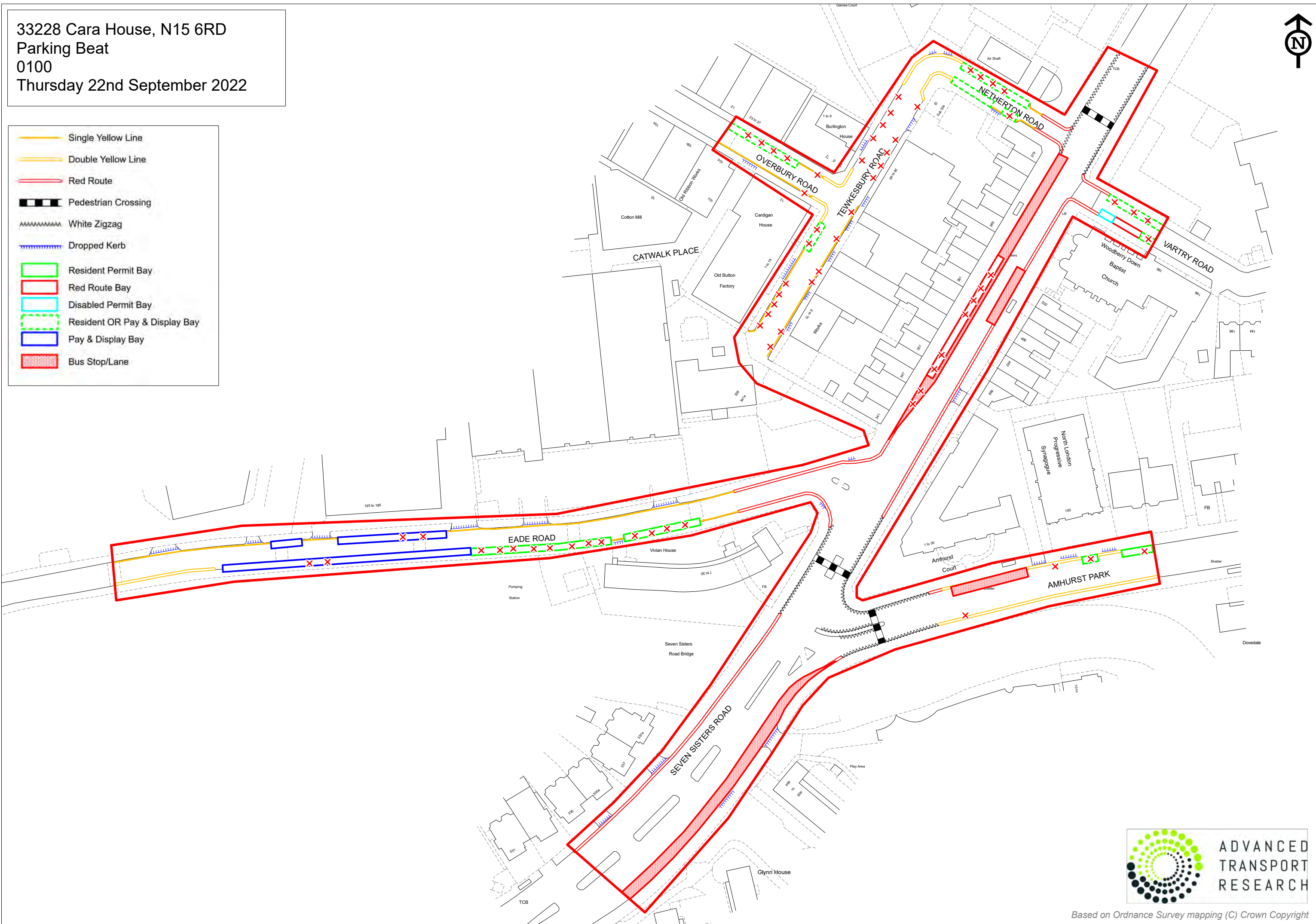


Based on Ordnance Survey mapping (C) Crown Copyright

33228 Cara House, N15 6RD
Parking Beat
0100
Thursday 22nd September 2022



- Single Yellow Line
- Double Yellow Line
- Red Route
- Pedestrian Crossing
- White Zigzag
- Dropped Kerb
- Resident Permit Bay
- Red Route Bay
- Disabled Permit Bay
- Resident OR Pay & Display Bay
- Pay & Display Bay
- Bus Stop/Lane



Based on Ordnance Survey mapping (C) Crown Copyright

				Unrestricted Kerb Space				Resident Permit Bay				Pay & Display Bay				Resident OR Pay & Display Bay				Red Route Bay				Disabled Permit Bay				Single Yellow Line				Double Yellow Line				Red Route				
0100 Wednesday 21st September 2022	Street	Total Length of Kerb Space	Length of Junction	Length of Street/Driver	Length (m)	Calculated Spaces	Cars Permitted	Stress	Length (m)	Calculated Spaces	Cars Permitted	Stress	Length (m)	Calculated Spaces	Cars Permitted	Stress	Length (m)	Calculated Spaces	Cars Permitted	Stress	Length (m)	Calculated Spaces	Cars Permitted	Stress	Length (m)	Calculated Spaces	Cars Permitted	Stress	Length (m)	Calculated Spaces	Cars Permitted	Stress	Length (m)	Calculated Spaces	Cars Permitted	Stress				
	Eade Road	481	10	57					70	14	8	57%	125	25	2	8%											118	23	1	4%	33	6	0	0%	68	13	0	0%		
	Seven Sisters Road	567	30	312														45	9	6	67%												180	36	3	8%				
	Amhurst Road	210	10	94					15	3	2	67%																	101	20	0	0%	5	1	0	0%				
	Vartny Road	60	10	0										25	5	4	80%	10	2	0	0%	5	1	1	100%								10	2	0	0%				
	Netherton Road	75	5	5										45	9	7	78%									6	1	0	0%	9	1	0	0%	5	1	0	0%			
	Tewkesbury Road	193	15	47	54	10	9	90%						10	2	2	100%									60	12	9	75%	7	1	0	0%							
	Overbury Road	80	10	7										25	5	2	40%									38	7	1	14%											
	Total per Beat by restriction					10	9	90%		17	10	59%		25	2	8%		21	15	71%		11	6	55%		1	1	100%		43	11	26%		28	0	0%		53	3	6%
	Total per Beat					85	57	67%																																

				Unrestricted Kerb Space				Resident Permit Bay				Pay & Display Bay				Resident OR Pay & Display Bay				Red Route Bay				Disabled Permit Bay				Single Yellow Line				Double Yellow Line				Red Route			
0100 Thursday 22nd September 2022	Street	Total Length of Kerb Space	Length of Junction	Length of Street/Driver	Length (m)	Calculated Spaces	Cars Permitted	Stress	Length (m)	Calculated Spaces	Cars Permitted	Stress	Length (m)	Calculated Spaces	Cars Permitted	Stress	Length (m)	Calculated Spaces	Cars Permitted	Stress	Length (m)	Calculated Spaces	Cars Permitted	Stress	Length (m)	Calculated Spaces	Cars Permitted	Stress	Length (m)	Calculated Spaces	Cars Permitted	Stress	Length (m)	Calculated Spaces	Cars Permitted	Stress			
	Eade Road	481	10	57					70	14	12	86%	125	25	4	16%									118	23	0	0%	33	6	0	0%	68	13	0	0%			
	Seven Sisters Road	567	30	312													45	9	6	67%												180	36	2	6%				
	Amhurst Road	210	10	94					15	3	2	67%															101	20	2	10%	5	1	0	0%					
	Vartny Road	60	10	0									25	5	4	80%	10	2	0	0%	5	1	0	0%							10	2	0	0%					
	Netherton Road	75	5	5									45	9	5	56%								6	1	0	0%	9	1	0	0%	5	1	0	0%				
	Tewkesbury Road	193	15	47	54	10	10	100%					10	2	2	100%								60	12	11	92%	7	1	0	0%								
	Overbury Road	80	10	7									25	5	4	80%								38	7	2	29%					28	2	7%		53	2	4%	
	Total per Beat by restriction					10	10	100%		17	14	82%		25	4	16%		21	15	71%		11	6	55%		1	0	0%		43	13	30%		28	2	7%		53	2
Total per Beat					85	66	78%																																

APPENDIX C

CAR CLUB VIABILITY REPORT





Eade Road **London Borough of Haringey** **Velocity Transport Planning**

Proposal: September 22

David Lang
UK Property Developments

DD: 0203 004 7860
dlang@zipcar.co.uk

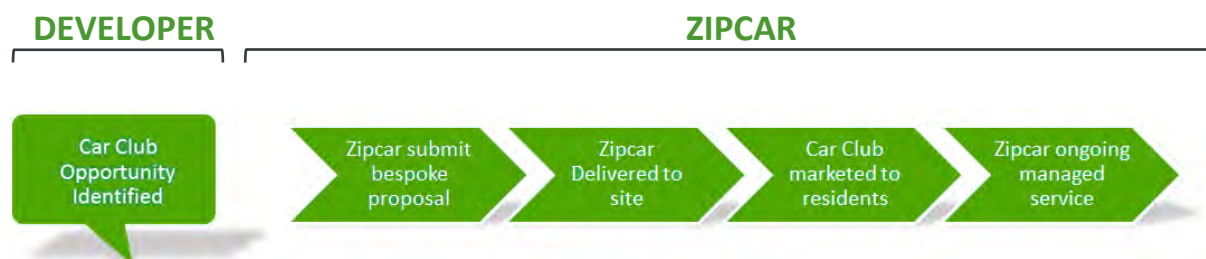


Zipcar & Property Developments

Zipcar works with an ever increasing number of Property Developers, Transport Consultants and Housing Associations across the UK to:

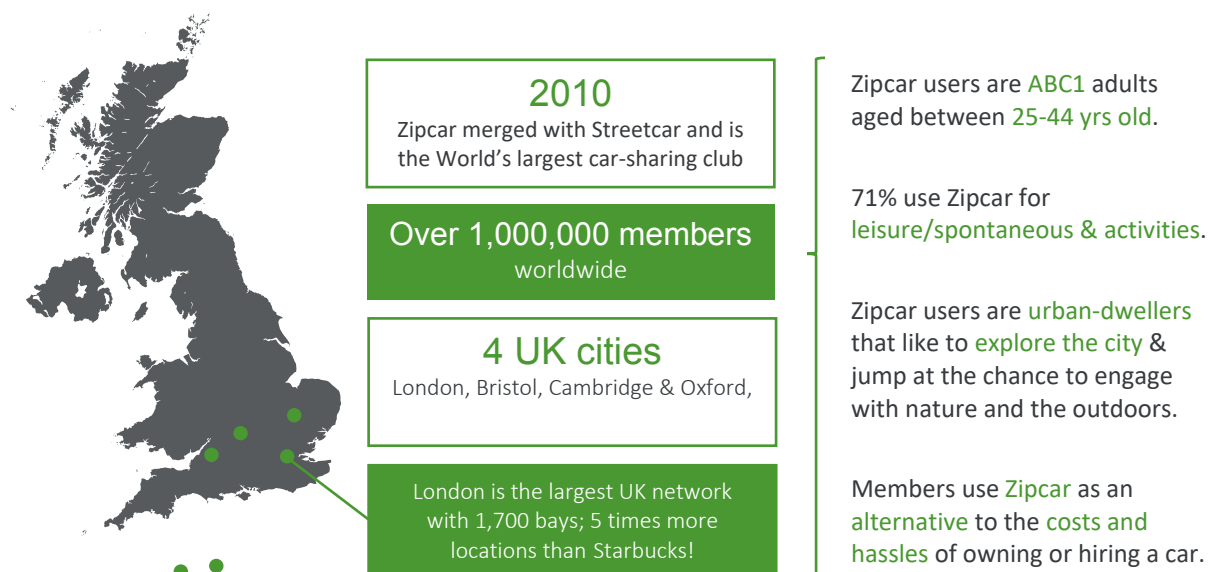
- ✓ Increase the likelihood of gaining planning permission on a site.
- ✓ Addressing specific Section 106 or Travel Plan requirements.
- ✓ Reducing the need to provide costly private parking.
- ✓ Act as a useful marketing tool to help sell properties with a limited parking provision.

Working with Zipcar – 5 Simple Steps



What is Zipcar?

Zipcar is a pay-as-you-go car club designed to provide members with access to cars and vans as quickly and conveniently as possible with the least amount of hassle. Our team is passionate about bringing this innovative concept to every urban street as a simpler, more efficient, more sustainable way to use a car.



Best of both worlds

Zipcar is the only operator that give residents access to both a flexible per minute hire and long term hourly and daily model. Residents can just pick and choose whichever suits their trip. The Flex model has launched in 13 boroughs and we are looking to roll this across the city over the next 18 months.

Roundtrip

Perfect for longer trips that go full circle. Need to lug some flat-pack back from Ikea? Or escaping to the country for a weekend? A Roundtrip is the easy way to do it. Book a vehicle, drive and return to the bay you picked it up from.

Flex

Ideal for spontaneous one-way journeys. Pick up a Flex vehicle from the home zone and your friends enroute. Dashing to a meeting across town? Flex it in no time.

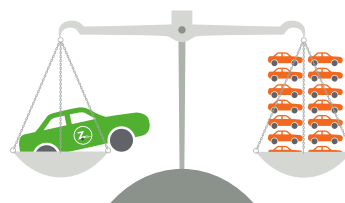
Current Flex Home Zone



A Sustainable Transport Solution

A large proportion of your future residents may have a private vehicle, but may not really need one. They may commute to work using public transport and just have a car for occasional use. A relationship with the world's largest car sharing club would definitely assist in reducing the carbon footprint of your residents, provide a convenient and easily-used service, and save them a substantial amount of money.

Every Zipcar takes an average of 10-14 privately owned cars off the roads of the UK, because members often sell (or don't replace) a car when they join.



Zipcar is a service that benefits the whole community. We have found that car club members choose to drive a car less after joining Zipcar; the average car club member only actually clocks up between 403 and 414 miles a year which is significantly less than private vehicle owners. This is because they both make better use of public transport and think much harder about their transport options according to what they need to achieve and the cost associated with that decision.

Not only this but car club vehicles are typically between 10% and 33% more efficient in terms of carbon dioxide emissions per KM travelled, in comparison to the average car, because operators chose new and fuel efficient models.



Using Zipcar

The Zipcar process has been designed to provide simplicity and little administration – there are no depots or deposits involved (headaches typically found with regular car hire). Once the person has become a member there is no further form filling required to hire a vehicle anywhere in the world.



join



reserve



unlock



drive

Development Viability

Zipcar has been operating in the borough of Haringey since 2007 and is now working in partnership with the council to provide car clubs on-street to residents. We currently have 67 locations in the borough and over 17,600 members. The cars are performing well, being used approximately 8-10 hours a day.

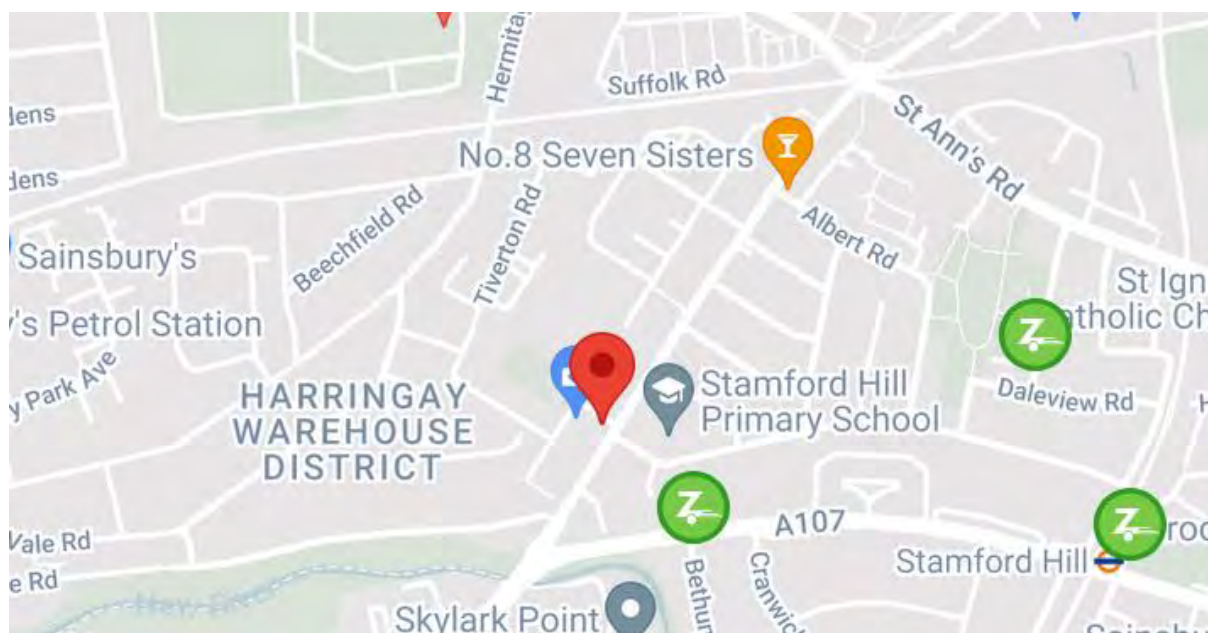
In our opinion a car club could work well at this location given support from the developer in the early phases of the development. The current proximity to local transport links is very good (approximately PTAL 4) which is encouraging for the car club's chances of success, as synergy with public transport links is a key contributor to good car club performance. This makes it likely that the residents of this development will not need a car for work – essential to the success of the scheme.

The low parking on site should ultimately ensure good uptake of the car club. We normally rely on a parking ratio of less than 0.7 to guarantee car club success.

A developer funded marketing package will help ensure demand for the car club on site; the more we are able to incentivise people to try the service, the more people will use it and consequently the time taken to reach commercial viability will be minimised. We anticipate one car club vehicle should be required. If possible Zipcar would prefer the car club vehicle to be situated in a dedicated bay in an accessible location – either privately off-street, or in conjunction with the Local Authority on-street (any Traffic Management Order costs associated with an on-street bay need to be met by the developer). This enables local residents to access the service easily whilst still providing a convenient option for the residents of the development.

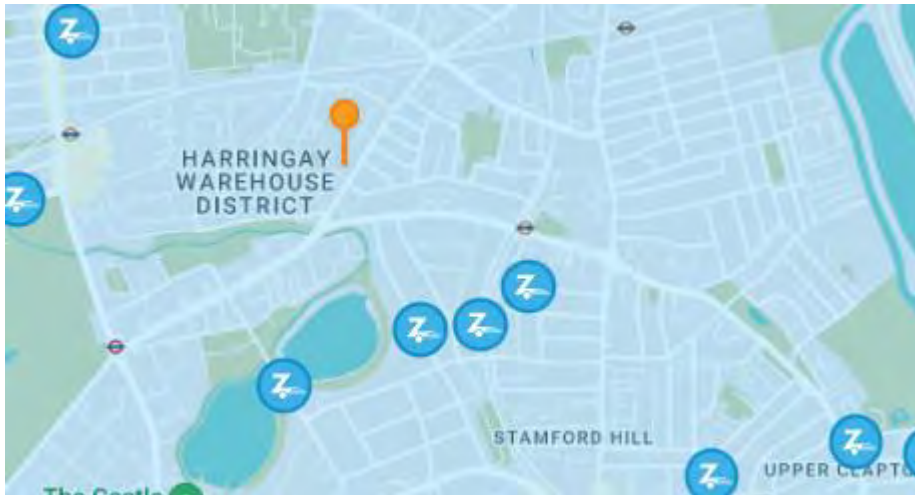
The wider Zipcar membership base will require access to the bay and this access needs to be 24/7. Wherever possible the car club location must not be underground as phone signal is required to operate the service. If the bay is a private off-street space, we will require that the bay is either enforceable via permits or a managing agent. If that is not possible, an alternative solution is to install a bollard to prevent rogue parking from other residents or members of the public.

Existing Network



Flex vehicles – one-way

These will move fluidly across the home zone, but a snapshot today shows vehicles in the area (blue pins):



Eade Road Proposal

Zipcar recommends installing one vehicle at the development. Zipcar will provide a fully managed service, which includes the following:

- Procuring and maintaining the vehicle for the duration of the contract
- Offering three years' membership to all 180 rooms
- Designing all marketing collateral for the development communications team
- Managing the sign-up process (including licence and insurance eligibility processes)
- Monitoring resident and development queries and providing reports (if required as part of S106 requirements) post launch

This comes to a total contribution of **£16,700 +VAT**. This sum is to be paid prior to the date of first occupation.

In exchange Zipcar would commit to a contractual obligation to run the car club operation at the development for a minimum of three years. Each resident that signs up during the three years will receive three years' free membership and Zipcar will offer £50+VAT driving credit per unit at no further cost to the developer. A contribution of **£9,000 +VAT from Zipcar**.

Zipcar will provide 1 year's free business account (usually £119) for any commercial entity operating from or in conjunction with the site at no further cost to the developer.

The Zipcar development product

Zipcar have over 17 years of experience working with developers, travel planners and local authorities and have met the car club commitment on over 1,000 sites, ranging from ten to

thousands of new homes. You will have dedicated support from our London based development specialists and we will support you from planning stage, through to installation and activation at the development.

Zipcar will create bespoke marketing collateral for the development managers and residents and work with our marketing partners to deliver a package that will create awareness of the car club on-site. Where required, Zipcar's operation team will install signage and branding for the Zipcar bays at no further cost to the developer.

Post launch, Zipcar will ensure that there are vehicles in the area to support development trip requests, not a feature of the standard product. We will also provide any necessary reporting data that is required to discharge any reporting clauses of the S106.

Marketing Proposal

A free membership to Zipcar is an excellent marketing tool to utilise with prospective buyers who, due to low parking ratios and parking restrictions, are unable to have their own vehicle on site. We would market the free memberships as a benefit paid for by the developer that provides residents with a cheaper, greener more convenient alternative to private car ownership. In this way Zipcar adds real value to the development and is an excellent solution to the recurring problem of prospective residents not being able to have their own vehicle on site due to a lack of space.

Developer communication

It is vital that the development's communications team promotes and supports the growth of the car club on site. Having a presence online either on the development website or through the residents' portal will ensure that all residents are aware of the transport modes and offers available to them and speed up uptake. Historically we have found most residents will use the service either to move into the property or for the subsequent furniture run within the first three months of occupation. Our marketing team will be able to provide copy or banners for the site, all of which will direct residents to a bespoke landing page educating them about the service.

Bespoke marketing material: This would outline the offers your residents are entitled to. We find that this is crucial in generating early interest in the scheme; these would be part of each residents welcome pack. Additionally we would recommend that a mail shot is sent at a later date reminding residents of the service.

The Zipcar Fleet

Zipcar has a vehicle type for every occasion. This will ensure that your residents get the best possible service, and can find a vehicle to suit their needs. Zipcar membership also includes Zipvan membership – providing our members with convenient access to larger vehicles when required.

Our vehicles are best in class from an emissions perspective. A Zipcar lives in the fleet for a maximum of eight months, ensuring our members are driving the most modern and efficient fleet in any car club across the world.

Model	Weekday	Weekend
	Hourly / Daily	Hourly / Daily
Hyundai i20 / Ford Fiesta	£7 / £64	£8.50 / £74
VW Golf / Ford Focus	£8 / £74	£9.50 /£84
VW GTE (PHEV)	£8 / £74	£9.50 /£84
VW Transporter	£11 / £104	£12.50 / £114

Fuel, insurance and 60 free miles per 24 hours are included. Additional miles are 25p per mile (29p for premium vehicles and vans).

APPENDIX D

TRAFFIC SURVEYS



Advanced Transport Research

Job Number & Name:30706 Cara House, LB Haringey

Eade Road

Client:Velocity

Servicing

Date:Wednesday 27 April 2022

Delivery and servicing activity within the red cordon to Cara House only

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Location Parked	Type of Vehicle	Delivery Type (if obvious)	Vehicle Purpose	Comments
07:17:12	07:44:52	00:27:40	Parking on northern side of Eade Road (yellow lines)	Lgv	-	Delivery	DPD Delivery
10:06:30	10:09:28	00:02:58	Parking on northern side of Eade Road (yellow lines)	Lgv	Box	Delivery	DPD Delivery
12:59:48	13:03:38	00:03:50	Parking on southern side of Eade Road (Red Route)	Lgv	Box	Delivery	Royal Mail Delivery
14:04:21	14:10:13	00:05:52	Parking Bay on southern side of Eade Road (parking bay)	Lgv	Parcel	Delivery	
14:20:29	14:26:15	00:05:46	Parking Bay on southern side of Eade Road (parking bay)	Mcl	Parcel	Delivery	
17:40:39	17:44:52	00:04:13	Parking on northern side of Eade Road (yellow lines)	Lgv	Parcel	Delivery	
18:13:42	18:15:17	00:01:35	Parking on northern side of Eade Road (yellow lines)	Car	-	-	Exits vehicles, converses with person inside Cara House and leaves
11:06:12	11:19:50	00:13:38	Cara House	Car	Goods	Delivery	Went through the fence to the east of the site
11:47:55	11:49:18	00:01:23	Cara House	M/B	Parcel	Delivery	
12:00:21	12:05:02	00:04:41	Cara House	LGV	-	-	Construction materials
13:44:25	13:45:17	00:00:52	Cara House	M/B	Parcel	Delivery	
16:25:00	17:02:25	00:37:25	Cara House	LGV	Goods	Delivery	Zip Car
17:27:03	18:15:05	00:48:02	Cara House	LGV	Goods	Delivery	
17:56:31	18:01:53	00:05:22	Cara House	M/B	Parcel	Delivery	
18:04:30	18:08:04	00:03:34	Cara House	M/B	Parcel	Delivery	

Advanced Transport Research	Job Number & Name:	30706 Cara House, LB Haringey
Eade Road	Client:	Velocity
Servicing	Date:	Thursday 28 April 2022

Delivery and servicing activity within the red cordon to Cara House only

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Location Parked	Type of Vehicle	Delivery Type (if obvious)	Vehicle Purpose	Comments
09:55:00	09:57:10	00:02:10	Parking on northern side of Eade Road (yellow line)	Lgv	Parcel	Delivery	DPD delivery
10:58:39	11:02:22	00:03:43	Parking on southern side of Eade Road (yellow line across drop kerb)	Car		Pickup	
13:08:54	13:17:45	00:08:51	Parking on southern side of Eade Road (Red Route)	Lgv	Parcel	Delivery	Royal Mail
13:47:32	13:48:06	00:00:34	Stops on pavement at site entrance	Cycle	Parcel	Delivery	
15:58:17	15:58:24	00:00:07	Stops in the carriageway	Lgv		Drop Off	Passenger drop off
16:05:35	16:29:18	00:23:43	Parking bay on southern side of Eade Road	Lgv	Parcel	Delivery	Multiple drop offs to residents and Cara House
16:14:45	16:20:33	00:05:48	Parking on northern side of Eade Road (yellow line)	Car		Delivery	
18:27:31	18:30:48	00:03:17	Parking on northern side of Eade Road (yellow line)	Car		Activity Not Clear	
18:30:13	18:30:25	00:00:12	Parking on southern side of Eade Road (Red Route)	Car		Pickup	Person exits Cara House at 18:24 and waits for pickup
09:00:26	09:14:19	00:13:53	Cara House	OGV1	Gas bottles	Delivery	Went through western fence
10:25:44	11:01:07	00:35:23	Cara House	Car	Goods	Delivery	Went through western fence
12:12:06	12:46:48	00:34:42	Cara House	LGV	Large Boxes	Delivery	
12:58:32	13:49:20	00:50:48	Cara House	Car	Goods	Delivery	
13:55:18	14:16:27	00:21:09	Cara House	LGV	Large Boxes	Delivery	
13:58:13	14:16:58	00:18:45	Cara House	Car	Goods	Delivery	
14:23:48	15:26:12	01:02:24	Cara House	Car	Goods	Delivery	
14:55:03	16:10:04	01:15:01	Cara House	LGV	Goods	Delivery	Zipcar
15:26:52	16:22:24	00:55:32	Cara House	LGV	Large Boxes	Delivery	AlliedUk
16:20:50	18:01:45	01:40:55	Cara House	Car	Goods	Delivery	
17:16:03	17:48:07	00:32:04	Cara House	LGV	Large Boxes	Delivery	AlliedUk

APPENDIX E

SWEPT PATH ANALYSIS

