



Enterprise Rent-A-Car

Enterprise, South Tottenham

Transport Statement

May 2023

Project Code: 07155

PJA
The Aquarium
King Street
Reading
RG1 2AN
UK
pja.co.uk

Version Control and Approval

Version	Date	Main Contributor	Issued by	Approved by
A	11 May 2023	JS	LK	MF
B	15 May 2023	JS	JS	MF

Prepared for

Enterprise Rent-A-Car
203 London Road
Staines-upon-Thames
Surrey
TW18 4HR

Contents

Section	Page
I Introduction	I
1.2 Healthy Streets Active Travel Zone Assessment	1
1.3 Planning History	2
1.4 Report Structure	2
2 Policy Context.....	3
2.1 National Planning Policy Framework	3
2.2 Regional Policy	4
2.3 Local Policy	5
3 Site and Surroundings	8
3.2 Local Highway Network	8
3.3 Sustainable Accessibility	10
3.4 Summary	14
4 Active Travel Zone Assessment	15
4.1 Overview	15
4.2 Methodology	15
4.3 ATZ Map 1	15
4.4 ATZ Map 2	16
4.5 ATZ Map 3	18
4.6 ATZ Neighbourhood Photography	19
4.7 Local Emerging Developments	19
4.8 Summary	20
5 Proposed Development.....	21
5.1 Development Proposals	21
5.2 Site Access	21
5.3 Parking	21
5.4 Delivery and Servicing	22
5.5 Sustainability of Site Function	22
6 Trip Generation	24
6.2 Proposed Trip Generation	24
7 Summary and Conclusions	26

List of Tables

Table 3-1: Bus Services 13

Table 6-1: Travel to Work Census Data for Haringey 025B 24

List of Figures

Figure 1-1: Site Location 1

Figure 3-1: PIC Map 10

Figure 3-2: Walk Isochrone and Local Amenities 11

Figure 3-3: Cycle Isochrone 12

Figure 3-4: Public Transport 14

Figure 4-1: ATZ Map 1..... 16

Figure 4-2: ATZ Map 2..... 18

Figure 4-3: ATZ Map 3..... 19

Figure 6-1: Average Combined Rental and Return Transactions by Hour 25

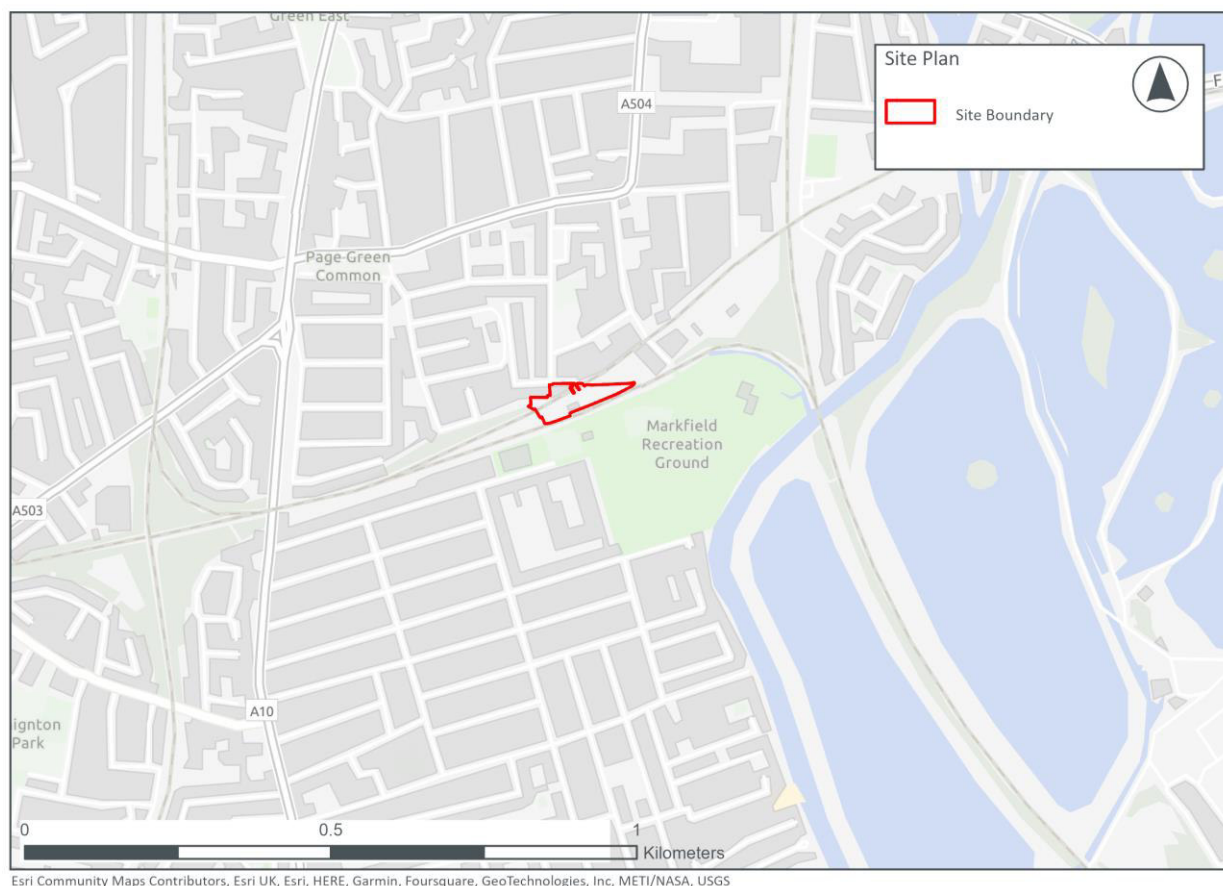
Appendices

Appendix A	Proposed Site Layout Plan	27
Appendix B	Active Travel Zone Assessment (ATZ)	28
Appendix C	PTAL Report	29
Appendix D	Swept Path Analysis.....	30

I Introduction

- 1.1.1 This Healthy Streets Transport Statement (TS) and has been prepared by PJA on behalf of Enterprise Rent-A-Car in association with the proposed development of land within and around arches at Page Green Road, London, N15 4PG. The site location can be seen in **Figure 1-1**.

Figure 1-1: Site Location



I.2 Healthy Streets Active Travel Zone Assessment

- 1.2.1 The proposed vehicle rental premises is of moderate scale at approximately 100 parking bays. As well as directly employing at least eight staff on-site, the facility will support the wider employment ambitions of the local area, offering short-term lease of cars and vans to local residents and businesses.
- 1.2.2 A Healthy Streets Active Travel Zone (ATZ) Assessment has been undertaken to accompany the planning application for the site. The ATZ Assessment is discussed in Section 4 and appended to this report as **Appendix B**.



I.3 Planning History

- 1.3.1 The site is currently in use partly as a scaffolding business and partly for motor vehicle repairs. A review of recent planning history does not reveal any recent planning applications.

I.4 Report Structure

- 1.4.1 The structure of this TS is as follows:
- Section 2 provides an overview of national, regional and local transport and land use planning policy relevant to the proposed development.
 - Section 3 sets out a review of the existing transport network, including the local highway network and access by sustainable modes of transport.
 - Section 4 introduces the Active Travel Zone assessment conducted for the site.
 - Section 5 provides an overview of the development proposals including access arrangements and car and cycle parking.
 - Section 6 outlines a trip generation assessment.
 - Finally, Section 7 provides a summary and conclusion.

2 Policy Context

2.1 National Planning Policy Framework

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

2.1.2 Paragraph 113 notes that *"all development that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed"*. This TS has been prepared to satisfy this requirement.

2.1.3 Paragraph 110 of the NPPF states that: *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.1.4 Furthermore, Paragraph 111 states: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

2.1.5 As set out in Paragraph 112, within this context, applications for development 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.”

- 2.1.6 As detailed in the following sections of this TS, the site is located near public transport services and local amenities, supporting sustainable development of the site. Furthermore, car rental provision provides an alternative to private car use for those needing occasional use of a vehicle, and the site can therefore support a reduction in private car ownership.

2.2 Regional Policy

London Plan (2021)

- 2.2.1 The London Plan is a statutory spatial development strategy for the whole of London that is written by the Mayor of London and published by the Greater London Authority. The current London Plan was published and adopted in March 2021 and Chapter 10 sets out policies relating to transport.

- 2.2.2 This TS and the associated ATZ Assessment have been prepared to address the requirements set out within Policy T4 – Assessing and mitigating transport impacts, which states:

“Transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.”

- 2.2.3 The London Plan states that operational parking should be considered on a case-by-case basis. Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.4.

- 2.2.4 It acknowledges that Car Clubs can help to reduce car ownership, stating that: *“Car club spaces can help support lower parking provision and car-lite lifestyles by enabling multiple households to make infrequent trips by car.”*

- 2.2.5 For B2-B8 land uses, cycle parking is mandated at one space per 500sqm for employees and one space per 1000sqm for customers or visitors.

The Mayor’s Transport Strategy (March 2018)

- 2.2.6 A revised Mayor’s Transport Strategy was published in March 2018 and is based around three themes:



- Healthy streets and healthy people
- A good public transport experience
- New homes and jobs

2.2.7 The strategy aims for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041 (compared to 63% in 2015). Car rental and Car Club provision provide an alternative to private car use for those needing occasional use of a vehicle, with the potential to reduce short distance private car trips.

2.2.8 The strategy outlines a commitment to *“discouraging unnecessary journeys by car and freight”* where reducing car ownership is suggested as a means of achieving this in the city.

CoMoUK – Car Club Annual Report London (2021)¹

2.2.9 CoMoUK published their most recent Car Club Annual Report for London in 2022 covering November 2020 – October 2021. The report highlighted that total Car Club membership has grown across London by 130% to over 620,000 member since 2018.

2.2.10 The report provides evidence to support the fact that Car Clubs reduce car ownership. It has identified that each Car Club vehicle took 24 private cars off the road, with 85,552 cars estimated to have been removed from the roads of London by currently active Car Club members. The research found that Car Club members generally adopted low-car lifestyles, only hiring vehicles up to five times a year on average. The primary modes of travel for most members are public transport (75%) with 36% claiming to cycle for transport at least once a week.

2.3 Local Policy

Haringey Borough Plan 2019-2023

2.3.1 The Haringey Borough Plan is a people and place-orientated strategy which projects a vision of sustainable community development through the key tenets of equality, housing, the economy and the environment.

2.3.2 Outcome 9 seeks to deliver a *“healthier, active and greener place”*. A focus is placed on increased physical activity, with the following targets outlined:

- Bring about a shift from car use to walking and cycling by promoting the concept of active travel
- Increasing walking modal shift to 81% by 2022/23 and 88% by 2044
- To increase physical activity by an average of 0.4 percentage points year on year by 2022/23

¹ [62a8b4b1fd12f9b0c1aaa34b CoMoUK Car Club Annual Report London 2021.pdf \(webflow.com\)](https://www.webflow.com/62a8b4b1fd12f9b0c1aaa34b-CoMoUK-Car-Club-Annual-Report-London-2021.pdf)



- Create healthier places, including parks and open spaces, in line with the Mayor of London's Healthy Streets plan, to support people to be active by cycling and walking

2.3.3 Outcome 10 also promotes sustainable travel, with a focus on delivering a *"cleaner, accessible and attractive place"* through a number of targets:

- Require all new developments to achieve the Zero Carbon Standard
- Reduce Expected Carbon emissions to 600 kT CO₂ by 2022 (in line with target of zero emissions by 2050)
- Promote Ultra Low Emission Vehicles, such as electric cars, and where required work with partners to install electric charging points
- Invest with partners £20million in maintaining the highways network, making it safer and more accessible for cyclists and pedestrians, and those with disabilities

2.3.4 The site features in recent plans to redevelop and regenerate the local area in the Haringey development plan:

- The site is contained within a designated Ecological Corridor as well as an Area of Archaeological Importance.
- A small section at the entrance of the site has been marked as a Locally Significant Industrial Site (LSIS). This means that the land will be safeguarded for industrial use and should be fully exploited for employment use as set out in the Local Plan and the Council's economic strategies.
- The site is broadly within the South Tottenham industrial area, identified in the Tottenham Area Action Plan (2017). A number of nearby sites have been allocated as regeneration areas for mixed-use employment use or employment-led regeneration.

2.3.5 This site is therefore located within an area of local economic importance. It is considered that the proposed Enterprise car and van rental premises can directly support the development potential of the South Tottenham area and enhance future sustainability.

Haringey Transport Strategy 2018

2.3.6 Adopted in March 2018, the vision of the Haringey Transport Strategy is to deliver *"a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all"*.

2.3.7 This is to be achieved through four outcomes:



- *“A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions*
- *Active travel the easier choice, with more people choosing to travel by walking or cycling*
- *An improved air quality and a reduction in carbon emissions from transport*
- *A well maintained road network that is less congested and safer”*

2.3.8 The Strategy highlights parking and congestion as challenges within the Borough and that, amidst a growing population, sustainable transport options are increasingly necessary.

2.3.9 Limiting the availability of parking and promoting the use of car sharing and Car Clubs are described as key priorities in achieving this vision.



3 Site and Surroundings

- 3.1.1 The site is located in South Tottenham, approximately 600m south-east of Seven Sisters neighbourhood centre, within the London Borough of Haringey. The proposed development site is at the end of the residential Page Green Road, in land within and around railway arches.
- 3.1.2 The wider vicinity is comprised of a mix of industrial and residential land uses with a significant concentration of warehouses and other such units in the Tottenham Hale Retail Park and Tudor Leaf Business Centre east of the site.

3.2 Local Highway Network

- 3.2.1 The site is situated approximately 450m east of the junction between the A10 (Tottenham High Road) and A503 (Seven Sisters Road). Both of these roads are part of the strategic red-route 'Transport for London Road Network' (TLRN). As part of the TLRN, they are movement prioritised arterial routes through London where parking and stopping are restricted through double red line road markings.
- 3.2.2 The A10 leads northwards to the A406 North Circular Road, a key ring road around north London offering connections west through Haringey or east through the borough of Waltham Forest.
- 3.2.3 Approximately 300m north of the site, Broad Lane is also part of the TLRN. Running perpendicular from Tottenham High Road, the TLRN forms a loop northwards, leading into the A503 next to Tottenham Hale Station before re-connecting with the A10. This offers a route east of the site, through the Walthamstow Wetlands.
- 3.2.4 The A10, Tottenham High Road, leads to Shoreditch High Street, four kilometres south in central London and the A503, Seven Sisters Road, leads south westward to the areas of Finsbury Park and Archway.
- 3.2.5 North of the junction with the A503, the A10 is comprised of three northbound and three southbound traffic lanes and is subject to a 20mph speed limit. There is a bus lane in the southbound direction.
- 3.2.6 South of the junction, the A10 reduces to two lanes in either direction with a northbound and southbound bus lane.
- 3.2.7 Page Green Road functions as a local, residential street. There is space for on-street parking, which is restricted to resident permit holders only between 08:00-18:30 Monday to Saturday.
- 3.2.8 The bays immediately adjacent to the site access are restricted for loading only between 08:00-18:30 Monday to Saturday with no return permitted within one hour.

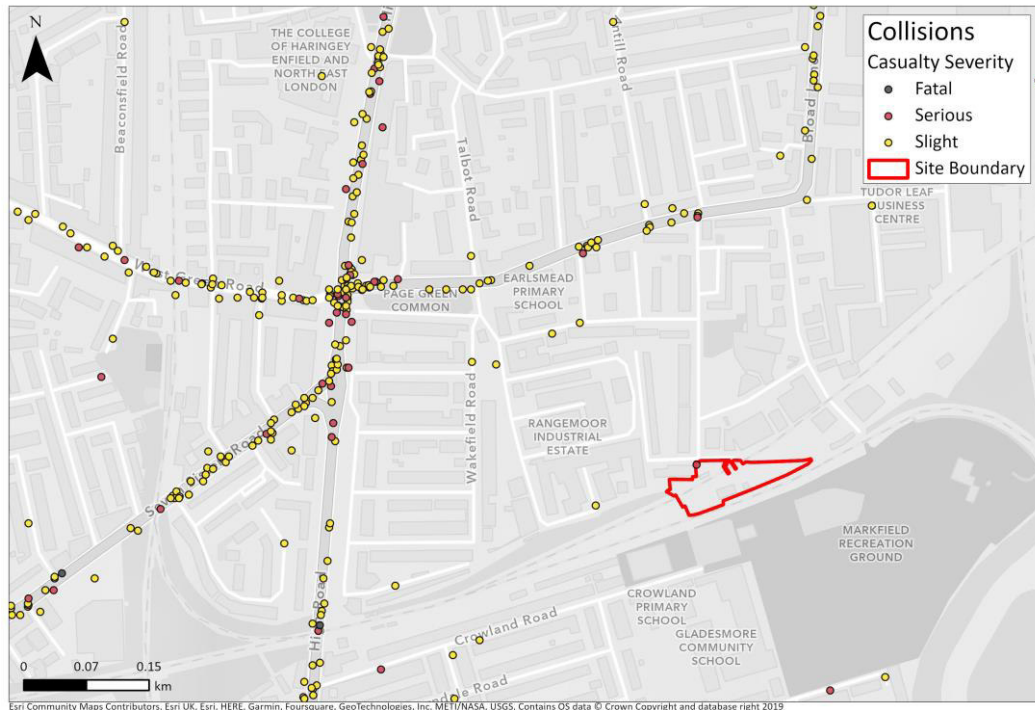


Highway Safety

- 3.2.9 A review of personal injury collisions (PICs) has been conducted for the most recent recorded five year period (2017 to 2021) for the road network in the vicinity of the site. The locations of these collisions are mapped in **Figure 3-1**.
- 3.2.10 A collision causing serious injury is noted as having occurred on Page Green Road in August 2018. Only one vehicle was involved and the collision occurred during daylight hours and dry weather. The car was moving from stationary and did not collide with any objects on or off the carriageway. This suggests that it was an isolated incident, most likely the result of driver error and therefore not a highway safety concern.
- 3.2.11 A serious collision was reported on October 17th 2021 between a vehicle turning right from Stamford Lane onto Broad Lane, injuring a motorcyclist passing a stationary vehicle on its offside. The motorcyclist was hit on their nearside by the front of the car. Conditions were described as fine and dry and the incident occurred during daylight hours.
- 3.2.12 On Enterprise Row, 110m west of the site, an HGV struck a pedestrian crossing a side-street while reversing, causing slight injury. This occurred after dark on 28th December 2019.
- 3.2.13 The TLRN roads surrounding the site also feature a number of PICs, including a fatal collision between a pedestrian and a car on 8th December 2017 on Tottenham High Road, outside South Tottenham Station. An elderly pedestrian was crossing the road when struck by a speeding vehicle in the dark, early hours of the morning. The driver failed to stop.
- 3.2.14 Three further 'hit and run' collisions are recorded within the vicinity of the site:
- A motorcyclist received slight injuries when hit by a car at night on 22/12/2018 on Newton Road. Both vehicles were travelling forwards. However, poor lighting conditions are noted.
 - A pedal cyclist received slight injuries when hit by a motorcycle during the day on 31/7/2021 on Harold Road. The motorcyclist was overtaking the cyclist and struck their rear.
 - A pedal cyclist received slight injuries when hit by a car during the day on 23/5/2018 on Rangemoor Road. The driver had turned right from Herbert Road onto Rangemoor Road and struck the pedestrian from behind on the driver's far side.
- 3.2.15 This slight trend in hit and run incidents could be attributed to the vacant condition of the streets immediately surrounding the site. The proposed development would lead to increased passive surveillance and potentially more considerate and conscientious driving behaviour.
- 3.2.16 It should be noted that no collisions have been recorded in the immediate vicinity of the site within the past 18 months and the speed limit on all local roads has since been reduced to 20mph.



Figure 3-1: PIC Map

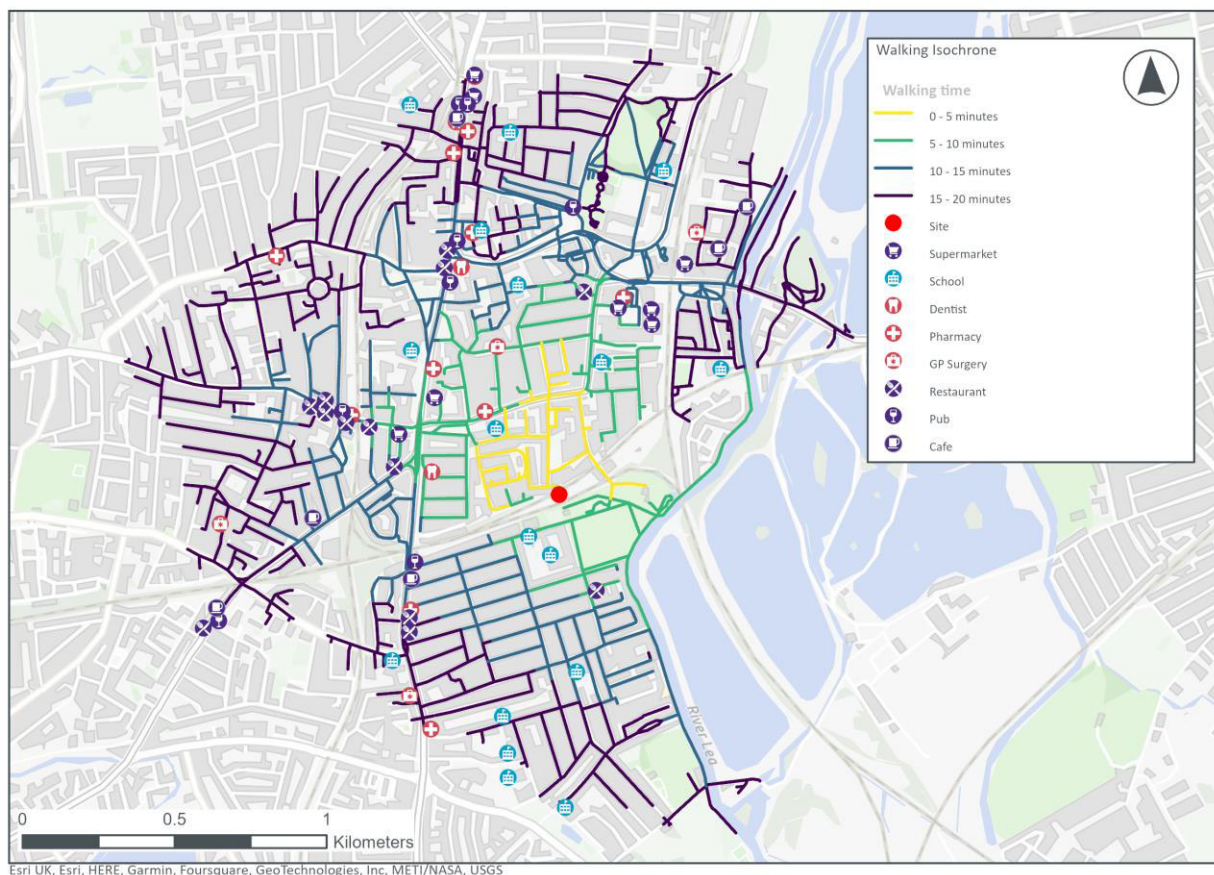


3.3 Sustainable Accessibility

Walking and Cycling

- 3.3.1 Page Green Road features footways of an acceptable width and paving quality along both sides of the carriageway. The walking environment is further enhanced by the presence of street trees and appropriately spaced street lighting, as well as junction side street treatments including dropped kerbs and tactile paving. These qualities are mirrored across the surrounding street network.
- 3.3.2 A walk isochrone and map of local amenities can be seen in **Figure 3-2**. As shown, the site is in a highly sustainable location with a number of retailers and services within short walking distance. In particular, Broad Lane is accessible within a five-minute walk north of the site and features a row of shops including a Post Office as well as the closest bus stops to the site.
- 3.3.3 Walking routes to a number of key destinations are outlined in the accompanying **Active Travel Zone Assessment** for the site, attached as **Appendix B**. This includes a more detailed exploration of the walking and cycling environment surrounding the site. Some recommendations for improvement are also put forward for the consideration of the local authority.

Figure 3-2: Walk Isochrone and Local Amenities

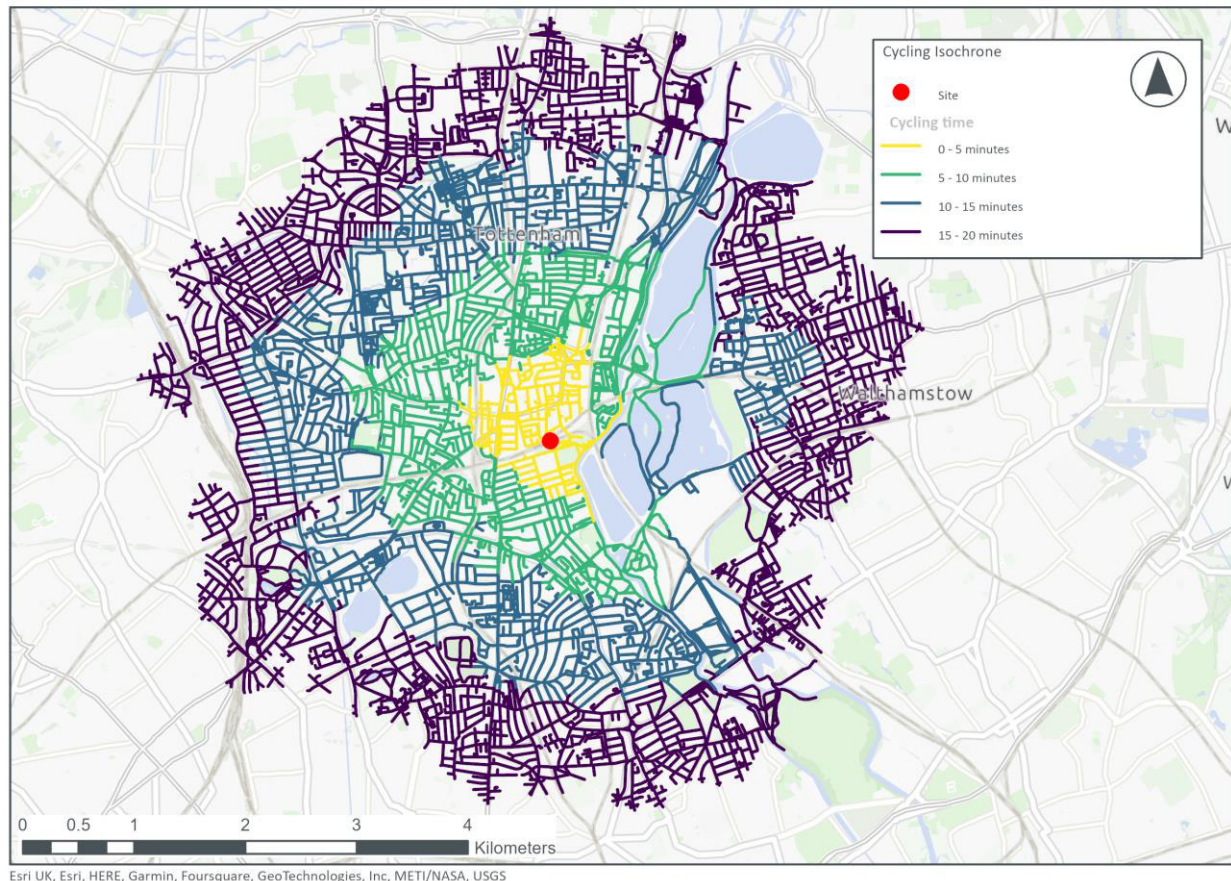


- 3.3.4 The area which can be accessed within a 20 minute cycle of the site is shown in **Figure 3-3**. The isochrone demonstrates that a significant area of north-east London can be reached from the site.
- 3.3.5 Around the site, following targeted policies of Haringey Council and TfL, there is an increasing level of dedicated cycle infrastructure.
- 3.3.6 Cycle Superhighway One (CS1) runs along the A10 leading northwards to Tottenham and southwards into central London. For approximately 300m in the area around the junction with Seven Sisters Road this takes the form of a bi-directional fully segregated cycle lane. South of the site, this takes the form of a shared-use footway.
- 3.3.7 Eastward from the site, segregated cycle lanes are present on Ferry Lane, which continue along the A503 Forest Road into Walthamstow.
- 3.3.8 Along Tottenham High Road and Seven Sisters neighbourhood centre, there are several places to park cycles. These largely take the form of on-street Sheffield stands.



3.3.9 National Cycle Network Route One (NCN1) routes past the site along the Lea Valley canal towpath and offers an efficient off-road route north of the site towards Tottenham Hale. The NCN1 also leads southwards into Hackney Wick and onto Canary Wharf.

Figure 3-3: Cycle Isochrone



Public Transport

- 3.3.10 The closest bus stops to the site are located in an approximately five minutes walk north of the site on Broad Lane. Both the westbound and eastbound bus stops feature shelters with seating, a litterbin and flag with timetable information.
- 3.3.11 The stops on Broad Lane are well serviced by various different local bus routes, connecting to a number of destinations within the surrounding area.
- 3.3.12 Alternative bus stops are located approximately an eight-minute walk north west of the site around Seven Sisters underground station.
- 3.3.13 A number of bus routes to various locations across London are therefore accessible from the site. The services are summarised in **Table 3-1** and the locations of the stops can be seen in **Figure 3-4**.

**Table 3-1: Bus Services**

No.	Route	Stop Location	Peak Frequency	Hours of Operation	Days of Operation
W4	Palmers Green-Tottenham Hale	Broad Lane	Every 9-12 minutes	06:02:0026	7 days
41/N41	Archway-Tottenham Hale	Broad Lane	Every 5-7 minutes	24 hours	7 days
76	Lambeth North-Tottenham Hale	Tottenham High Road (Stop K)	Every 6-8 minutes	24 hours	7 days
149	London Bridge-Lower Edmonton	Tottenham High Road (Stop K)	Every 4-7 minutes	24 hours	7 days
243	Waterloo-Wood Green	Tottenham High Road (Stop K)	Every 5-8 minutes	24 hours	7 days
259	Manor House-Lower Edmonton	Seven Sisters Road (Stop A)	Every 7-10 minutes	04:10-23:54	7 days
279/N79	Kings Cross-Waltham Cross	Seven Sisters Road (Stop A)	Every 4-8 minutes	05:00-23:54	7 days
318	Stamford Hill-Edmonton	Tottenham High Road (Stop K)	Every 10-13 minutes	05:45-00:20	7 days
349	Stamford Hill-Ponders End	Tottenham High Road (Stop K)	Every 8-12 minutes	04:05-00:05	7 days
476	Kings Cross-Northumberland Park	Tottenham High Road (Stop K)	Every 7-11 minutes	05:25-23:40	7 days

3.3.14 The site is also located within 12-minute walking distance of three rail stations:

- Seven Sisters Underground Station
- Seven Sisters Overground Station
- South Tottenham Overground Station

3.3.15 Each of these stations feature as key destinations in the accompanying **Active Travel Zone Assessment (ATZ)**.

3.3.16 Seven Sisters Underground Station is on the Victoria Line, benefitting from frequent services between Walthamstow Central and Brixton. Services run between 05:21 and 00:16 up to once a minute at peak times. There are a number of on-street cycle parking stands at the station entranceway.

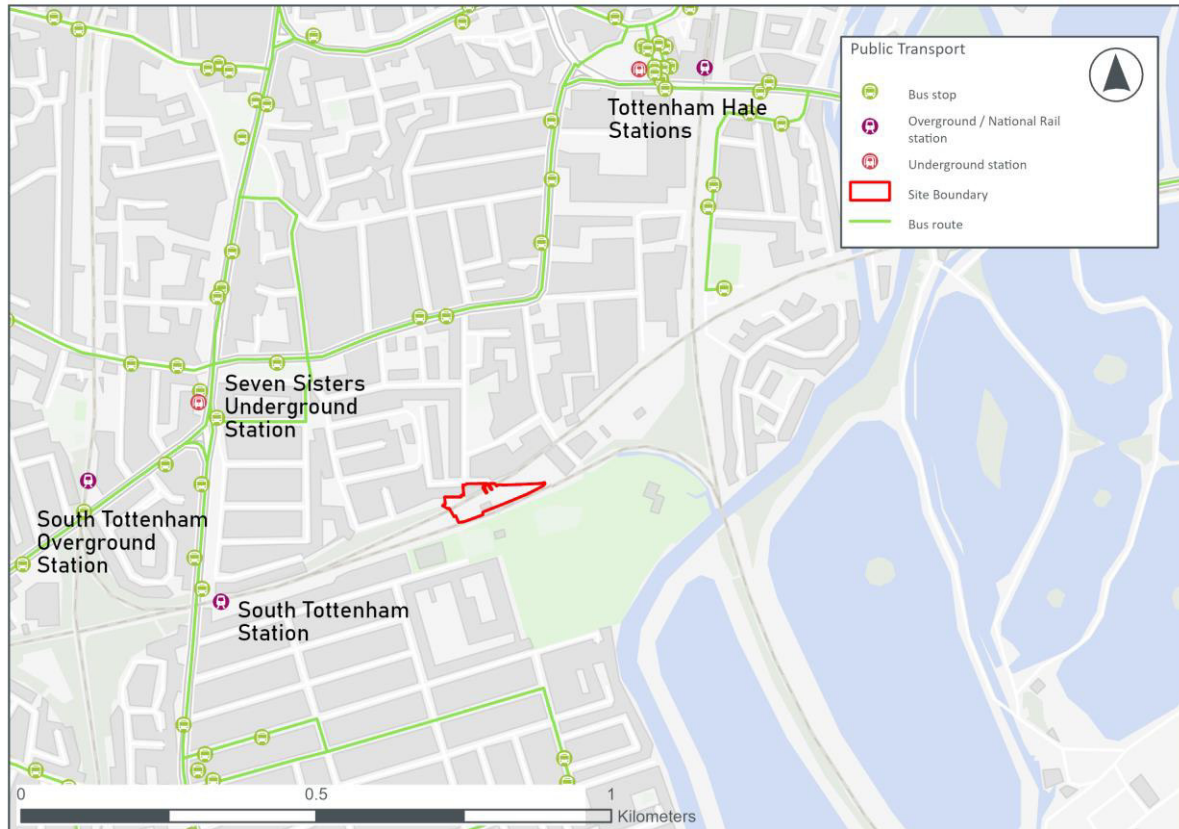
3.3.17 Located approximately 220m further west on Seven Sisters Road, the Seven Sisters Overground station is on the line between Liverpool Street and destinations northwards, terminating in Enfield Town or Cheshunt. Services run between 06:04 and 00:18, up to once every 13 minutes at peak times. The station has storage stands for 32 cycles, covered by CCTV.

3.3.18 Alternative Overground destinations are accessible from South Tottenham station which is located on the east-westerly line between Gospel Oak and Barking Riverside. Services run between 06:22 and 23:23 up to once every 15 minutes at peak times.



3.3.19 The locations of these stations are seen in **Figure 3-4**.

Figure 3-4: Public Transport



3.3.20 The PTAL rating for the proposed development site has been calculated using the Transport for London (TfL) WebCAT service. TfL WebCAT service indicates that the site has a PTAL rating of 5, which demonstrates that the site has very good links to public transport. The WebCAT PTAL report for the site is provided in **Appendix C**.

3.4 Summary

3.4.1 As detailed above, the site is in a highly sustainable location with ample amenities within short walk or cycle distance.

3.4.2 Several bus stops and three railway stations offering frequent services to destinations across London are accessible within a five to 12-minute walk from the site.



4 Active Travel Zone Assessment

4.1 Overview

- 4.1.1 This section of the report provides a summary of the findings of the Active Travel Zone (ATZ) Assessment and should be read in conjunction with the ATZ Report attached as **Appendix B** of this TS.
- 4.1.2 The purpose of an ATZ assessment is to establish the current condition of pedestrian and cycle routes to key destinations associated with the proposed development and to establish whether the facilities are appropriate for encouraging a car free lifestyle.

4.2 Methodology

- 4.2.1 The ATZ Assessment for the site is presented in a series of illustrated maps demonstrating how people of all abilities can make everyday journeys from the site that are essential to support a car-free lifestyle. The ATZ Assessment has considered an area covered by a 20 minute cycle from the site, as required by TfL's Healthy Streets Transport Assessment guidance. The assessment considers access to local public transport connections, including bus stops and local underground and national rail stations.
- 4.2.2 A study area has then been defined based on the location of the nearest key facilities within the 20 minute cycle distance. The key destinations identified within the assessment relate to access to public transport, including bus stops, underground and rail stations, as well as access to key facilities.
- 4.2.3 A site visit was undertaken on Friday 20th April 2023 to assess the routes to the key destinations, with Point of View (POV) photography taken along the routes. The worst location along each route was then assessed against the TfL Healthy Streets criteria. The assessment and POV photography can be found in the report provided in **Appendix B**.

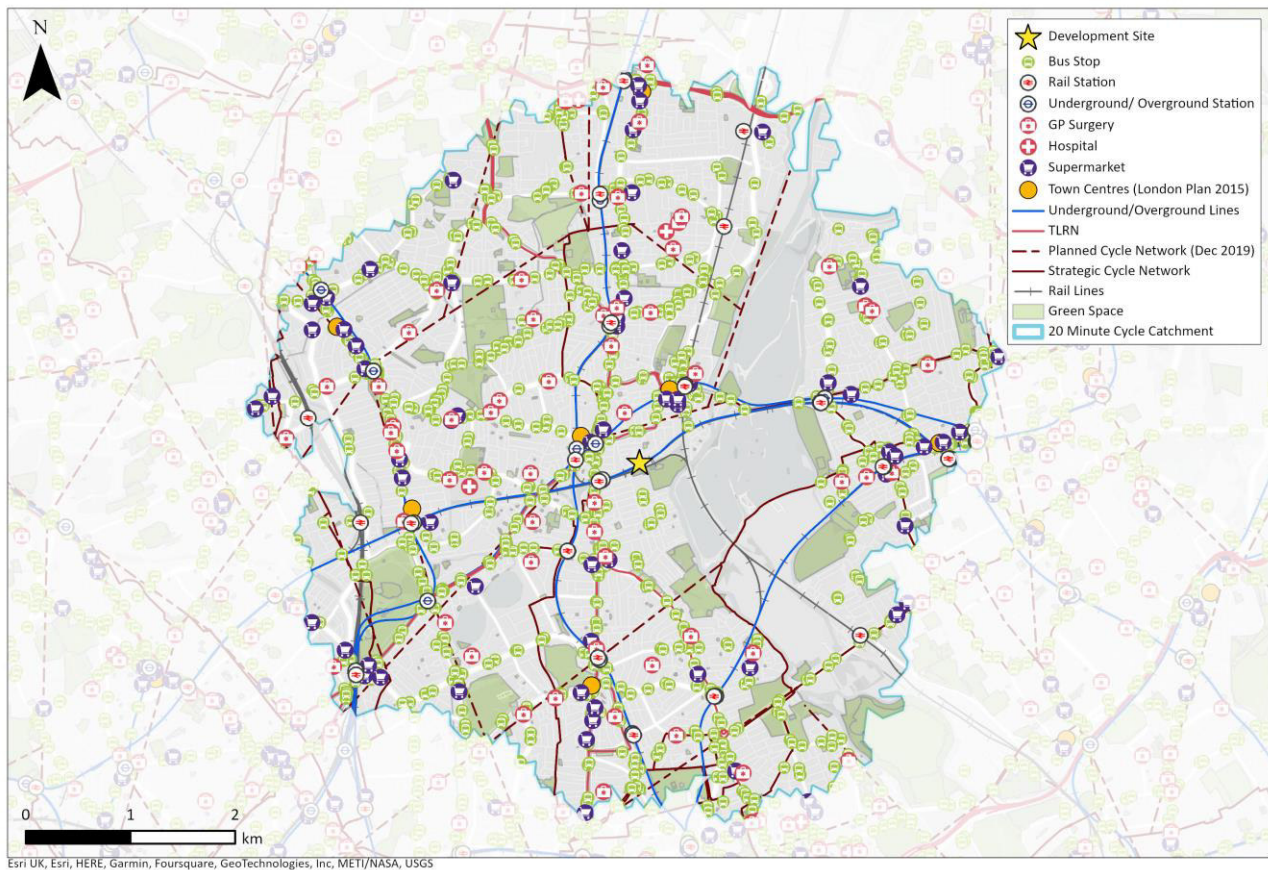
4.3 ATZ Map 1

- 4.3.1 ATZ Map 1 has been prepared in accordance with TfL's Healthy Streets Transport Assessment guidance and identifies the key facilities located within a 20-minute cycle of the site. The key facilities include:
- Bus stops (only some of the closest bus stops were highlighted)
 - London Underground/Overground Stations
 - National Rail Stations
 - Hospitals

- GP Surgeries
- Supermarkets
- Town Centres (from the London Plan 2015)
- Strategic Cycle Routes
- Planned Cycle Routes (December 2019)
- Open Green Spaces

4.3.2 The resulting ATZ Map 1 is shown in **Figure 4-1**. The map identifies that a large range of facilities are accessible within a 20 minute cycle distance of the site. As such, it is appropriate to reduce the study area to provide a more local assessment.

Figure 4-1: ATZ Map 1



4.4 ATZ Map 2

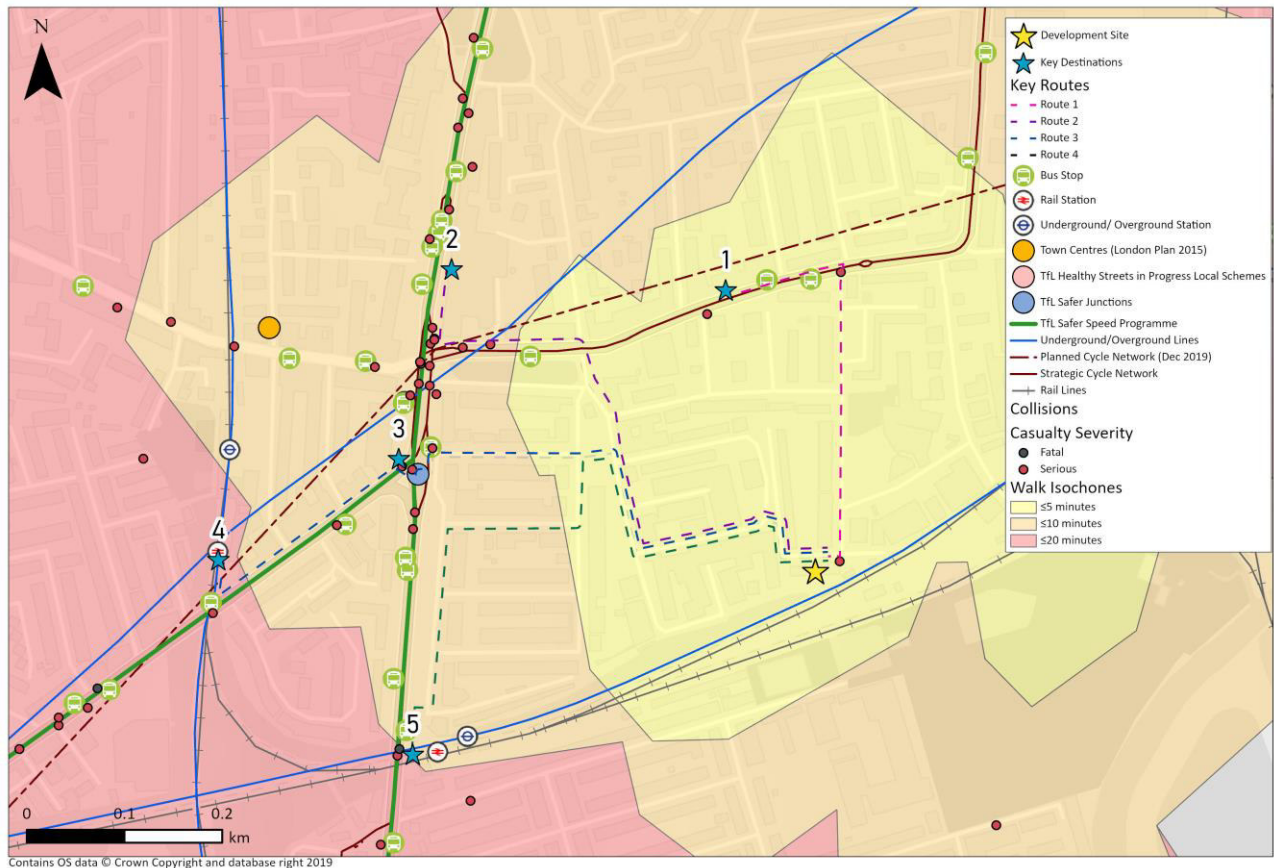
4.4.1 ATZ Map 2 provides a map showing the reduced extent of the study area and shows amenities that can be accessed within a five and ten minute walking distance. The map identifies five key destinations split across four separate walking routes:



- **Key Destination 1:** Broad Lane local centre & bus stops on Broad Lane - Broad Lane local centre, where shops, supermarkets and food premises are located, is within a five-minute walk of the site. The bus stop provides access to services and nearby neighbourhoods such as Archway, Tottenham Hale and Wood Green.
- **Key Destination 2:** Tesco Superstore on High Road - located within a nine-minute walk, is the nearest major grocery store to the site
- **Key Destination 3:** Seven Sisters Underground Station and northbound bus stops on Tottenham High Road - located an eight-minute walk from the site. The station provides access to the Victoria underground line. The bus stops on Tottenham High Road connects the area to locations further north and southwards to King's Cross, South Bank and London Bridge in Central London.
- **Key Destination 4:** Seven Sisters Station and Seven Sisters neighbourhood centre – Seven Sisters Station is the closest rail and overground station to the site, located a 13-minute walk away. It provides access to overground and Greater Anglia rail services as well as the Stansted Express, being located on the main line into London Liverpool Street station. The Seven Sisters neighbourhood centre is the local focal point for retail businesses where shops, restaurants and supermarkets are located.
- **Key Destination 5:** South Tottenham Station is another overground station within a 13-minute walk from the site. Located on a different line to Seven Sisters, the station offers alternative, east-west connections between Barking, Richmond, Harrow, and Watford.

- 4.4.2 ATZ Map 2 is shown in Figure 4-2. Collision data obtained from Transport for London (TfL) has been plotted along the routes to the key destinations in order to identify any collision clusters that need to be addressed to improve pedestrian and cyclist safety.
- 4.4.3 Data relating to TfL schemes have been added to the map. However, only TfL Safer Speed Programme Streets and Strategic Cycle Network have been identified in the vicinity of the site.
- 4.4.4 All streets featured in the ATZ Assessment, except some sections of Tottenham High Road, are part of the LBH and London Borough of Haringey (LBH) borough-wide 20mph zone. The 20mph limit was announced in March 2023 and includes the main throughfare, Seven Sisters Road.

Figure 4-2: ATZ Map 2



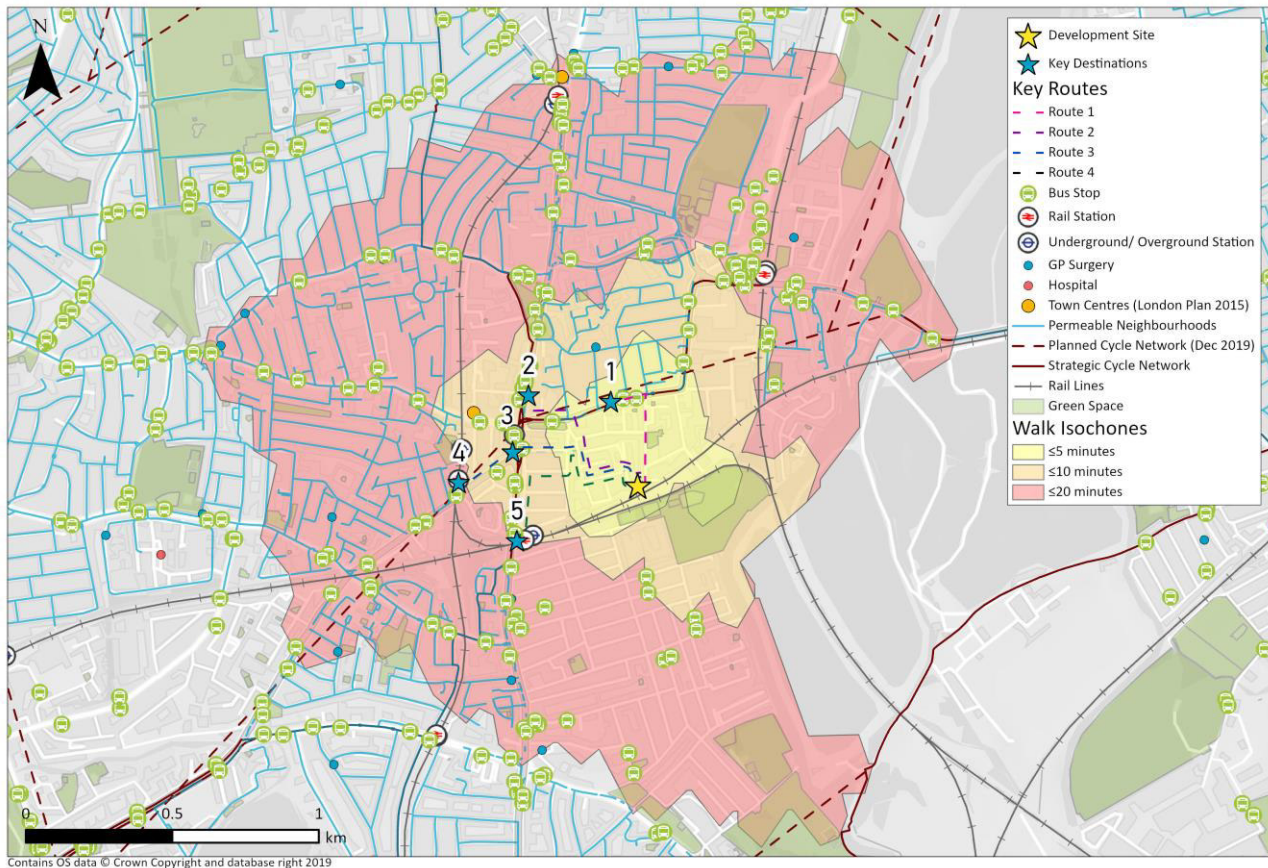
4.5 ATZ Map 3

4.5.1 The purpose of ATZ Map 3 is to establish the existing healthy streets characteristics in the vicinity of the site and any committed developments that may provide improvements to the local area. ATZ Map 3 includes the following information:

- Potential Public Realm Improvements
- Local Plan Proposed Development Sites
- Open Green Spaces

4.5.2 ATZ Map 3 is shown in Figure 4-3. The map shows that a wide range of amenities can be accessed within a 15-minute walk distance of the site including many supermarkets, shops and other amenities in Seven Sisters and South Tottenham neighbourhood centres.

Figure 4-3: ATZ Map 3



4.6 ATZ Neighbourhood Photography

4.6.1 A site visit was undertaken on Friday 21st April 2023. During the site visit, the routes to the key destinations were walked and POV photography was taken along the routes at intervals of approximately 50m or at key points of pedestrian/cycle infrastructure. The POV photography is contained in the report provided in **Appendix B**.

4.6.2 In accordance with the TfL Healthy Streets Transport Assessment guidance, the worst part of each route to the key destinations has been critiqued against the TfL Healthy Streets criteria. The assessment is provided within the ATZ report provided in **Appendix B**.

4.7 Local Emerging Developments

4.7.1 Haringey's development plan is currently made up of the Strategic Policies (2017), Development Management Policies (2017), Site Allocations (2017) and Tottenham Area Action Plan (2017), alongside the London Plan (2021).

4.7.2 As noted previously, the area surrounding the site has been largely allocated for employment and light industrial use and has been the focus of recent urban regeneration strategies.



- 4.7.3 The Tottenham Area Action Plan lists details of a number of Opportunity Sites within the vicinity of the proposed Enterprise site. This includes several housing sites to the north identified through Strategic Land Availability Assessment, expected to be adopted in the forthcoming Haringey Local Plan.
- 4.7.4 In very close proximity of the proposed development site:
- Site TH11 'Fountayne Road' encompasses 1.13Ha of land immediately adjacent to the site. The Council has allocated the site as appropriate for warehouse living accommodation and mixed-use employment space.
 - Site TH12 'Herbert Road' is a 0.69ha area of derelict warehouse space located approximately 100m north of the site. The site is within a Designated Employment Area – Regeneration Area and proposals for mixed-use employment-led development are sought.
 - Site TH13 'Constable Crescent' is a 0.74ha area of semi-derelict residential and employment land. The site has been allocated for potential mixed-use employment-led development to increase accessibility, maximise employment floorspace and provision for warehouse living accommodation.
- 4.7.5 The site is included within the Tottenham Hale urban realm improvement area. These improvements will focus on promoting travel by walking and cycling and the legibility and quality of the urban environment around Tottenham Hale neighbourhood centre.

4.8 Summary

- 4.8.1 An ATZ Assessment has been undertaken in support of the development proposals. Five key destinations have been identified and the worst location along the route to each destination has been reviewed against TfL's healthy streets criteria, with suggestions made for potential improvements for the consideration of Haringey Council and TfL to implement. No improvements are necessary to support this development.
- 4.8.2 As part of the ATZ Assessment, a review of collision data has been undertaken. The review concluded that since the development reduces private car ownership and results in a limited number of vehicular trips from Section 6, the development proposals would not be anticipated to exacerbate existing collision trends.



5 Proposed Development

5.1 Development Proposals

5.1.1 This Transport Statement has been prepared in support of the following:

A Full planning application for change of use of railway arches and external yard area from scaffolding and vehicle storage place with ancillary office to administer their use (Sui Generis and Use Class B8) to rental vehicle premises (Sui Generis and Use Class B8) involving rental vehicle storage, rental vehicle hire office, installation of a rental vehicle wash and minor repair bay, provision of parking and storage spaces for rental vehicles, and associated works.

5.1.2 The proposed site layout plan includes space for 102 parking spaces and a wash bay within the existing yard space. The parking spaces will function primarily as storage space for the Enterprise rental fleet as well as providing pick-up and drop-off bays for customers.

5.1.3 Plans also include a modular office unit and employee parking spaces under the railway arches.

5.1.4 The proposed site layout plan is attached as **Appendix A**.

5.1.5 Enterprise Rent-A-Car expect eight people to be employed at this site.

5.1.6 Enterprise offer a Pick-up/Drop-off service to every customer, so customers are not required to visit the site minimising the development impact on the surrounding highway network. The significant majority of Enterprise's customers use this service, therefore reducing the travel demand associated with the site.

5.2 Site Access

5.2.1 It is understood that both access and egress from the site will be taken from the existing access point on Page Green Road.

5.2.2 There will not be any transporter movements into the site, all cars will be moved individually by staff on-site.

5.2.3 Vehicle swept path analysis has been conducted for the site layout, attached as **Appendix D**. It is demonstrated that vehicles of various sizes can access and egress the site under the proposed arrangement.

5.3 Parking

5.3.1 The parking provided will be for the storage of Enterprise's rental fleet or used for car hire operational purposes. Three parking bays at the front of the site have been allocated for Car Club



use which will be accessible to surrounding residents offering a meaningful alternative to private car ownership.

- 5.3.2 No customer or staff parking is to be provided on-site, to encourage sustainable travel to the site and given that, by their nature, Enterprise's customers require access to Enterprise's rental vehicles because they do not own, or have access, to an alternative vehicle.
- 5.3.3 The level of car parking proposed is appropriate for the land use, and has been determined based on Enterprise's operational experience on other similar sites.
- 5.3.4 Due to the nature of the site's function, the provision of EV charging ducts will be determined on an operational basis. Enterprise aim to increasingly accommodate for EV vehicles in their fleet as demand for EV rentals and Car Club vehicles increases at the site. It is also envisioned that as most vehicles on site are part of a rental fleet, staff will be able to move EVs around charging bays to recharge as required.
- 5.3.5 As per Enterprise's current operational practice, staff at the site will use rental vehicles as part of their fluid fleet. Accessible parking is to be provided for staff or visitor use.
- 5.3.6 When not using fleet vehicles, staff will be encouraged to access the site using public transport or to walk or cycle.

Cycle Parking

- 5.3.7 Cycle parking for staff and customers is to be provided near to the entranceway of the site. The parking will take the form of Sheffield stands and will meet or exceed the minimum required for the area of the site as stipulated within the London Plan.

5.4 Delivery and Servicing

- 5.4.1 The proposed development can be serviced from the access point on Page Green Road and larger vehicles, such as refuse collection vehicles can also enter the site during the operational hours as illustrated on the tracking plans included within **Appendix D**.

5.5 Sustainability of Site Function

- 5.5.1 The provision of car rental facilities is an effective measure in reducing car ownership. This can be attributed to the behaviour change which they embody, allowing local residents and businesses to transition from private vehicle ownership to shared access to vehicles, with many different people using the same car over a week or month. Where private car ownership induces residents to use their cars for short trips, car rental acts to reserve car use for longer journeys or specific occasions of need. This then supports public transport or active travel modes as the favoured option for shorter, daily trips.



- 5.5.2 It can therefore be concluded that the use of the site as a Car Club and car rental facility will support sustainable transport patterns in the wider area and will make a real and positive impact on air quality and congestion in the local area surrounding the site.



6 Trip Generation

- 6.1.1 The site is currently in use partly as a scaffolding business and partly for motor vehicle repairs. As such, net trip generation by the site is likely to be lower than levels forecast for the proposed development.

6.2 Proposed Trip Generation

Employment Trips

- 6.2.1 Enterprise have stated that eight staff are to be employed at the site. The modal split of employment-related travel to the site has been estimated using data from the 2011 Census.
- 6.2.2 The site is located within the LSOA 'Haringey 025B', for which the following travel to work modal splits are displayed in **Table 6-1**.

Table 6-1: Travel to Work Census Data for Haringey 025B

Travel Mode	Percentage of Employed 16-74 year- olds
Underground/Light Rail	40%
Train	10%
Bus	19%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	13%
Passenger in a car or van	1%
Bicycle	7%
On foot	4%
Mainly working from home	4%
Other method of travel	1%

- 6.2.3 From these results, it is estimated that one employee would travel to the site by car, generating one vehicle trip in the AM peak and one in the PM peak. As detailed previously, Enterprise staff do undertake the operational movement of vehicles between branches prior to and at the end of the operating day. However, these would largely be undertaken outside of peak hours and any impact will be negligible.

Customer Transactional Data

- 6.2.4 Enterprise Rent-A-Car have provided anticipated transactional data (vehicle rentals or returns) based on their comparable existing branches which is expected to approximately translate to the number of customer-related trips generated by the site. This is seen in **Figure 6-1**. Whilst these will

not exactly replicate two-way vehicle trips, they provide a good indication of the likely travel demand associated with the site.

Figure 6-1: Average Combined Rental and Return Transactions by Hour

Average Combined Rental & Return Transactions by Year / Week / Hour														
	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00			
	8	9	10	11	12	13	14	15	16	17	18	Avg Daily	Pk 4-Hour	Pk 1-Hour
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	5	5	4	3	3	3	3	3	4	2	0	36	17	5
Tuesday	4	4	4	3	3	3	3	3	4	3	0	34	15	4
Wednesday	4	4	4	3	4	3	3	3	4	3	1	35	15	4
Thursday	4	4	3	3	3	3	3	3	5	3	0	34	15	5
Friday	5	4	4	4	4	3	3	3	5	3	0	38	16	5
Saturday	2	6	5	6	3	0	0	0	0	0	0	22	20	6

- 6.2.5 In the AM peak on a weekday four or five transactions are forecast, whilst in the PM peak two or three transactions are forecast. Across an average weekday 34-38 two-way trips are predicted to be generated by the site. As the site is a rental facility, it is accepted that an equivalent number of sustainable trips will be generated by the site, with customers only making one of picking up or dropping off trips by car.
- 6.2.6 These trips are distributed approximately evenly throughout the day and, as such, the impact of the site on traffic on the local road network is expected to be minimal.
- 6.2.7 Combining these results with the predicted employment trips generated by the site, a maximum of six vehicle trips are forecast in the AM peak, four in the PM peak and 40 over the course of an average weekday.



7 Summary and Conclusions

- 7.1.1 This Transport Statement (TS) has been prepared by PJA on behalf of Enterprise Rent-A-Car in association with the proposed development of land within and surrounding arches at Page Green Road, London, N15 4PG.
- 7.1.2 The site is located within the South Tottenham area of the London Borough of Haringey. The site is in a highly sustainable, dense urban area. It benefits from being within walking distance of numerous local amenities and public transport options.
- 7.1.3 Within the site, a total of 102 parking spaces are to be provided as well as a modular building and wash bay. Three of the spaces will be dedicated to Car Club vehicles offering a wider sustainable travel benefit to the surrounding area.
- 7.1.4 The site is located within a regeneration area of mixed residential and employment land use and is currently vacant. Trip generation assessment for employees and customers demonstrates that the proposed development would generate up to six two-way vehicle trips in the AM peak and up to four two-way vehicle trips in the PM peak. On an average weekday a maximum of 40 vehicle trips are estimated with these split over the course of the day.
- 7.1.5 However, the site's function will permit both existing and prospective residents and workers in the South Tottenham area to consider alternatives to private vehicle ownership, supporting the sustainability of planned regeneration. As such, the proposed development may have an overall net beneficial impact on traffic rates on the local road network.
- 7.1.6 It is therefore considered that the proposed Enterprise Rent-A-Car development would be acceptable in line with paragraph 111 of the NPPF and satisfy the visions of TfL, Haringey Council and the London Plan.



Appendix A Proposed Site Layout Plan

[illegible]



Appendix B Active Travel Zone Assessment (ATZ)



Enterprise Rent-a-Car

Enterprise Rent-a-Car, South Tottenham

Active Travel Zone Assessment

May 2023

Project Code: 07155

PJA
The Aquarium
King Street
Reading
RG1 2AN
UK
pja.co.uk



Version Control and Approval

Version	Date	Main Contributor	Issued by	Approved by
A	15 May 2023	EC	JS	LK

Prepared for

Enterprise Rent-a-Car

Enterprise House
203 London Road
Staines-Upon-Thames
Surrey
TW18 4HR



Contents

Section	Page
I Introduction	I
2 ATZ Assessment Overview	3
2.1 Methodology	3
2.2 Summary of Requirements	4
2.3 General Notes	5
3 Route 1: Key Destination 1 – Broad Lane Local Centre & Bus Stops on Broad Lane	6
3.1 Description	6
3.3 Worst Location	6
4 Route 2: Key Destination 2 - Tesco Superstore on High Road	8
4.1 Description	8
4.2 Worst Location	8
5 Route 3: Key Destination 3 - Entrance of Seven Sisters Underground Station and Northbound Bus Stops on High Road & Key Destination 4 - Seven Sisters Station and Seven Sisters Neighbourhood Centre	10
5.1 Description	10
5.2 Worst Location	11
6 Route 4: Key Destination 5 – South Tottenham Station	13
6.1 Description	13
6.2 Worst Location	13
7 Recommendations	15
8 Summary	16

List of Figures

Figure 1: Site Location Figure 1

Figure 2-1: Walking Routes to Key Destinations 4

Figure 3-1: Key Destination 1 POV Photography..... 6

Figure 4-1: Key Destination 2 POV Photography..... 8

Figure 5: Key Destination 3 & 4 POV Photography..... 11

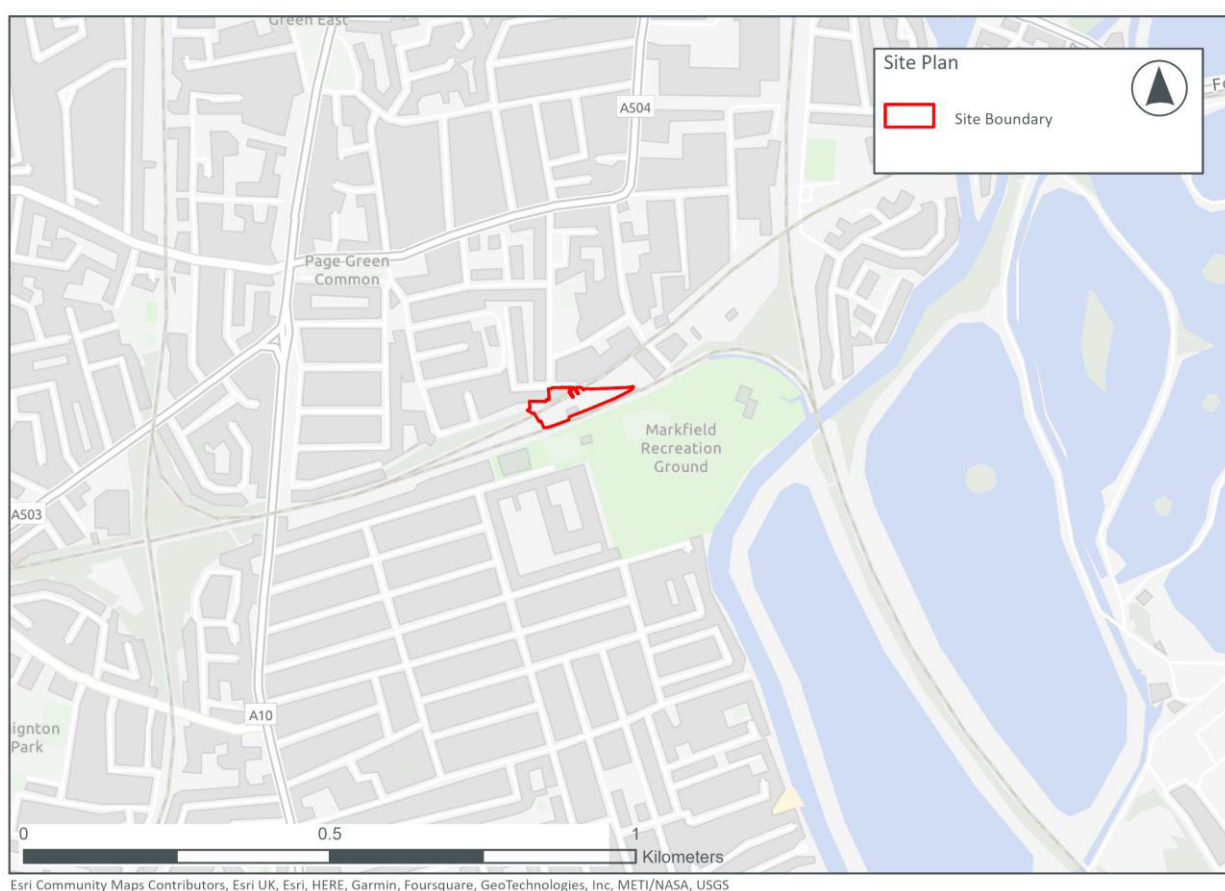
Figure 6-6-: Key Destination 5 POV Photography..... 13



I Introduction

- 1.1.1 This Active Travel Zone Assessment has been prepared by PJA on behalf of Enterprise Rent-a-Car to support a planning application for the redevelopment of land at Page Green Road, N15 4PG, within the London Borough of Haringey.
- 1.1.2 The development proposal is for an Enterprise car rental facility occupying a currently vacant land between the residential street of Page Green Road and the railway line in South Tottenham, in the London Borough of Haringey (LBH).

Figure 1: Site Location Figure



- 1.1.3
- 1.1.4 This report summarises the findings of the Active Travel Zone (ATZ) Assessment site visit with point of view (POV) photography undertaken along the key routes identified within the assessment. The report has been produced to accompany the planning application for the proposed scheme and should be read in conjunction with the associated Transport Statement.
- 1.1.5 A search has revealed no recent planning applications for the site.



- 1.1.6 The purpose of the ATZ assessment is to establish the current condition of pedestrian and cycle routes to key destinations associated with the proposed development and to establish whether these are sufficient for encouraging a sustainable lifestyle.
- 1.1.7 The key destinations and routes have been determined through undertaking the ATZ assessment, which is summarised within the Transport Statement. A total of five key destinations and four routes have been identified within the ATZ study area. The key destinations have been identified as:
- **Key Destination 1:** Broad Lane local centre & bus stops on Broad Lane - Broad Lane local centre, where shops, supermarkets and food premises are located, is within a five-minute walk of the site. The bus stop provides access to services and nearby neighbourhoods such as Archway, Tottenham Hale and Wood Green.
 - **Key Destination 2:** Tesco Superstore on High Road - located within a nine-minute walk, is the nearest major grocery store to the site
 - **Key Destination 3:** Seven Sisters Underground Station and northbound bus stops on Tottenham High Road - located an eight-minute walk from the site. The station provides access to the Victoria underground line. The bus stops on Tottenham High Road connects the area to locations further north and southwards to King's Cross, South Bank and London Bridge in Central London.
 - **Key Destination 4:** Seven Sisters Station and Seven Sisters neighbourhood centre – Seven Sisters Station is the closest rail and overground station to the site, located a 13-minute walk away. It provides access to overground and Greater Anglia rail services as well as the Stansted Express, being located on the main line into London Liverpool Street station. The Seven Sisters neighbourhood centre is the local focal point for retail businesses where shops, restaurants and supermarkets are located.
 - **Key Destination 5:** South Tottenham Station is another overground station within a 13-minute walk from the site. Located on a different line to Seven Sisters, the station offers alternative, east-west connections between Barking, Richmond, Harrow, and Watford.
- 1.1.8 The primary routes connecting these five key destinations have been assessed and photographed with the worst location along the way to each destination reviewed against TfL's Healthy Streets criteria. Accompanying suggestions of potential improvements have then been made for the consideration of Haringey Council and TfL to implement.



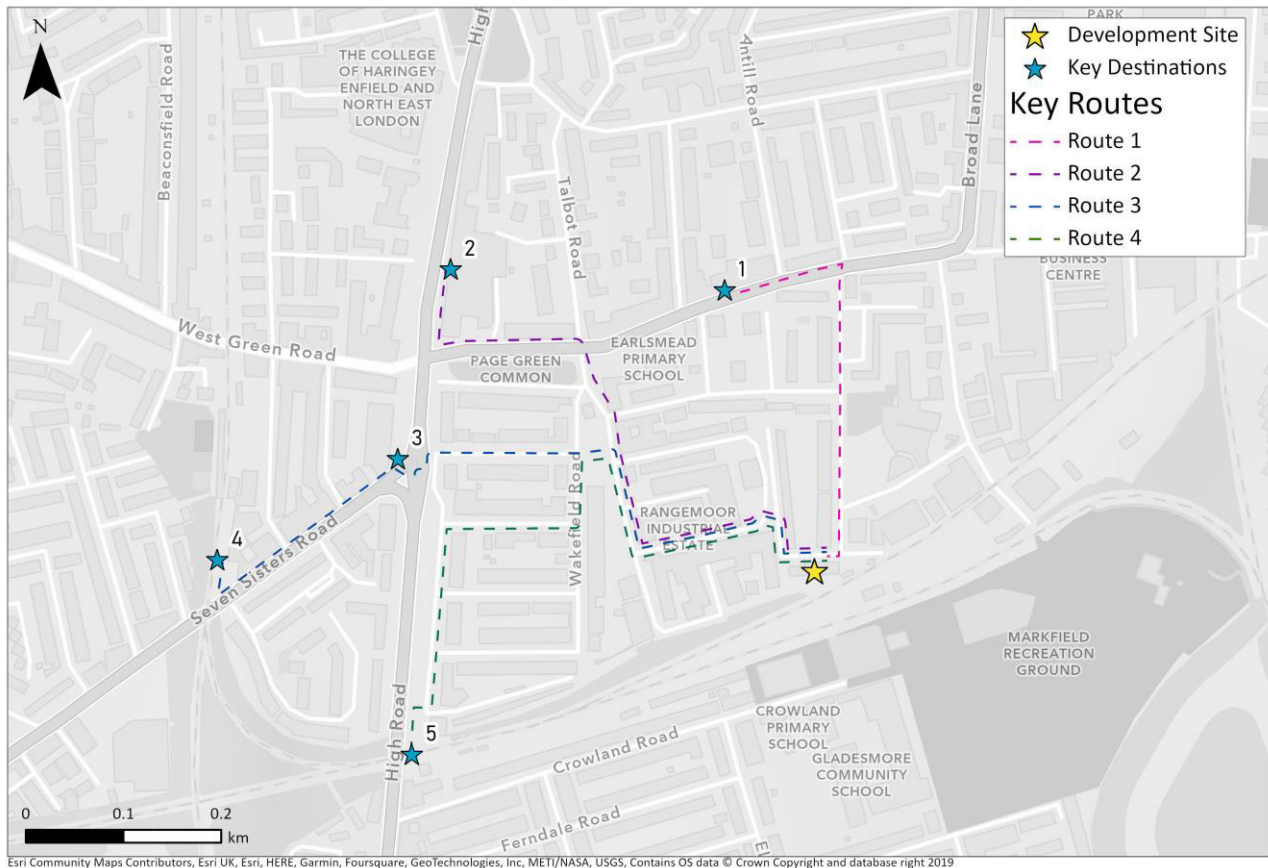
2 ATZ Assessment Overview

2.1 Methodology

- 2.1.1 As is detailed in the accompanying Transport Assessment, the ATZ Assessment has been conducted based on a methodology produced by TfL.
- 2.1.2 Following this methodology, the study area was originally defined as a 20-minute cycle journey from the site. However, due to the site's dense, urban location, each identified destination is within only a 6-minute cycle distance.
- 2.1.3 The key destinations identified within the assessment relate to access to public transport, including bus stops, underground and rail stations, and access to key facilities. These are located within a map of the area in **Figure 2-1**.
- 2.1.4 Destination 4 is located beyond Key Destination 3, accessed by continuing westwards on Seven Sisters Road for approximately 250m. As destination 3 and destination 4 share the same route except for the final section on Seven Sisters Road, they have been combined as one route for the purpose of the assessment, as shown in **Figure 2-1**.



Figure 2-1: Walking Routes to Key Destinations



2.1.5 A site visit was undertaken on Friday 21st April 2023, to assess the routes to the key destinations, with POV photography taken along the routes. The worst location along each route was assessed against the TfL Healthy Streets criteria.

2.1.6 In accordance with the TfL Healthy Streets Transport Assessment guidance, the worst part of each Route has been critiqued against the TfL Healthy Streets criteria. This document has been structured so as each Key Walking Route and its accompanying POV Photography and critique is the feature of its own section. Recommendations are provided in a separate chapter as there is considerable overlap between the routes.

2.2 Summary of Requirements

2.2.1 The following factors have been considered in line with the TfL guidance:

- Clean Air: *“Improving air quality benefits everyone and reduces unfair health inequalities.”*
- People Feel Safe: *“The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.”*



- Easy to Cross: *“Making streets easier to cross is important to encourage more walking and to connect communities.”*
- Places to Stop and Rest: *“A lack of resting places can limit mobility for certain groups of people.”*
- Shade and Shelter: *“Providing shade and shelter enables everybody to use our streets whatever the weather.”*
- People Feel Relaxed: *“More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.”*
- Things to See and Do: *“People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.”*

2.3 General Notes

- 2.3.1 The entire ATZ area surrounding the site is within the London Ultra Low Emission Zone extension as per October 2021. This acts to limit the recommendations included for each Route in the ‘Clean Air’ category, as it can be assumed from early research that 87% of vehicles travelling in the area comply with the ‘low emission’ requirements¹.
- 2.3.2 Due to the proximity of each of the Key Destinations to the site, the ‘Places to Stop and Rest’ criteria has also been deemed less relevant.
- 2.3.3 All streets featured in this ATZ Assessment, except some sections of High Road, are part of the London Borough of Haringey borough-wide 20mph zone. The 20mph limit was announced in March 2023 and includes the main throughfare, Seven Sisters Road.
- 2.3.4 As is identified and detailed in length in the accompanying Transport Statement, the road network in the vicinity of the site has been the location of traffic collisions. TfL is committed to continuously implementing safer speed in its network for road safety. It must be also stated that due to the limited number of vehicular trips generated by the development and how the nature of the proposed site use has the potential to generate wider behavioural change away from private car ownership and use, the development will not exacerbate any highway safety issues in this location. However, road safety will be a significant focus of the suggested recommendations given in this report.
- 2.3.5 It should be noted that any improvements that are recommended to Haringey Council as required by TfL’s Healthy Streets Guidance and are not considered as necessary for the safe and efficient functioning of the proposed development.

¹ <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/mayors-ultra-low-emission-zone-london>



3 Route 1: Key Destination 1 – Broad Lane Local Centre & Bus Stops on Broad Lane

3.1 Description

- 3.1.1 The site benefits from bus links accessed from bus stops approximately 400m north of the site on Broad Lane. The most direct route to the bus stops from the site is along Stamford Road, as photographed in **Figure 3-1**. Both bus stops are accessed by then travelling westward on Broad Lane.
- 3.1.2 The eastbound bus stop is located on the opposite side of the carriageway. There is a zebra crossing present approximately 80m further west if required, however, traffic flows are generally low. The eastbound bus stop is located in front of a row of shops, including a local Post Office.

Figure 3-1: Key Destination 1 POV Photography



3.2

3.3 Worst Location

- 3.3.1 The worst element of the route to Key Destination 1 is the obstruction of the footway by the construction work at a residential development site, Park North, at Stamford Road. The temporary fence erected around the construction site makes the footway at the eastern side of Stamford Road inaccessible to pedestrians, as shown in **Figure 3-1-1**. However, the development is expected to be completed in the coming months. The construction work includes footway re-surfacing which should enhance the appearance and character of the street, creating a more pedestrian-friendly environment.



- 3.3.2 The public realm design at the south of zebra crossing at Broad Lane is of high quality. The landscaped outdoor space provides benches, trees, greenery and cycle parking near Key Destination 1. It also embeds a sustainable drainage system in the landscape design.
- 3.3.3 Pedestrian facilities are provided such as zebra crossings across Broad Lane, giving priority to pedestrians. Side road treatment and build-outs are present to slow turning vehicles and reduce crossing distance for pedestrians to enhance safety.



4 Route 2: Key Destination 2 - Tesco Superstore on High Road

4.1 Description

- 4.1.1 The most direct route to the Tesco Superstore is along Bernard Road, continuing along Rangemoor Road. The route passes through Page Green Common on Broad Lane, a green space at the junction of High Road and Broad Lane before crossing at the junction of Broad Lane and High Road. The entrance to the Tesco Superstore is 100m north along Tottenham High Road from the junction with Broad Lane.
- 4.1.2 Page Green Common has recently been re-designed and enhanced by Haringey Borough Council. The photographs in **Figure 4-1** show that it performs very highly with landscape design, art, facilities such as play space, benches and water refill station to make the open space welcoming and encourage people to stay and enjoy.

Figure 4-11: Key Destination 2 POV Photography



4.2 Worst Location

- 4.2.1 The worst location has been identified as the final stretch along Tottenham High Road, beyond the junction with Broad Lane, as photographed in **Figure 4-1-6**. Despite the footway being wide with quality paving, vehicle traffic along the carriageway is very busy, and the six-lane road generates a lot of noise, creating an unpleasant and uncomfortable walking experience for pedestrians.
- 4.2.2 The high traffic flow is undesirable for cyclists to cycle in mixed traffic. As part of CS1, there is a fully segregated two-way cycle track, for approximately 300m along Tottenham High Road in the vicinity



of the junction with Seven Sisters Road. It protects cyclists passing through this busy stretch of main roads. However, it impedes turning movements for cyclists at the junction towards the east of High Road. Moreover, south of the site the CS1 takes the form of a shared-use footway. This is a non-optimal arrangement which can cause conflict with pedestrians.

- 4.2.3 The art installation and greenery outside the fence of residential housing at the south of Page Green Road are visually pleasing. However, the street clutter at Page Green Road's southern footway obstructs pedestrians. The bollards, waste bins, road signs and utility pole are poorly placed, as photographed in **Figure 4-1-1**, blocking part of the footway. It could be problematic for wheelchairs users and the visually impaired, hence, de-cluttering is needed to ensure the street is safe and accessible to all walk of lives.



5 Route 3: Key Destination 3 - Entrance of Seven Sisters Underground Station and Northbound Bus Stops on High Road & Key Destination 4 - Seven Sisters Station and Seven Sisters Neighbourhood Centre

5.1 Description

- 5.1.1 Key Destination 3 can be accessed by travelling along Bernard Road and Rangemoor Road to the public realm. There is a pedestrian path alongside a small football pitch, which leads on to Wakefield Road. It then continues west along Earlsmead Road to the junction with High Road. A southbound bus stop is located on High Road at the junction with Earlsmead Road. A several-stage staggered pedestrian crossing is in place across High Road, emerging at the entrance for the Seven Sisters Underground Station.
- 5.1.2 Key Destination 4 is located beyond Key Destination 3, by continuing westwards on Seven Sisters Road for approximately 250m. The route passes by a row of shops and other amenities which comprise the Seven Sisters neighbourhood centre, to Seven Sisters Station.

Figure 51: Key Destination 3 & 4 POV Photography



5.2 Worst Location

- 5.2.1 As the part of the route overlap with the routes to key destination 2 & 5, the following discussion primarily focuses on the route between Wakefield Road and Seven Sisters Overground Station.
- 5.2.2 The worst element of this section is the busyness of Seven Sisters Road and High Road. The heavy traffic flows on the section of Seven Sisters Road put cyclists at risk where there is insufficient cycle infrastructure. A large number of heavy good vehicles on the carriageway could create a high level of roadside noise and air pollution, as photographed in **Figure 5-1-7**, which would be an unpleasant walking experience for pedestrians.
- 5.2.3 A shared use path is provided on the footways as part of the CS1, as photographed in **Figure 5-1-5**, segregated from vehicles on carriageway. This segregation continues through the junction with Seven Sisters Road, connected by a staggered toucan crossing.



- 5.2.4 The staggered toucan crossings at Seven Sisters Road and High Road junctions provides a safer crossing point for pedestrians and cyclists across the busy junction. However, due to the staggered nature, it takes a significant time to cross High Road, waiting in unpleasant surroundings.
- 5.2.5 Cycle parking is provided next to the entrance of Seven Sisters Underground Station and within the median refuge islands at the staggered crossing at the junction of High Road and Seven Sisters Road, as shown in **Figure 5-1-3** and **Figure 5-1-6**.
- 5.2.6 The route to Seven Sisters Overground passes through the retail and commercial-based stretch of Seven Sisters Road. The shopfronts could potentially make them destinations for pedestrians or make their journey interesting and stimulating with things to see during their walk. The raised table junctions on various side roads slow vehicles turning at the junctions to enhance road safety.
- 5.2.7 There is, however, a general lack of pedestrian crossings on Seven Sisters Road, particularly given the high volume vehicle flows which limit safe informal crossing.
- 5.2.8 Another worst element of the route would be the narrowness of the southern footway along Bernard Road, which will be discussed in the next section.

6 Route 4: Key Destination 5 – South Tottenham Station

6.1 Description

6.1.1 Key Destination 5, South Tottenham Station, is located west of the site. However, the railway and street layout create a barrier and make access to the station less direct. The route comprises a mix of residential and industrial streets, with varying degrees of occupation. Like the route accessing Key Destination 3 and 4, Route 4 starts by passing along Bernard Road and Rangemoor Road before cutting south along Page Green Terrace, accessed via Wakefield Road, as photographed in **Figure 6-1**. Page Green Terrace then adjoins the A10 High Road via a small car park, where South Tottenham Station is accessed approximately 50m further south.

Figure 6-6-1: Key Destination 5 POV Photography



6.2 Worst Location

- 6.2.1 The insufficient and poor quality of pedestrian facilities along Bernard Road would be the worst element of the route. As shown in **Figure 6-1-1**, the marked parking bays occupy part of the footway, restricting effective footway width so as to be potentially inaccessible for wheelchair users.
- 6.2.2 There are insufficient pedestrian crossing facilities and tactile paving in the area where many light good vehicles are on the roads, putting pedestrians' safety at risk.



- 6.2.3 The section on Bernard Road and Rangemoor Road is surrounded by industrial land use, with no shopfronts and few pedestrians passing by. Pedestrians may not feel safe walking along these sections with no passive surveillance.
- 6.2.4 The pedestrian path next to the mini-football pitch at Rangemoor Road provides a shortcut to reach Wakefield Road. The greenery right outside the mini-football pitch is well-maintained, but there is a lack of street lighting, as seen in **Figure 6-1-3**.
- 6.2.5 The western footway of Page Green Terrace has also been taken over by car parking space, as seen in **Figure 6-1-6**, meaning that pedestrians can only walk along the street on its eastern footway. This eastern footway is uneven, and the tactile paving is substandard. However, once pedestrians leave Page Green Terrace and return to High Road, the walking condition is more pleasant with wider footways with good-quality paving, greenery and benches at the roadside, though the traffic noise and air pollution could be a problem.



7 Recommendations

- 7.1.1 High Road and Seven Sisters Road sections are characterised by high traffic volumes, and the walking environment is generally unpleasant for pedestrians with regards to the noise level, air quality and sense of perceived safety. The potential for improvements is limited, given these are the main roads connecting South Tottenham to the wider areas. The more appropriate improvement would be a reduction of speed limit on Tottenham High Road and the enforcement of existing speed limits. TfL have been actively setting out plans for implementing new 20mph speed limits on major roads and are committed to continuing lowering traffic speed on its network. With the Haringey Borough-wide 20mph speed limit, it is considered feasible for this to be extended to cover Tottenham High Road. As such, proposed improvements in this area would not be out of touch with existing schemes supported by TfL.
- 7.1.2 Furthermore, the improvement of cycling infrastructure, especially on the busy section of Seven Sisters Road, and public transport provision would help encourage a modal shift away from cars.
- 7.1.3 Many issues relating to pedestrian comfort and safety feature street clutter, poor paving quality and insufficient pedestrian facilities. They could be solved by providing additional litter bins, carrying out footway re-surfacing and adding street lighting where required. This is particularly pertinent in the more industrial areas of South Tottenham, to catalyse urban regeneration.
- 7.1.4 There are some areas of pleasant public realm design along the route worth referring to in any future public realm design scheme within the area. The trees are generally well maintained. However, there are potential improvements in some of the public realm, for instance, the barren lawn between Rangemoor Road and Wakefiled Road.
- 7.1.5 However, each of these improvements are beyond the scope of the scheme due to the nature of the operations at the site and the low trip rates predicted to be generated. Trips to the site are anticipated to be largely by customers arriving or leaving on foot having picked up or dropped off a hire car, and will largely be associated with those living or working in the local area.. The transition away from private vehicle ownership which the Enterprise service encourages should lead to a wider reduction in car trips in the local area.

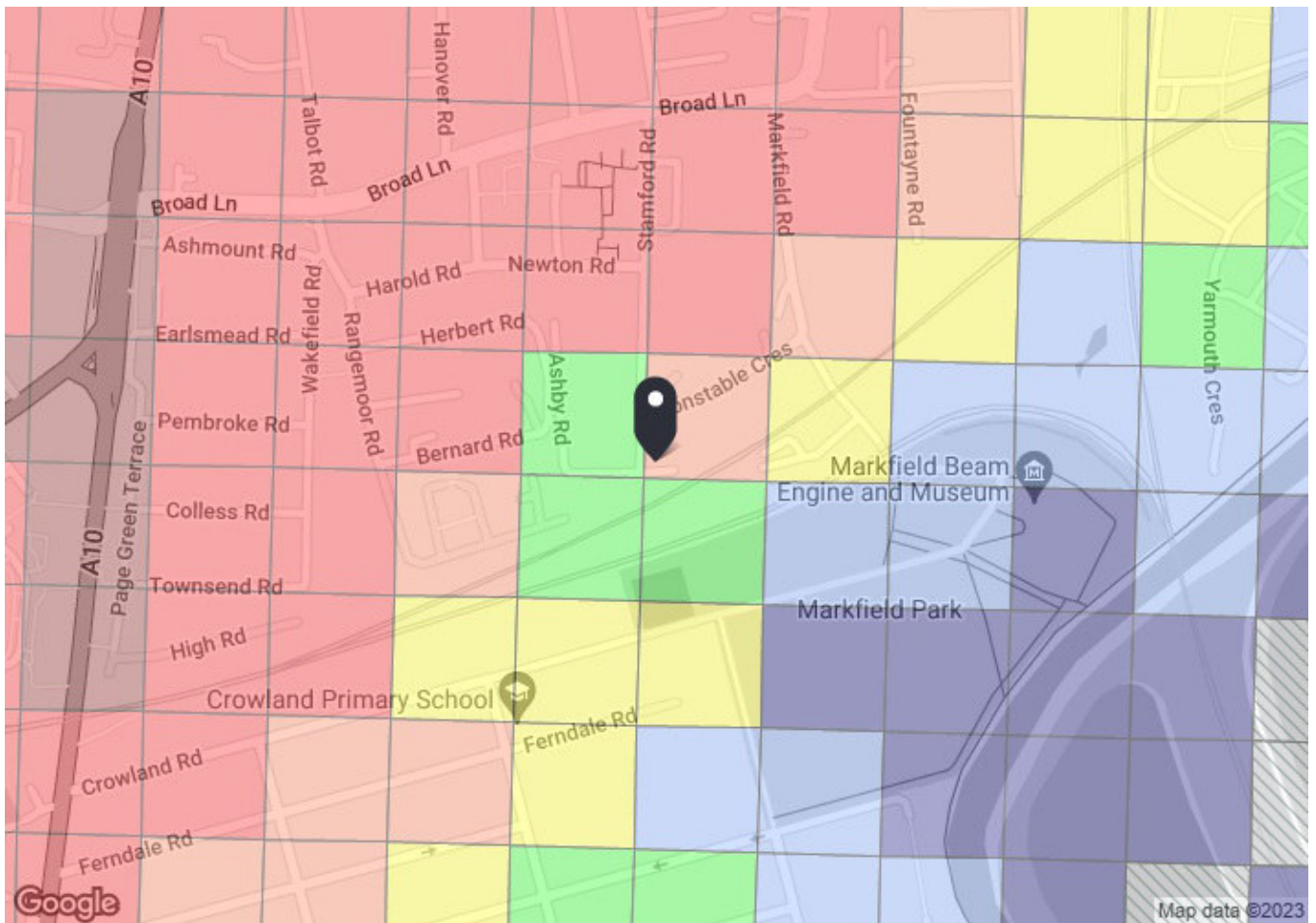


8 Summary

- 8.1.1 Overall, the site is in a location which strongly supports sustainable travel. All of the Key Destinations identified are accessible within a 15-minute walk.
- 8.1.2 This document has made recommendations for potential improvement works that Haringey Borough Council or Transport for London could consider, as required by the Healthy Streets guidance. None of the issues are, however, exacerbated by the development, so would not be needed for the scheme.



Appendix C PTAL Report



PTAL output for Base Year 5

55 Page Green Rd, London N15 4PG, UK
Easting: 534107, Northing: 188804

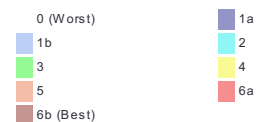
Grid Cell: 125284

Report generated: 27/04/2023

Calculation Parameters

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

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

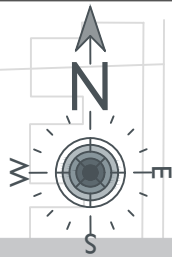
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BROAD LANE STAMFORD ROAD	41	334.44	12	4.18	4.5	8.68	3.46	1	3.46
Bus	BROAD LANE STAMFORD ROAD	W4	334.44	6	4.18	7	11.18	2.68	0.5	1.34
Rail	Seven Sisters	'CHESHNT-LIVST 2D03'	746.19	2	9.33	15.75	25.08	1.2	0.5	0.6
Rail	Seven Sisters	'ENFLDTN-LIVST 2U05'	746.19	2	9.33	15.75	25.08	1.2	0.5	0.6
Rail	Seven Sisters	'ENFLDTN-LIVST 2U07'	746.19	2	9.33	15.75	25.08	1.2	0.5	0.6
Rail	Seven Sisters	'LIVST-ENFLDTN 2U10'	746.19	3.33	9.33	9.76	19.09	1.57	1	1.57
Rail	Seven Sisters	'LIVST-CHESHNT 2D10'	746.19	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	Seven Sisters	'LIVST-CHESHNT 2D12'	746.19	1	9.33	30.75	40.08	0.75	0.5	0.37
Rail	Seven Sisters	'LIVST-CHESHNT 2D18'	746.19	0.67	9.33	45.53	54.85	0.55	0.5	0.27
LUL	Seven Sisters	'Brixton-WalthamstowC'	746.19	15.67	9.33	2.66	11.99	2.5	1	2.5
LUL	Seven Sisters	'SevenSisters-Brixton'	746.19	11.67	9.33	3.32	12.65	2.37	0.5	1.19
Rail	Tottenham Hale	'STANAIK-LIVST 1B05'	921.11	1.33	11.51	23.31	34.82	0.86	0.5	0.43
Rail	Tottenham Hale	'STANAIK-LIVST 1B07'	921.11	0.67	11.51	45.53	57.04	0.53	0.5	0.26
Rail	Tottenham Hale	'STANAIK-LIVST 1B09'	921.11	0.33	11.51	91.66	103.17	0.29	0.5	0.15
Rail	Tottenham Hale	'STANAIK-LIVST 1B11'	921.11	0.33	11.51	91.66	103.17	0.29	0.5	0.15
Rail	Tottenham Hale	'STANAIK-LIVST 1B15'	921.11	0.33	11.51	91.66	103.17	0.29	0.5	0.15
Rail	Tottenham Hale	'STANAIK-LIVST 1B17'	921.11	0.33	11.51	91.66	103.17	0.29	0.5	0.15
Rail	Tottenham Hale	'LIVST-STANAIK 1B20'	921.11	1.33	11.51	23.31	34.82	0.86	0.5	0.43
Rail	Tottenham Hale	'STANAIK-LIVST 1B21'	921.11	0.33	11.51	91.66	103.17	0.29	0.5	0.15
Rail	Tottenham Hale	'LIVST-STANAIK 1B22'	921.11	2	11.51	15.75	27.26	1.1	0.5	0.55
Rail	Tottenham Hale	'LIVST-STANAIK 1B24'	921.11	0.67	11.51	45.53	57.04	0.53	0.5	0.26
Rail	Tottenham Hale	'STANAIK-LIVST 1B25'	921.11	0.33	11.51	91.66	103.17	0.29	0.5	0.15
Rail	Tottenham Hale	'CAMBDGE-LIVST 1H81'	921.11	0.33	11.51	91.66	103.17	0.29	0.5	0.15
Rail	Tottenham Hale	'KLYNN-LIVST 1H83'	921.11	0.67	11.51	45.53	57.04	0.53	0.5	0.26
Rail	Tottenham Hale	'CAMBDGE-LIVST 1H85'	921.11	0.67	11.51	45.53	57.04	0.53	0.5	0.26
Rail	Tottenham Hale	'CAMBDGE-LIVST 1H91'	921.11	0.33	11.51	91.66	103.17	0.29	0.5	0.15
Rail	Tottenham Hale	'CAMBDGE-LIVST 2H05'	921.11	1	11.51	30.75	42.26	0.71	0.5	0.35
Rail	Tottenham Hale	'CAMBDGE-LIVST 2H07'	921.11	0.33	11.51	91.66	103.17	0.29	0.5	0.15
Rail	Tottenham Hale	'LIVST-CAMBDGE 2H08'	921.11	1.33	11.51	23.31	34.82	0.86	0.5	0.43
Rail	Tottenham Hale	'LIVST-CAMBDGE 2H12'	921.11	0.67	11.51	45.53	57.04	0.53	0.5	0.26
Rail	Tottenham Hale	'HERTFDE-LIVST 2O03'	921.11	2	11.51	15.75	27.26	1.1	0.5	0.55
Rail	Tottenham Hale	'LIVST-HERTFDE 2O08'	921.11	2	11.51	15.75	27.26	1.1	0.5	0.55
Rail	Tottenham Hale	'HERTFDE-STFD 2O61'	921.11	0.33	11.51	91.66	103.17	0.29	0.5	0.15
Rail	Tottenham Hale	'STFD-BROXBRN 2O62'	921.11	0.67	11.51	45.53	57.04	0.53	0.5	0.26
Rail	Tottenham Hale	'BROXBRN-STFD 2O63'	921.11	0.67	11.51	45.53	57.04	0.53	0.5	0.26
Rail	Tottenham Hale	'STFD-BSHPSFD 2S02'	921.11	1	11.51	30.75	42.26	0.71	0.5	0.35
Rail	Tottenham Hale	'BSHPSFD-STFD 2S05'	921.11	0.67	11.51	45.53	57.04	0.53	0.5	0.26
Rail	Tottenham Hale	'BSHPSFD-STFD 2S09'	921.11	0.33	11.51	91.66	103.17	0.29	0.5	0.15
Rail	Tottenham Hale	'ELYY-LIVST 2H13'	921.11	0.33	11.51	91.66	103.17	0.29	0.5	0.15
Rail	Tottenham Hale	'ELYY-LIVST 2H15'	921.11	0.33	11.51	91.66	103.17	0.29	0.5	0.15

Total Grid Cell AI: 20.32

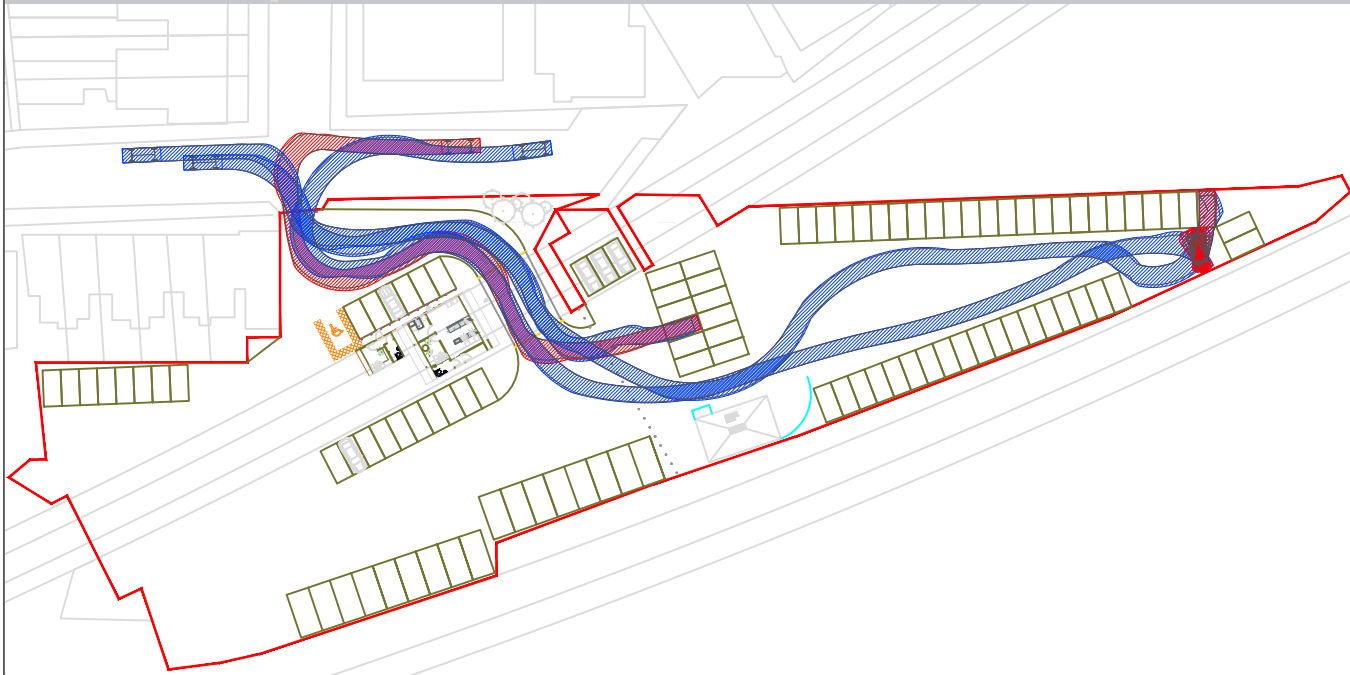


Appendix D Swept Path Analysis

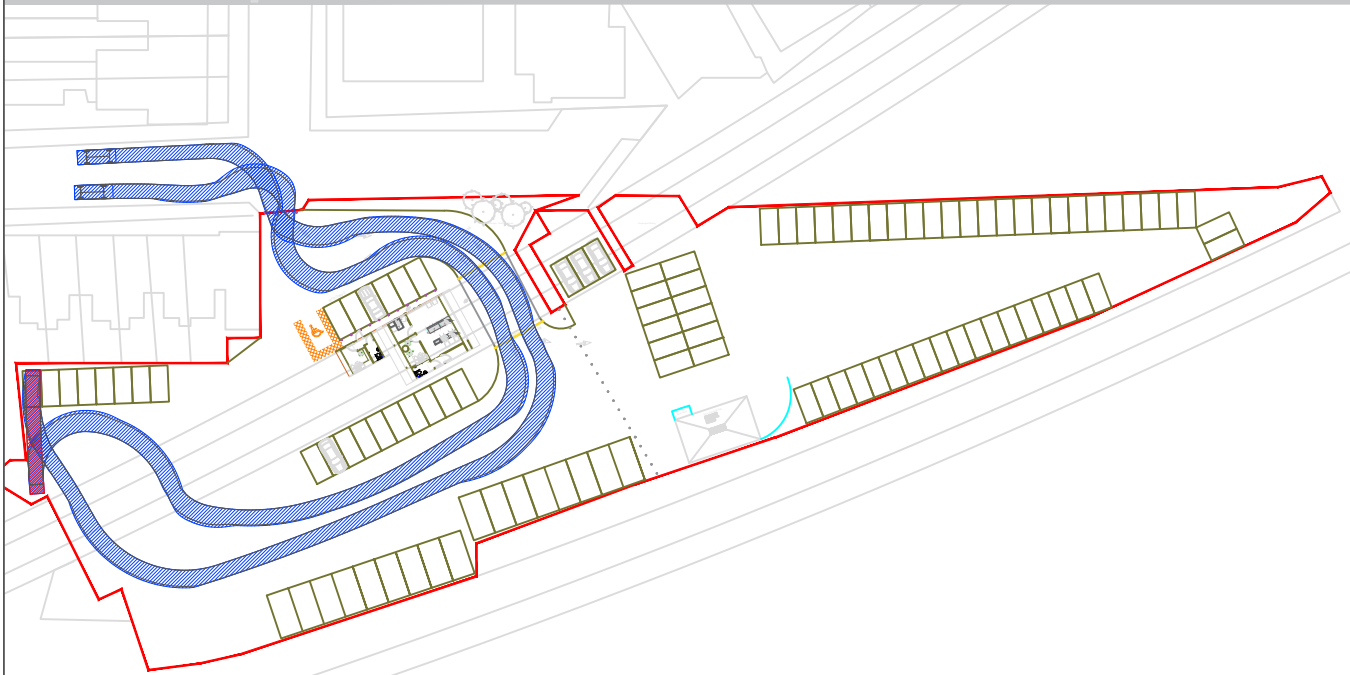
A3



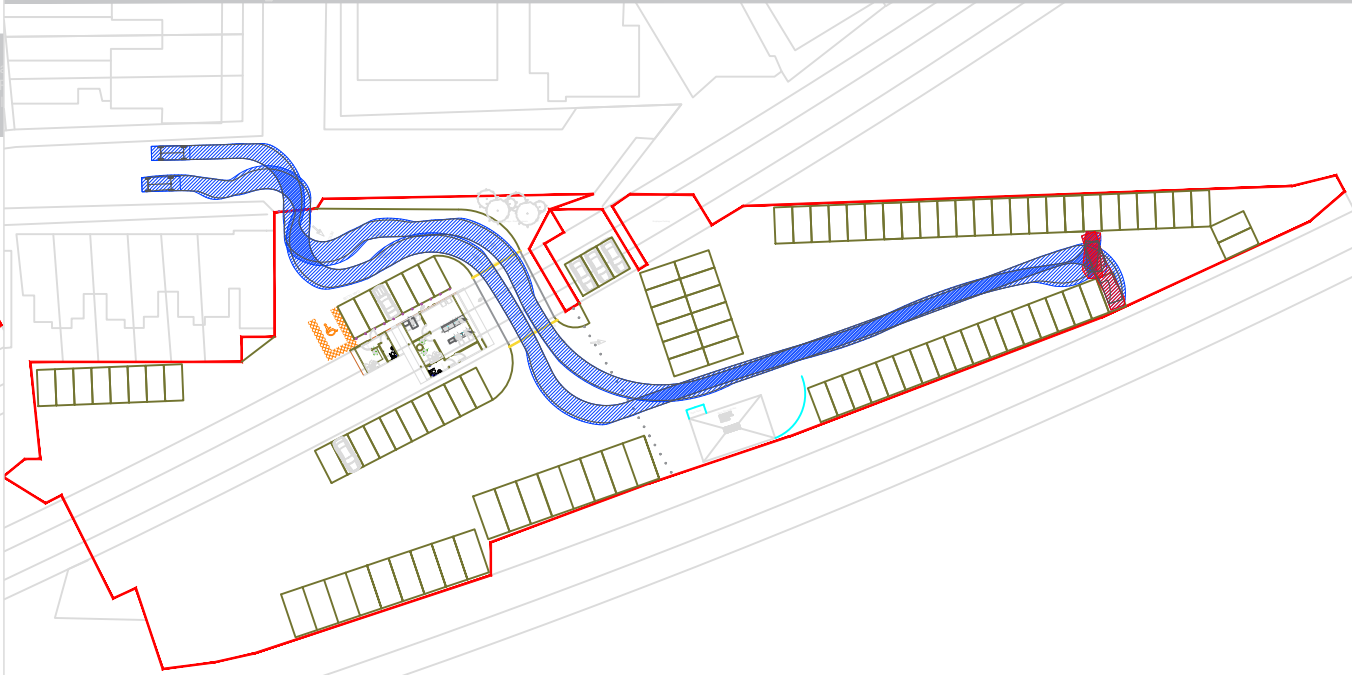
ht on A4
ale 1:500
ndance Survey Licence: 100022432



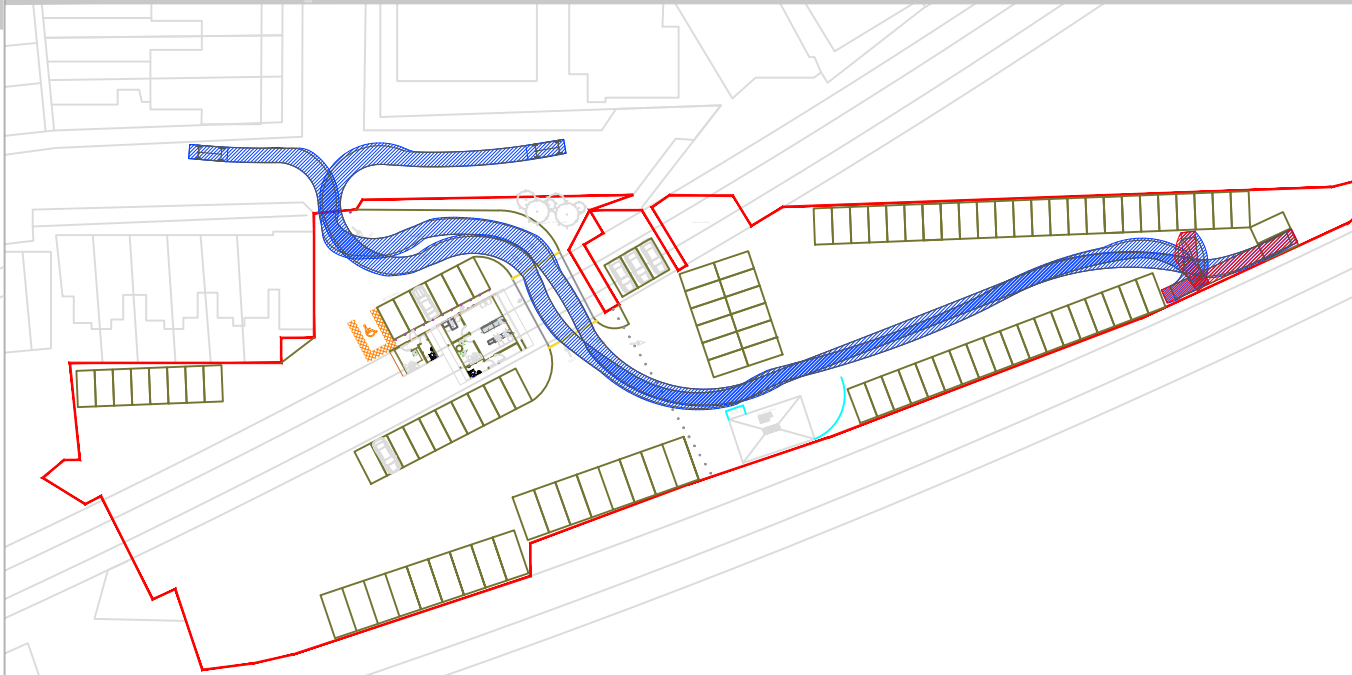
in A4 10m
 1:500
 Licence Survey Licence: 100022432



Scale 1:500
10m
Environment Survey Licence: 100022432



Print on A4
Scale 1:500
Ordnance Survey Licence: 100022432



NOTES

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9

1. Do not scale from this drawing
2. All dimensions in meters unless stated otherwise.
3. The purpose of this drawing is to demonstrate swept path analysis for the proposed Enterprise Rent-a-Car site in South Tottenham, London.
4. This drawing is based on the drawing '2022 12 02 Tottenham WORKING.dwg' supplied by Planning Prospects and PJA cannot guarantee the accuracy of the drawing.
5. Levels, earthworks and the need for retaining structures have not been considered at this time.



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

P1	09/05/2023	Minor, non-material amendments to drawing	JS
P0	04.05.23	First Issue	AF
REV	DATE	REVISION NOTE	BY



The Aquarium • King Street
Reading • RG1 2AN
Tel: 0118 956 0909

Birmingham • Bristol
Exeter • London • Reading
pja.co.uk

CLIENT

Enterprise Rent-A-Car

PROJECT
Enterprise, South Tottenham

DRAWING TITLE

Large Car Vehicle Swept Path Analysis

DRAWING ISSUE STATUS

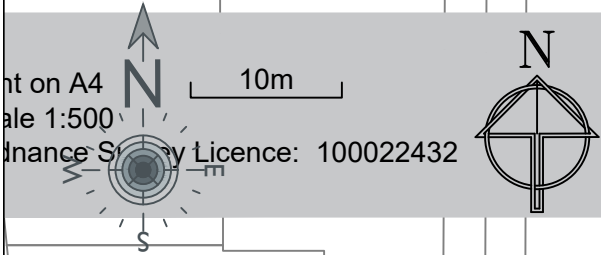
INFORMATION

PJA JOB No. SUB-CODE

07155 - TR- 001 - PI

Revision Letter : P - Prelim / A - Approval / T - Tender / C - Construction

SCALE	DRAWN	REVIEWED	DATE
A3@1:1000	AF	LK	09/05/2023

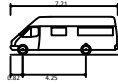


Printed on A4
Scale 1:500
Drawing Licence: 100022432

Land and Arches, Page Green Road
London, N15 4P
Drawing U1XX03: Proposed Site Plan

NOTES
These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9

1. Do not scale from this drawing.
2. All dimensions in meters unless stated otherwise.
3. The purpose of this drawing is to demonstrate swept path analysis for the proposed Enterprise Rent-A-Car site in Brighton.
4. This drawing is based on the drawing D104 - Proposed site plan supplied by Planning Prospects and PJA cannot guarantee the accuracy of the drawing.
5. Levels, earthworks and the need for retaining structures have not been considered at this time.



7.5t Panel Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to kerb Turning Radius

7.210m
2.192m
2.544m
0.315m
1.865m
4.005m
7.400m

P0	30/12/1899	First Issue	AF
REV	DATE	REVISION NOTE	BY



The Aquarium - King Street
Reading - RG1 2AN
Tel: 0118 956 0909
Birmingham - Bristol
Exeter - London - Reading
pja.co.uk

CLIENT

Enterprise, Rent-A-Car

PROJECT

Enterprise, South Tottenham

DRAWING TITLE

7.5T Panel Van
Vehicle Swept Path Analysis

DRAWING ISSUE STATUS

INFORMATION

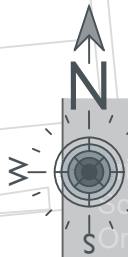
PJA JOB No. SUB-CODE

07155 - TR- 002 - P0

Revision Letter : P - Prelim / A - Approval / T - Tender / C - Construction

BIM DRAWING REFERENCE

SCALE	DRAWN	REVIEWED	DATE
A3@1:500	AF	LK	04/05/2023



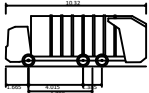
Sheet A4
Scale 1:500
Ordnance Survey Licence: 100022432



Land and Arches, P
Drawing U1XX03: Pr

NOTES
These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9

1. Do not scale from this drawing
2. All dimensions in meters unless stated otherwise.
3. The purpose of this drawing is to demonstrate swept path analysis for the proposed Enterprise Rent-a-Car site in South Tottenham, London.
4. This drawing is based on the drawing '2022 12 02 Tottenham WORKING.dwg' supplied by Planning Prospects and PJA cannot guarantee the accuracy of the drawing.
5. Levels, earthworks and the need for retaining structures have not been considered at this time.



Phoenix 2 Duo Recycler (P2-12W with Elite 6x4 chassis)
Overall Length 10.32m
Overall Width 2.53m
Overall Body Height 3.75m
Min Body Ground Clearance 0.50m
Track Width 2.53m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.450m

P0	09/05/2023	First Issue	JS
REV	DATE	REVISION NOTE	BY



The Aquarium • King Street
Reading • RG1 2AN
Tel: 0118 956 0909
Birmingham • Bristol
Exeter • London • Reading
pja.co.uk

CLIENT

Enterprise, Rent-A-Car

PROJECT
Enterprise, South Tottenham

DRAWING TITLE
Refuse Vehicle
Vehicle Swept Path Analysis

DRAWING ISSUE STATUS

INFORMATION

PJA JOB No. SUB-CODE

07155 - TR- 003 - P0

Revision Letter : P - Prelim / A - Approval / T - Tender / C - Construction

BIM DRAWING REFERENCE

SCALE	DRAWN	REVIEWED	DATE
A3@1:500	JS	LK	09/05/2023