

Proposed Serco PECS Depot
Land at Eade Road | Tottenham

SERCO GROUP PLC

Transport Statement

May 2023





REPORT

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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Serco Group PLC to advise on the traffic and transport issues relating to a proposed Prisoner Escorting and Custody Services (PECS) depot on land off Land at Eade Road in Tottenham in the London Borough of Haringey.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals to assist the local planning authority in the positive determination of a forthcoming planning application.

1.1.3 Haringey Council (HC) is the Local Highway Authority (LHA) responsible for the area and Haringey London Borough (HLB) is the Local Planning Authority (LPA).

1.2 Scope of Report

1.2.1 This Transport Statement (TS) has been prepared to consider the development in transport and highways terms in order to provide the local highway authority with the necessary reassurance that the proposals can be accommodated by the local transport network.

1.3 Structure of Report

1.3.1 Following this introduction, Section 2 provides a description of the existing site and the development proposals, including access and car parking.

1.3.2 Section 3 provides an assessment of the accessibility of the site by non-car modes including walking, cycling and public transport.



- 1.3.3 Section 4 will consider the trip generation and the traffic impact of the proposals on the local highway network.
- 1.3.4 A review of road safety and personal injury accidents in the vicinity of the site over the last 5 years will be detailed in Section 5.
- 1.3.5 Section 6 will draw together the Report's findings and conclusions.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

- 2.1.1 The application site is located on the northern side of Eade Road to the south-west of Tottenham in a well-established commercial and industrial area. The site comprises a split level area of hardstanding open storage, which was formerly occupied by National Grid and used as a transport yard. The site is currently vacant. The location of the site in relation to the surrounding local area is shown in **Plan 1**, while an approximate red line boundary is identified in **Figure 2.1** below.



Figure 2.1 - Approximate Red Line Boundary

- 2.1.2 The site extends to approximately 0.31 hectares (0.77 acres). It is bound by Vale Road to the north, Linkway to the west and Eade Road to the south. The area surrounding the site comprises commercial/industrial premises and residential dwellings.

2.2 Local Highway Network

- 2.2.1 The site is located in a prominent position along Eade Road, just 1.4 kilometres from the A10, which can be easily accessed via the A503 or A107. These routes subsequently provide direct access to central London, north London and the M25 motorway.
- 2.2.2 It is located within close proximity to the industrial markets of Stratford, Walthamstow, Tottenham, Edmonton and Enfield.
- 2.2.3 It is therefore considered that the site is very well connected to the local highway network, and also to the wider motorway network.

2.3 Development Proposals

- 2.3.1 It is understood that Serco Group PLC propose to continue to use the site as a transport yard and intend to develop the site into a Prison Escorting and Custodial Services depot (or PECS facility) where they will store and operate up to 3000 prison vehicles.
- 2.3.2 The development proposals are presented in **Plan 2**.
- 2.3.3 As the site is a split level there will be two vehicular access points, with both levels being accessible via controlled sliding gates.
- 2.3.4 For the northern/lower level, vehicular access will be provided off Vale Road via the sites former entrance and exit. This access will be used by commercial vehicles and provide access to the new modular building.
- 2.3.5 For the southern/upper level, vehicular access will be provided off Eade Road via the sites former entrance and exit. This will facilitate car parking for staff cars, domestic vehicles, motorbikes and cycle parking.



- 2.3.6 It is understood that there will be 6no. permanent staff employed at the site, who will be accommodated in the new modular building, whilst another 32no. staff will use the site as a base. The ground floor of the modular building will provide office space, with the first floor providing staff welfare facilities.
- 2.3.7 Staff car parking comprising of 41no. spaces, including 1no. accessible bay is proposed in the southern part of the site. This provision will be complemented by the provision of secure cycle storage.
- 2.3.8 The proposed car parking provision is considered to be adequate and appropriate to cater for the proposed new facility.
- 2.3.9 The northern part of the site will provide parking for up to 11no. Serco Group security vehicles, with capacities including 3no. cell, 6no. cell and 12no. cell vehicles.
- 2.3.10 The southern part of the site will provide car parking for up to 22no. Serco Group security vehicles, shown in various sizes (which are mostly indicative and interchangeable). It will accommodate a mix of 3no. cell and 6no. cell security vehicles, as well as Serco Group Multi-Purpose Vehicles (MPV's).
- 2.3.11 Details of the vehicle specifications referred to above are contained in **Appendix 1**.
- 2.3.12 Both car parking areas have been designed to allow such vehicles to enter the site turn around and exit in a forward gear, to ensure there is no detrimental impact on the adjoining highway network or road safety.

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The accessibility of the site has been considered by the following modes of transport:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessible by rail.

3.2 Accessibility on Foot

3.2.1 The nearest footways are located along Eade Road to the south of the site, Vale Road located to the north of the site, and Linkway to the west of the site.

3.2.2 The majority of the footways running along both sides of these roads roughly have a width of approximately 2.4 metres, however for a section on Vale Road, that actually fronts the site, the footway is almost 4 metres wide for about 170 metres.

3.2.3 These footways provide links to a comprehensive network of routes within the local area, supplemented by a number of crossing points which facilitate access to the nearby residential areas. The footways are surfaced, in reasonable condition and benefit from street lighting.

- 3.2.4 It is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DFT National Travel Survey of 2015 confirms that 78% of all trips less than a mile (1.6km) are carried out on foot.
- 3.2.5 **Plan 3** shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached from the site.
- 3.2.6 As can be seen, the 800-metre catchment includes the majority of Harringay Warehouse District including the London Underground station Manor House, the London Overground station Harringay Green Lanes, and the bus stops located along Seven Sisters Road and Green Lanes. While the 2,000 metre catchment encompasses the neighbouring residential areas of South Tottenham, Harringay, West Green, Stamford Hill, including Finsbury Park and Seven Sisters train stations.
- 3.2.7 It is therefore considered that the existing pedestrian infrastructure will facilitate safe pedestrian linkages, between the site and local walking catchment.

3.3 Access by Cycle

- 3.3.1 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys.
- 3.3.2 This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Tottenham, South Tottenham, Wood Green, Hornsey, Finsbury Park, Archway, Lower Clapton, and the majority of Hackney and Islington.

- 3.3.3 The site benefits from close proximity to a variety of cycle infrastructure as well as national and local cycle routes.
- 3.3.4 The Transport for London's (TfL) Cycleways route C1/CS1 is roughly 1.4kms east from the site which is a 6 minute cycle. It runs along the A10 through Enfield, Haringey, Hackney, Islington into London City centre via Freezywater, Ponders End, Lower Edmonton, Upper Edmonton, North Middlesex Hospital, Tottenham, Seven Sisters, Stamford Hill, Stoke Newington, Dalston, De Beauvoir, Hoxton, and Shoreditch. The route is primarily non-segregated on quieter streets and is approximately 12 kms in length.
- 3.3.5 The London Cycle Network (LCN) Route 7 is around 1.5kms west from the site which is a 7 minute cycle. It runs from Wood Green to Elephant and Castle via Crouch End, Finsbury Park, Barnsbury, and London City Centre. The route is mostly on-road, and the full route is 15kms in length.
- 3.3.6 The National Cycle Network (NCN) Route 1 is approximately 2.5kms east from the site in Clapton which is an 8 minute cycle via the A107. It runs from Dover to Tain via Canterbury, Sittingbourne, London, Colchester, Norwich, Lincoln, Scarborough, South Shields, Edinburgh, John o' Groats, and Shetland. The full route consists of both on and off-road and is roughly 1,022 km in length .
- 3.3.7 The site can therefore be considered as being accessible by cycle.

3.4 Access by Bus

- 3.4.1 The nearest bus stops to the site are located approximately 400 metres to the east on Seven Sisters Road (A503).



- 3.4.2 These bus stops are located within the desirable walking distance of 400 metres, the frequencies of the service are good, with up to 15 buses an hour on a weekday, meaning travel by public transport is a viable option for staff employed at the site. All the nearest bus stops to the site are shown on Plan 3.
- 3.4.3 A summary of the services available from the nearest bus stops to the site is provided in **Table 3.1** below.

Service No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
29 / N29	Wood Green - Finsbury Park - Camden Town - Trafalgar Square	12	10	10	9	10	8
141	Palmers Green - Wood Green - Harringay - Manor House - Newington Green - Hoxton - Moorgate - London Bridge	9	9	9	5	8	5
341	Meridian Water, Glover Drive Superstores - Tottenham - Newington Green - Islington - Aldwych - Waterloo	5	5	5	5	5	5
259	Edmonton Green - Tottenham - Seven Sisters - Manor House - Finsbury Park - Holloway - Caledonian Road - King's Cross	7	6	6	5	5	4
279 / N279	Waltham Cross - Enfield Highway - Ponders End - Edmonton Green - Tottenham - Seven Sisters - Manor House - Finsbury Park - Holloway - Camden Town - Tottenham Court Road - Trafalgar Square	10	9	10	4	5	3

Table 3.1 - Existing Bus Services

- 3.4.4 As can be seen from Table 3.1, the nearest bus stops provide access to a regular and frequent bus service to destinations such as, Finsbury Park, Camden Town, Trafalgar Square and Waltham Cross.

3.4.5 The no. 29 / N29 and 279/ N279 bus services operates from approximately 00:00am to around 00:00pm, making travel by public transport a real alternative to travelling by car for commuting trips.

3.4.6 In order to demonstrate the level of accessibility, some example journey times by bus are presented below **Table 3.2** below.

Destination	Duration
Finsbury Park	14 - 16 minutes
Camden Town	30 minutes
Trafalgar Square	1 hour and 1 minute
Waltham Cross	1 hour and 20 minutes

Table 3.2 - Example Bus Journey Times from the Site

3.4.7 The above table demonstrates that Finsbury Park is an approximate 14-16 minute bus journey from the site, Camden Town is a 30-minute bus journey, Trafalgar Square is a 1 hour and 1 minute bus journey, and Waltham Cross is an hour and 20 minutes bus journey.

3.4.8 It is therefore concluded that the site is highly accessible by bus, giving staff a choice about how they travel.

3.5 Accessibility by Rail

3.5.1 The site benefits from close proximity to an array of travel options via rail such as London Underground stations, London Overground stations, and railway stations.

- 3.5.2 Plan 3 shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the stations that can be reached from the site.
- 3.5.3 Manor House is the most accessible London Underground station to the site; it is roughly 1 km or 12-minute walk from the centre of the site and is on the Piccadilly line.
- 3.5.4 Haringay Green Lanes is the most accessible London Overground station to the site, it is roughly 1 km or 12-minute walk from the centre of the site. It has 2 platforms and offers 8 services per hour to destinations such as Gospel Oak and Barking Riverside.
- 3.5.5 Haringay is the most accessible train station to the site, it is roughly 1.4 km or 18-minute walk from the centre of the site. It has 2 platforms and offers 8 services per hour to destinations such as Moorgate, Stevenage, and Welwyn Garden City.
- 3.5.6 The site can therefore be considered as being accessible by rail.

3.6 Accessibility Summary

- 3.6.1 The site has been considered in terms of accessibility by non-car modes, including walking, cycling and public transport.
- 3.6.2 The following conclusions can be drawn from this section of the report:
- The site is accessible on foot via a safe walking route between footways and the site entrances, which gives local employees a choice about how they travel.
 - The site is accessible by cycle via the various local, regional, and national cycleways and routes in the area surrounding the site making cycling a real alternative mode to the private car.



- The services from the bus stops on Seven Sisters Road connect the site with Edmonton Green, Finsbury Park, Camden Town, and Trafalgar Square, meaning the site can be accessed by bus.
- The site is also accessible via rail, with Manor House London Underground station, Harringay Green Lanes London Overground station, and the Harringay train station all located within a short walking distance of around 12 - 18 minutes.

3.6.3 In light of the above, it is considered the site is highly accessible by non-car modes and will cater for needs of the development's employees and assist in promoting a choice of travel modes other than the private car.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

- 4.1.1 Having established that the proposed development site is highly accessible by modes of travel other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Assessment Criteria

- 4.2.1 Given the proposed commercial land use, it is assumed reasonable to consider the AM and PM weekday peak hours, as being those with the greatest impact on the local highway network.

4.3 Existing Traffic

- 4.3.1 Due to the nature of the existing use of the site, it has not been possible to generate existing levels of traffic using the TRICS database, as would normally be the case.
- 4.3.2 While no actual traffic data is available, it is understood that as it previously operated as a transport yard, that there were regular car, van and plant movements in and out of the site.

4.4 Proposed Development

- 4.4.1 Similarly, as the proposed development will provide a very bespoke service, it is not considered that there are any relevant sites within the TRICS database, that would be representative of likely traffic generation.



- 4.4.2 In terms of traffic movements, Serco staff have a start time of 0530hrs, (which precedes most public transport start times), as such, the majority of Serco staff will travel to the site either by private vehicle or bicycle.
- 4.4.3 The majority of staff will have left site by 3:30pm each weekday.
- 4.4.4 In light of the above, it can be confirmed that the projected staff movements also avoid the typical morning and evening peak hours, thus minimising any impact further.
- 4.4.5 As is the case with other Serco sites of this nature, car sharing will be encouraged along with the use of electric vehicles, with recharging facilities provided on site. Serco also runs a cycle to work scheme, whereby employees can obtain significant discounts on bicycles. A cycle store will be provided on-site along with shower facilities within the new accommodation block.
- 4.4.6 It is also worth noting that the service currently operates from a site in New Southgate, predominantly serving Pentonville Prison and the Old Bailey. Relocation to this site will reduce travel distances by up to 50%.
- 4.4.7 On that basis, it is considered that the levels of traffic generated by the proposed use will be similar to those previously generated on site and as such will not have a material impact.

4.5 Traffic Impact Summary

- 4.5.1 The impact of the proposed development has been assessed based on the anticipated vehicles based on site, which is deemed to be appropriate.



- 4.5.2 It has been demonstrated that the traffic likely to be generated by these proposals is forecast to be minimal and, in any event, will take place outside the traditional peak periods, thus minimising any impact on the local road network.
- 4.5.3 It can therefore be concluded that the impact of the proposals on the local highway network would be minimal and, in any event, could not be considered to be severe, as is the test set out within the NPPF.

5 REVIEW OF ROAD SAFETY

5.1 Introduction

5.1.1 In order to consider the potential impact of the development on road safety, a review of the Crashmap website (www.crashmap.co.uk) has been undertaken. The information provided on the website covered the five-year period 2017 to the end of 2021, the latest data available in the vicinity of the development site.

5.2 Accident Analysis

5.2.1 According to the data provided there has only been one recorded accident within the vicinity of the site, as shown in **Figure 5.1** below.

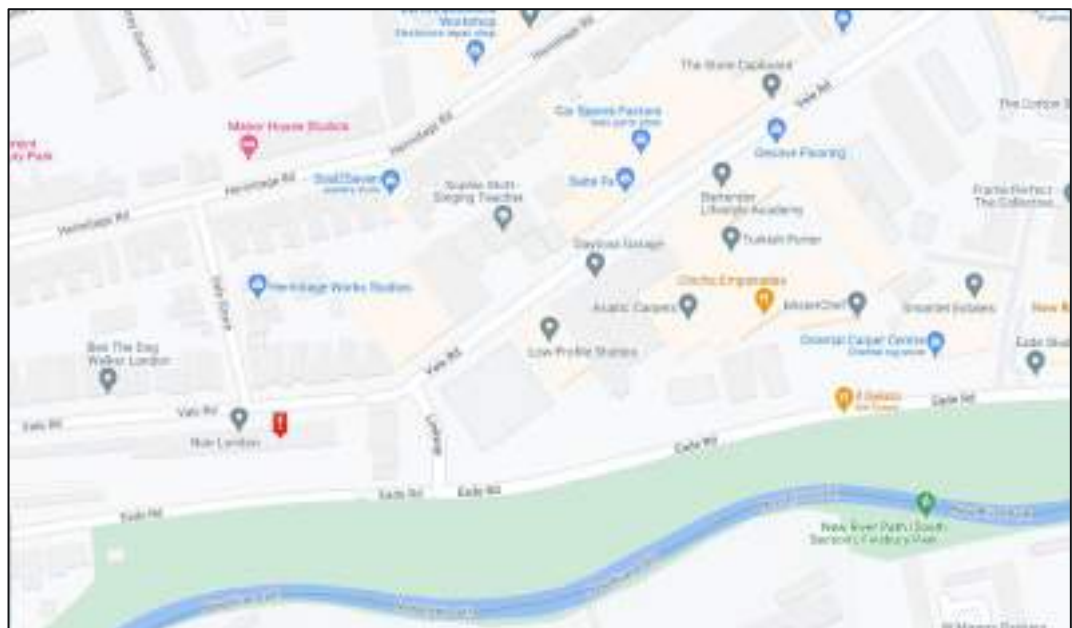


Figure 5.1 - CrashMap Accident Plot



- 5.2.2 The above shows that the accident occurred when a vehicle was proceeding normally along the carriageway, not on a bend, and collided with a wall or fence. This resulted in serious injuries and was likely the result of driver error or potential health issues affecting the driver, as no other vehicles were involved.
- 5.2.3 The site is located within a well-established commercial area and as such, it is not considered that the proposals will unduly change the characteristics or nature of the surrounding highway network.
- 5.2.4 It can therefore be concluded that the proposed development will not have a detrimental impact on overall road safety.

6 CONCLUSIONS

6.1.1 Eddisons have been instructed by Serco Group PLC to advise on the traffic and transportation issues relating to proposals to develop a site for a PECS depot on Land at Eade Road, Tottenham.

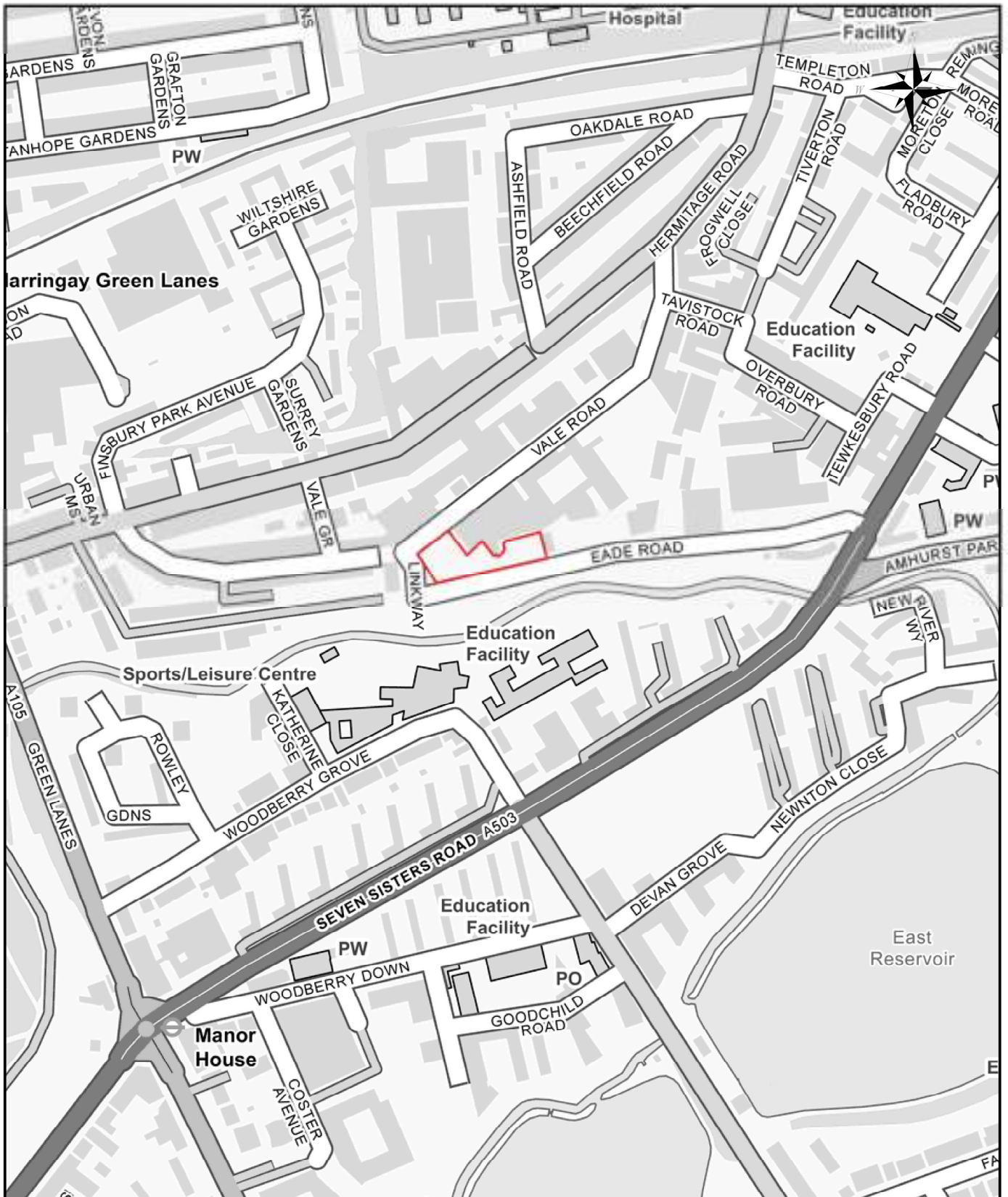
6.1.2 The following conclusions have been drawn with regard to the proposed development:

- The proposed development benefits from being accessible on foot with existing pedestrian footways providing good access to the surrounding area.
- The site also benefits from being accessible by cycle, due to its proximity to local cycle routes.
- The proposed development is well located to encourage journeys by public transport, with services available within walking distance of the site.
- The proposed development will continue to be accessed by safe and efficient vehicular access arrangements.
- The majority of vehicular trips will take place outside the traditional morning and evening peaks meaning any impact on the local road network will be minimal.
- It can therefore be concluded that the proposed development would be able to be accommodated onto the local highway network.
- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.



- 6.1.3 In conclusion, the proposals will provide a sustainable development in transport terms and planning permission should be granted in accordance with the National Planning Policy Framework.

PLANS



CLIENT:

SERCO

DRAWING TITLE:

SITE LOCATION

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:

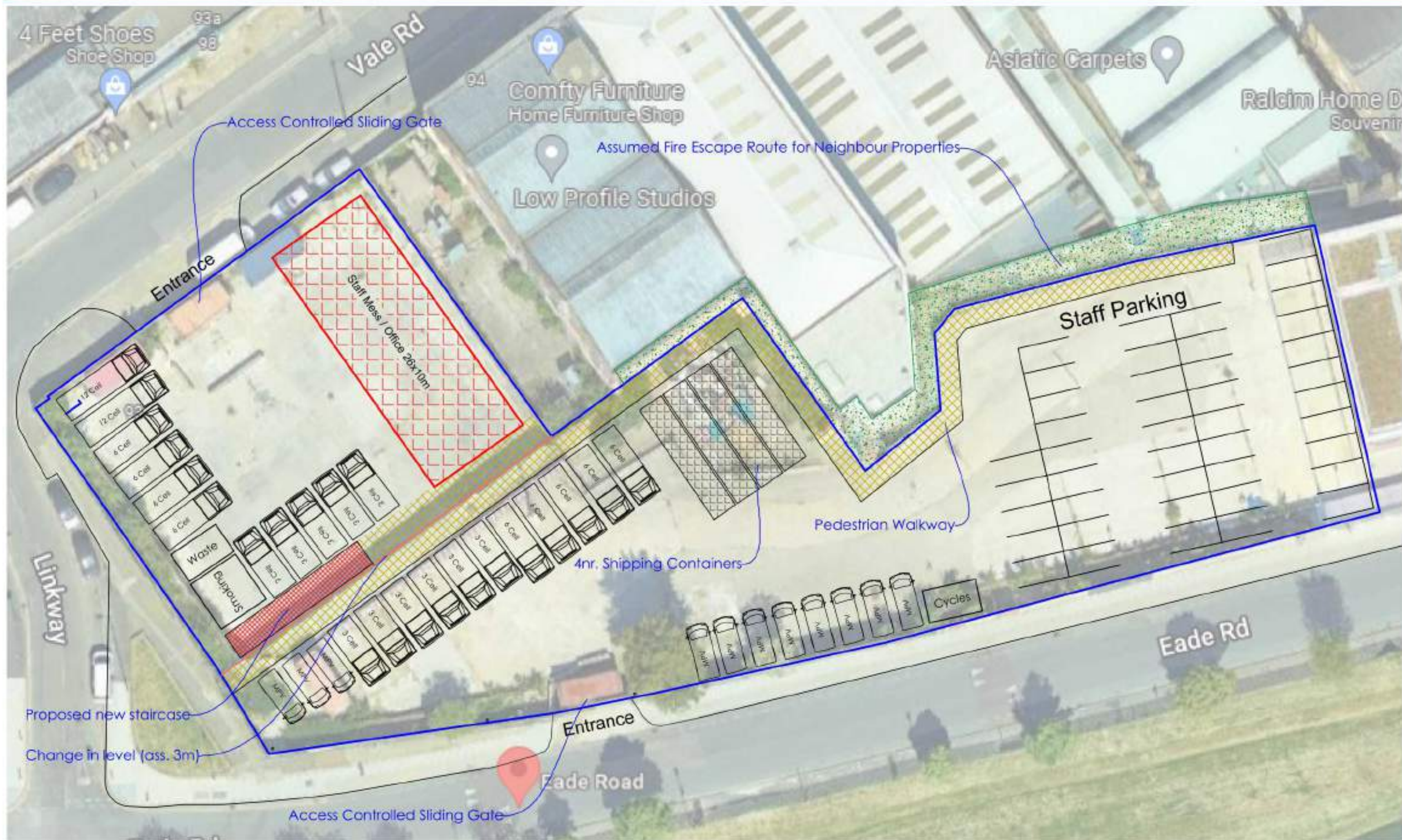
3966-01

REVISION:

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DRAWN	DATE	CHECKED	DATE	SCALE
GW	08.03.23	MR	08.03.23	NTS @ A4

Eddisons

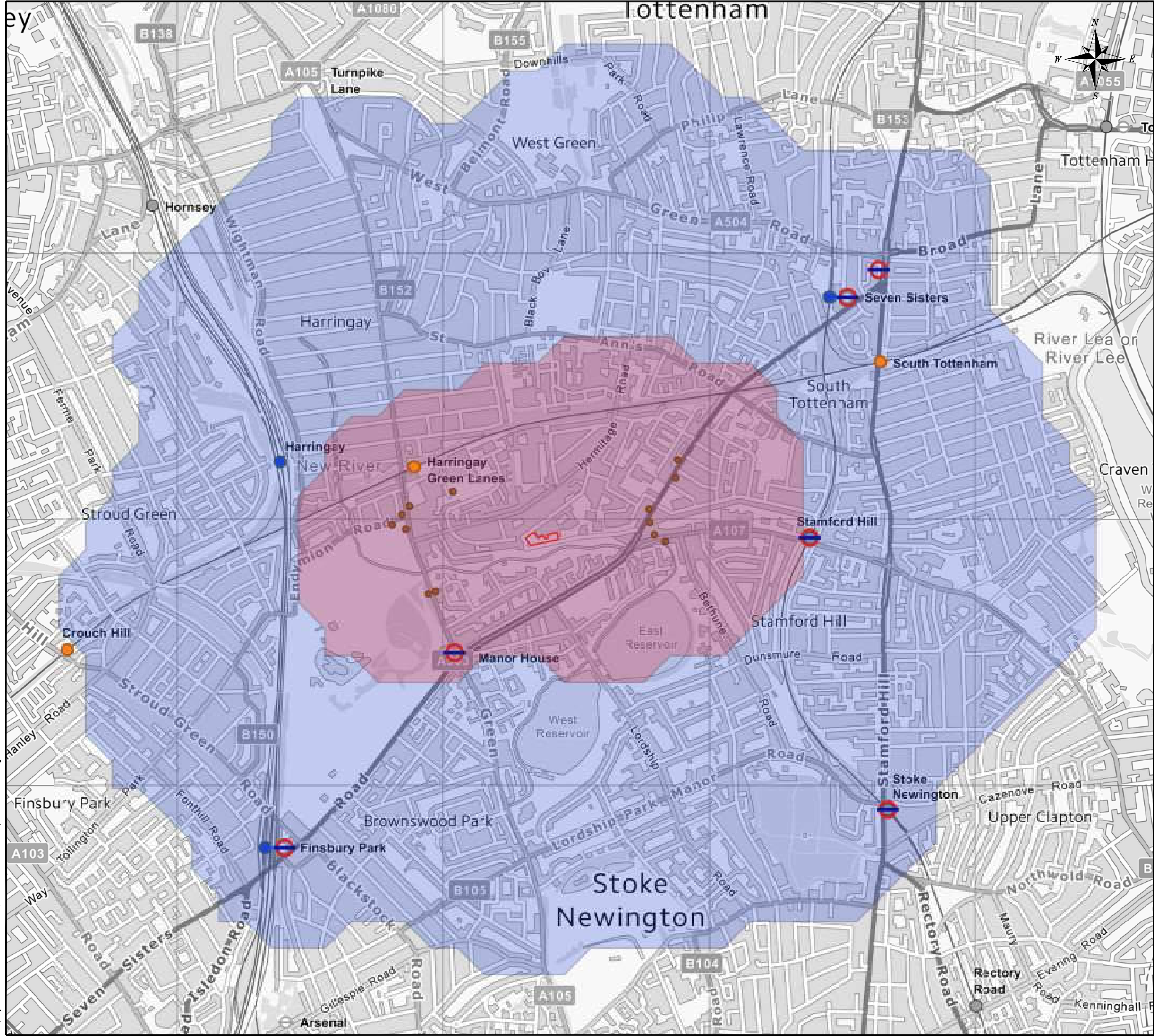


This drawing is for illustration purposes only. The contractor is responsible for the design and installation of any proposals shown within this drawing. DO NOT rely on any measurement within the drawing. It is your responsibility to take your own measurements. The Client accepts no design responsibility. Scales cannot be relied upon if this document is printed or photographed.

Light Switch	Light Fitting	F1 Vinyl Flooring	S1 Timber Skirting	BLANK	BLANK
Data Connection	W1 Wall Paint	F2 LVT Flooring	S2 Coved Vinyl Skirting	BLANK	BLANK
Double Power Socket	W2 Glazed Panels	F3 Carpet Tile Flooring	J1 Softwood Joinery	BLANK	BLANK

Applicable Building Regulations

☐ Part B - Structure	☐ Part G - Sanitation, Hot Water Supply, and Water Efficiency	☐ Part M - Access to and Use of Buildings
☐ Part C - Fire	☐ Part H - Drainage	☐ Part P - Electrical Safety
☐ Part E - Energy Performance	☐ Part L1 - Conservation of Fuel and Power (Heating)	☐ Part L2 - Conservation of Fuel and Power (Cooling)
☐ Part F - Foundations	☐ Part K - Protection of Falling Objects and Falling Material	☐ Part N - Implementation of Building Regulations
☐ Part 9 - Resistance to the Passage of Sound	☐ Part 1 - Conservation of Fuel and Power	



NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest London Underground Stations
- Nearest London Overground Stations
- Nearest Train Stations
- Nearest Bus Stops

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT: SERCO				
PROJECT: LAND AT EADE ROAD, TOTTENHAM				
DRAWING TITLE: 800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES				
SCALES: NTS @ A3				
DRAWN:	GW	CHECKED:	MR	DATE: 08.03.23
Eddisons 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning				
DRAWING NUMBER: 3966-03				REVISION: -

Eddisons

APPENDICES

APPENDIX 1

Vehicle Specification Data Sheets



Martin Williams (Hull) Limited
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HU12 9EF

Tel: 01482 897607
Fax: 01964 608335

sales@mwhull.co.uk
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Quotation No: MW PB 01566- 3 Cell Prisoner Escort

Please quote this number in all correspondence.

Date: 9th October 2019

SERCO PLC
Serco House
16 Bartley Wood Business Park
Bartley Way
Hook
Hampshire
RG27 9UY

Dear Geoff,

Thank you for your valued enquiry for a 3 cell prisoner escort conversion, further to which I have pleasure in presenting our specification:

Customer: Serco
Base Vehicle: 3.5T High Roof Long wheelbase panel van

Scope: To convert a high roof long wheel base panel van, for the purpose of the safe and secure transportation of prisoners in custody.
The vehicle will be equipped with cellular compartments.
The vehicle when built will comply with The Road Vehicle Construction And Use Regulations.
Materials used in the construction process will be where possible light weight, durable and environmentally friendly.

Specification: Vehicle to be built in line with specification issued by SERCO.

Internal Lining: The rear section of the vehicle will be fully lined with scuff resistant material and have all of the cavities created by the interior lining filled with insulation.
By design the lining will offer an insulation value greater than 0.6u

Main Entrance: The main point of entry to the cell area will be via the side sliding door.
It will also be possible to walk between the drivers/escorts positions in the cab as the vehicle is to be supplied without a factory bulkhead and single passenger seat.
A yellow full height grab pole will be positioned to the front of the sliding door aperture, along with a kick out step below the floor.





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Flooring:

The floor of the base vehicle will employ an M1 flooring system.
Recessed into the floor beneath each cell door position will be drainage channels to prevent the escape into the saloon of any fluids.
The flooring will be sprayed with a non slip floor covering. The floor covering will be completely sealed to the sides of the vehicle.
The edges of the floor at the door thresholds will have extruded step edging with inset high visibility tiger striping.

Cells:

The vehicle is equipped with individual containment cells.
Cell number one will be positioned directly behind the driver's position opposite the sliding door.
This cell is for a high dependency prisoner and as such will provide a better viewing into the cell either through door construction method or extra glazing.
The door will be hinged at the forward edge by a continuous stainless steel hinge.
Security of the door is provided by a key operated STUV slam lock with dead bolt facility.
Cells two and three are located towards the rear of the vehicle and are fitted transversely.
The doors are hinged at the outer edge by continuous stainless steel hinges.
Security of the doors is provided by a key operated STUV slam lock with dead bolt facility.
Each cell measures 650mm wide x 1000mm deep.
Each cell door has the facility to be restricted to opening a maximum of 140mm to enable hand cuffs to be safely fitted or removed.
Eye bolts are fitted to each door and PVC covered chains with heavy duty dog clips are fitted to the door pillars.
Cell doors are provided with ventilation grills at the top created by a series of 2mm perforations and a gap under the door of 100mm.

Emergency Exits:

Emergency exits are provided in the form of a cell door emergency release mechanism which allows the doors to swing open without the use of a key.
The release mechanisms are operated by two handles secured within cabinets, 1 to the front of cell 1 and 1 to the left of cell 2.
This allows all of the occupant's access to the saloon area with 3 points of exit available in an emergency via the sliding door or both cab doors.

Cell Seating:

Cell seats are M1 compatible, each seat is trimmed in a heavy duty washable vinyl material and fitted with a fixed integral head restraint.
The seat frames incorporate M1 certified seat belt anchorage points for the fitting of high visibility seat belts.
Cavities surrounding the seat frame and seat back are panelled off with access panels to seat mountings and seat belt anchorages.

Windows:

All windows in the custodial area are made from 6mm polycarbonate.
The Exterior windows are dark tinted and reduce the light transmission by 80%.
Each cell is fitted with an exterior tinted and interior clear window; the sliding door is also fitted with a dark tinted polycarbonate window.
Glazing apertures measure 300mm x 300mm and are supported within a powder coated aluminium extruded frame.
Drivers and passengers side windows are to be fitted with suitable clear anti-bandit film.

Climate Control:

The vehicle will be installed with a climate control system capable of maintaining temperatures in the range of 16° to 22° Celsius.
The control panel for the system will be fitted within the cab.
An engine driven air-conditioning system and a diesel fuelled heater will provide forced cold air at high level or hot air at low level via ducting to individual outlets within each cell.





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The evaporator and heater will be fitted within the services area accessed through the rear doors of the vehicle.

Fuel for the heater will be drawn from the vehicles fuel tank, the standpipe is designed to leave sufficient fuel within the tank to enable the vehicle to be driven a minimum of 30 miles.

The first vehicle will be submitted for HMPS Leytech heat trials.

To be held at the CSA Group, Preston, Lancashire. In the presence of a HMPS representative.

Ventilation and smoke alarms:

A single high capacity roof mounted fan, externally vented, shall be fitted within the main compartment. It will be vandal proof and have no exposed wiring.

The fan can be activated by manual switched selection or smoke alarm. In the latter case it will automatically switch on and run in the extract mode.

The smoke alarm will have a 'press test' facility and be externally powered when the ignition is on.

Electrical Systems:

The vehicle will be fitted with a PLC based electrical system to incorporate the following features.

Power output will be monitored and deep discharge protection of the battery will be employed.

The electrical system will power down one hour after the ignition is switched off.

A visual battery status indicator will be provided.

The system will also monitor all of the security features.

Security:

Each cell door dead lock will be monitored by a micro switch.

When a door is in an unsecure state a warning buzzer will sound and a Yellow indicator lamp will illuminate above the individual cell this will also be repeated on the cab warning panel.

Each emergency exit locking rod will be monitored by a micro switch.

When an emergency locking rod is in an unsecure state a warning buzzer will sound and a Red indicator lamp will illuminate on the cab warning panel.

When an outer door is in an unsecure state (sliding or rear) a warning buzzer will sound and a Green indicator lamp will illuminate on the cab warning panel.

The warning buzzer will be silenced when the ignition is switched off.

Lighting:

Flush mounted LED lamps are mounted within the cell saloon area the lamps are equipped with night light facility.

The lamps will illuminate automatically if the side loading door is opened in the dimmed state for a period of 1minute.

Switches on the control pad will enable night or bright operation.

An LED down light is fitted within the services area at the rear controlled by the opening and closing of the rear door.

Each cell has a recessed LED lamp the control for these lamps is via a master switch in the cab or a push button adjacent to each cell which when pressed will enable the lamp for 30 seconds

Storage:

Provision will be made to accept prisoner's luggage boxes in line with an individual prisoner's luggage allowance.

The current layout plan will allow 9 boxes measuring 700mm x 550mm x 250mm.

Emergency Equipment:

1 x 1.0 kg Powder Fire extinguisher to Drivers Cab

1x 1.0 kg Powder Fire extinguishers mounted within the internal stowage locker.

Coolbox:

A powered fridge/cool box for the storage of water and food will be provided within the saloon area. Power will be provided when the vehicles engine is running.

Livery:

CCTV – legal notices where required.





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Safety markings.
Roof markings where required.
Serco Logo to sides and rear of body

Reverse camera: A reverse camera with low light capability and dash mounted 7" LCD screen will be installed.

Options:

CCTV: There will be 3 CCTV cameras fitted to view the corridor and loading area as standard with an option to have observation cameras within each cellular compartment.
The CCTV system will be capable of storing a minimum of 1 month's footage and be accessible for the downloading of such footage.

Infotainment: Each cell will be provided with a screen to allow the delivery of recorded media pertaining to prison life.
The screen will be inset into the cell wall and protected from vandalism.
The system will also have the ability to provide audio and other video sources.
The escorting officer will have control over content via a head unit at the escort officer's position.

Base Conversion: £27,367.88
Sub Total: £27,367.88
VAT @ 20%: £5,473.58
Total: £32,841.46

Options:
CCTV: £1,325.40
Infotainment: £1,180.20

I hope you find this specification to your satisfaction and trust the information is sufficient for your present needs.

Please be assured of our best attention at all times.

For and on behalf of
Martin Williams (Hull) Ltd

Paul Beard
Group Technical Manager
Mobile: 07551 154560
Office: 01482 897607
E-mail: paulb@mwhull.co.uk



IVECO DAILY 35 L3/H3 4100mm WHEELBASE

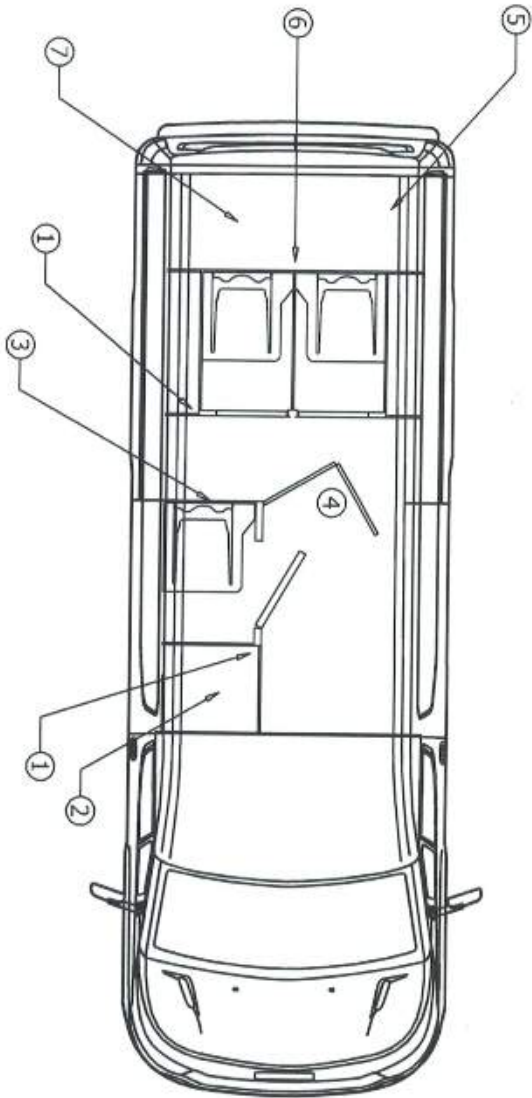
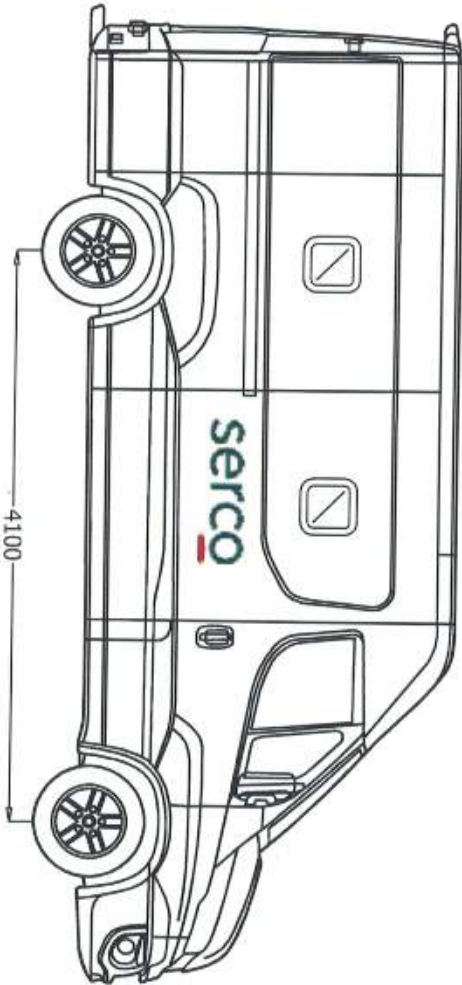
Not to scale



CELL 3	LUGGAGE	CELL 3	LUGGAGE
CELL 3	LUGGAGE	CELL 3	LUGGAGE
CELL 1	LUGGAGE	CELL 2	LUGGAGE
CELL 1	LUGGAGE	CELL 2	LUGGAGE
CELL 1	LUGGAGE	CELL 2	LUGGAGE
CELL 1	LUGGAGE	CELL 2	LUGGAGE

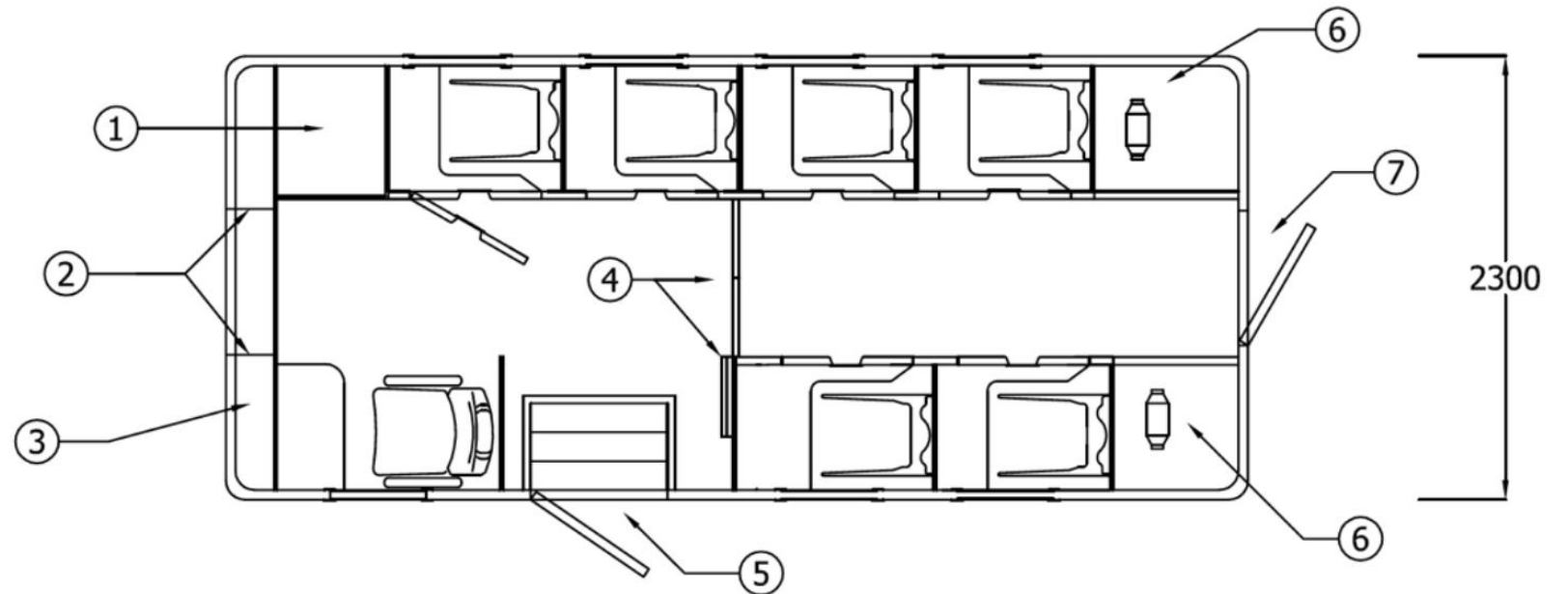
- 1 - Cell release handle(s).
- 2 - Fridge, CCTV & General storage.
- 3 - Stowage position for bi-fold separation door.
- 4 - Bi-fold door partially deployed.
- 5 - Heater position.
- 6 - A/C Evaporator.
- 7 - Storage area for property boxes.

Storage Capacity:
7 - 0.87m³
2 - 0.50m³

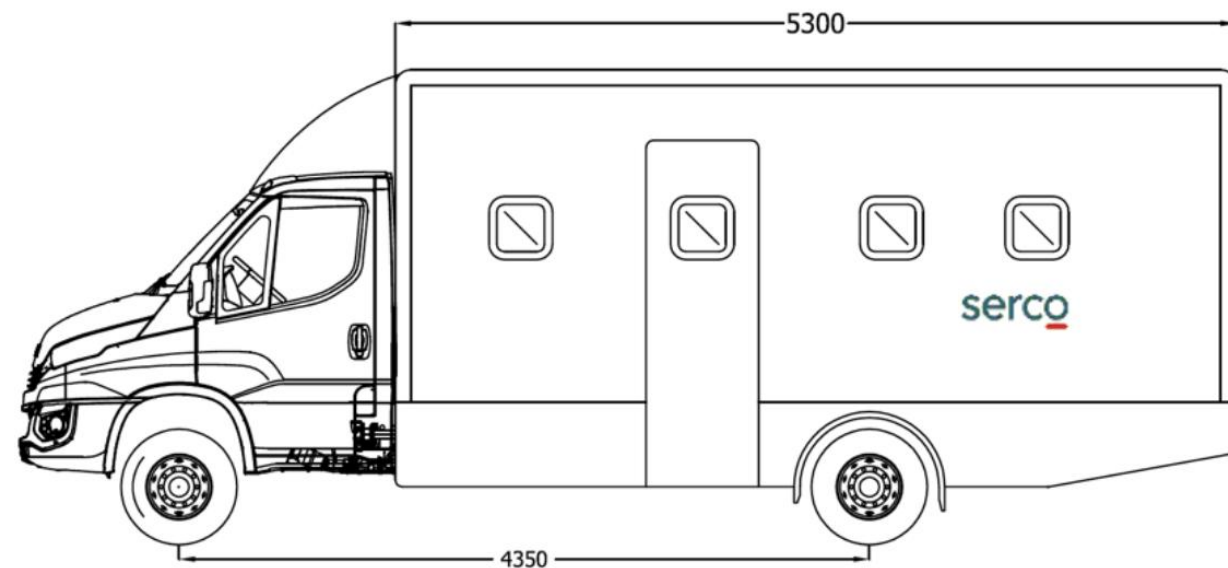


Revision:	Drawn By:	Drawn Date:	Job Number:	Notes:
1	Paul Beard	10/05/19	TBA	Motor: Williams (H40) Ltd
Revision Date:	Title:	Vehicle:	Drawing Number:	Elaborate Line
10/05/19	TBA	Iveco Daily L3/H3	TBA	Barstock
		3 CELL		H40
				H40.2 SEP
				01-02-09/06/07

- 1 - Storage, Fridge & DVR
- 2 - Hatch release levers
- 3 - A/C Evaporators
- 4 - Bi Fold partition Stowed/Deployed
- 5 - Fold out step
- 6 - Storage cupboard with heater beneath
- 7 - Pull out Step



Storage Capacity:
1 - 0.75m³
6 - O/S 0.97m³
6 - N/S 0.84m³





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Quotation No: MW PB 01567 - 12 Cell Prisoner Escort

Please quote this number in all correspondence.

Date: 11th October 2019

SERCO PLC
Serco House
16 Bartley Wood Business Park
Bartley Way
Hook
Hampshire
RG27 9UY

Dear Geoff,

Thank you for your valued enquiry for a 12 cell prisoner escort conversion, further to which I have pleasure in presenting our quotation:

Customer: Serco
Base Vehicle: Iveco Eurocargo 12t Day cab with cab roof air deflector.

Scope: To manufacture and convert a 12t chassis with box mounted body, for the purpose of the safe and secure transportation of prisoners in custody.
The vehicle will be equipped with cellular compartments.
The vehicle when built will comply with The Road Vehicle Construction And Use Regulations.
Materials used in the construction process will be where possible light weight, durable and environmentally friendly.

Specification: Vehicle to be built in line with specification issued by SERCO.

Body Panels
Internal Lining: The body of the vehicle will be constructed from insulated panels of which the internal faces will be of a scuff resistant material. The panel design will offer an insulation value greater than 0.6u

Main Entrance: The main point of entry to the cell area will be via the side door.
A yellow full height grab pole will be positioned to the front of the side door aperture, along with a fold out step to below the floor the step when stowed will supply a flat walking floor.
A secondary door will be fitted within the rear panel of the body this door will be provided with a pull out step beneath.





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- Flooring:** The floor of the base vehicle will employ an M1 flooring system.
Recessed into the floor beneath each cell door position will be drainage channels to prevent the escape into the saloon of any fluids.
The flooring will be sprayed with a non-slip floor covering.
The floor covering will be completely sealed to the sides of the vehicle.
The edges of the floor at the door thresholds will have extruded step edging with inset high visibility tiger striping.
- Cells:** The vehicle is equipped with individual containment cells.
Cell numbers one through seven will be positioned towards the offside of the body, cell numbers eight through twelve will be positioned towards the nearside of the body.
Cell 1 is for a high dependency prisoner and as such will provide a better viewing into the cell either through door construction method or extra glazing.
The doors will be hinged by a continuous stainless steel hinges.
Security of the doors is provided by key operated STUV slam locks with dead bolt facility.
Each cell measures 650mm wide x 1000mm deep x 2000mm high.
Each cell door has the facility to be restricted to opening a maximum of 140mm to enable hand cuffs to be safely fitted or removed.
Each cell door will have its opening restricted to 90 to shut off the corridor when open and will have the ability to withstand excessive human pressure.
Eye bolts are fitted to each door and PVC covered chains with heavy duty dog clips are fitted to the door pillars.
Cell doors are provided with ventilation grills at the top created by a series of 2mm perforations and a gap under the door of 100mm.
Provision for separation of the cellular compartment is provided between cells 12 and 3 in the form of a bi folding door constructed of acoustic foam insulated panels to meet 40dba sound transmission across the barrier. The door incorporates a double glazed window for viewing down the rear corridor and is accessible from both sides.
- Emergency Exits:** Emergency exits are provided to each cell in the form of roof hatches.
The hatch release mechanism has been designed with security in mind to prevent any movement of the locks due to excessive vibration.
The release mechanisms are operated by two over centre handles secured within a void between the forward bulkhead and the cab. These handles are accessed via an opening window in the cab or the drop down window in the bulkhead.
Along with the side door and escort officers hatch a third exit is provided within the rear wall of the body in the form of a door with a pull out step beneath.
- Cell Seating:** Cell seats are M1 compatible, each seat is trimmed in a heavy duty washable vinyl material and fitted with a fixed integral head restraint.
The seat frames incorporate M1 certified seat belt anchorage points for the fitting of high visibility seat belts. Cavities surrounding the seat frame and seat back are panelled off with access panels to seat mountings and seat belt anchorages.
- Windows:** All windows in the custodial area are made from 6mm polycarbonate.
The Exterior windows are dark tinted and reduce the light transmission by 80%.
Each cell is fitted with an exterior tinted and interior clear window; the side door is also fitted with a dark tinted polycarbonate window.
Glazing apertures measure 300mm x 300mm and are supported within a powder coated aluminium extruded frame.
Drivers and passengers cab side windows are to be fitted with suitable clear anti-bandit film.
- Climate Control:** The vehicle will be installed with a climate control system capable of maintaining temperatures in the range of 16° to 22° Celsius.





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The control panel for the system will be fitted within the cab.
An engine driven air-conditioning system and a diesel fuelled heater will provide forced cold air at high level or hot air at low level via ducting to individual outlets within each cell.
The evaporator will be fitted within the front bulkhead void.
The heaters will be located within the rear storage cupboards beneath a removable panel.
Fuel for the heaters will be drawn from the vehicles fuel tank, the standpipe is designed to leave sufficient fuel within the tank to enable the vehicle to be driven a minimum of 30 miles.
The first vehicle will be submitted for HMPS Leytech heat trials.
To be held at the CSA Group, Preston, Lancashire. In the presence of a HMPS representative.

Ventilation and smoke alarms:	A pair of high capacity roof mounted fans, externally vented, shall be fitted within the main compartment. They will be vandal proof and have no exposed wiring. The fans can be activated by manual switched selection or smoke alarm. In the latter case they will automatically switch on and run in the extract mode. The smoke alarm will have a 'press test' facility and be externally powered when the ignition is on.
Electrical Systems:	The vehicle will be fitted with a PLC based electrical system to incorporate the following features. Power output will be monitored and deep discharge protection of the battery will be employed. The vehicle will automatically power down an hour after the ignition is switched off. A visual battery status indicator will be provided. The system will also monitor all of the security features.
Security:	Each cell door dead lock will be monitored by a micro switch. When a door is in an unsecure state a warning buzzer will sound and a Yellow indicator lamp will illuminate above the individual cell this will also be repeated on the cab and escorts warning panel. Each emergency exit locking rod will be monitored by a micro switch. When an emergency locking rod is in an unsecure state a warning buzzer will sound and a Red indicator lamp will illuminate on the cab and escorts warning panel. When an outer door is in an unsecure state (sliding or rear) a warning buzzer will sound and a Green indicator lamp will illuminate on the cab and escorts warning panel. The warning buzzer in the cab will be silenced when the ignition is switched off. Communication between the escort's position and the cab will be provided by means of an intercom system.
Lighting:	Flush mounted LED lamps are mounted within the cell saloon area the lamps are equipped with night light facility. The lamps will illuminate automatically if the side loading door is opened in the dimmed state for a period of 1minute. Switches on the escorts control pad will enable night or bright operation. An LED down light is fitted above the escort's area at the front of the body controlled by a switch on their control panel. Each cell has a recessed LED lamp the control for these lamps is via a master switch on the escorts control panel or a push button adjacent to each cell which when pressed will enable the lamp for 30 seconds
Storage:	Provision will be made to accept prisoner's luggage boxes in line with an individual prisoner's luggage allowance. the current layout plan will allow boxes measuring 700mm x 550mm x 250mm Storage is provided in the form of internal cupboard space and external lockers.
Emergency Equipment:	1 x 1.0 kg Powder Fire extinguisher to Drivers Cab 1x 1.0 kg Powder Fire extinguishers mounted within the internal stowage locker.
Cool Box:	A powered cool box for the storage of water and food will be provided within the saloon area.





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Livery: CCTV – legal notices
Roof markings where required.
SERCO logo to body side and rear.

Options:

CCTV: There will be 3 CCTV cameras fitted to view the corridor and loading area as standard with an option to have observation cameras within each cellular compartment.
The CCTV system will be capable of storing a minimum of 1 month's footage and be accessible for the downloading of such footage.

Infotainment: Each cell will be provided with a screen to allow the delivery of recorded media pertaining to prison life.
The screen will be inset into the cell wall and protected from vandalism.
The system will also have the ability to provide audio and other video sources.
The escorting officer will have control over content.

CLOCS: Provision has been included for installation of left turn camera fitted to n/s/f corner of vehicle and connected to reverse camera screen. An audible left turn warning system will be fitted which warns people that the vehicle is turning left, when the indicator is applied. A cyclist beware sticker will be fitted to the n/s/r.

Base Conversion: £66,953.00
Sub Total: £66,953.00
VAT @ 20% £13,390.60
Total: £80,343.60

Options Below:
CCTV: £1325.40
Infotainment: £3,190.80
CLOCS: £975.00

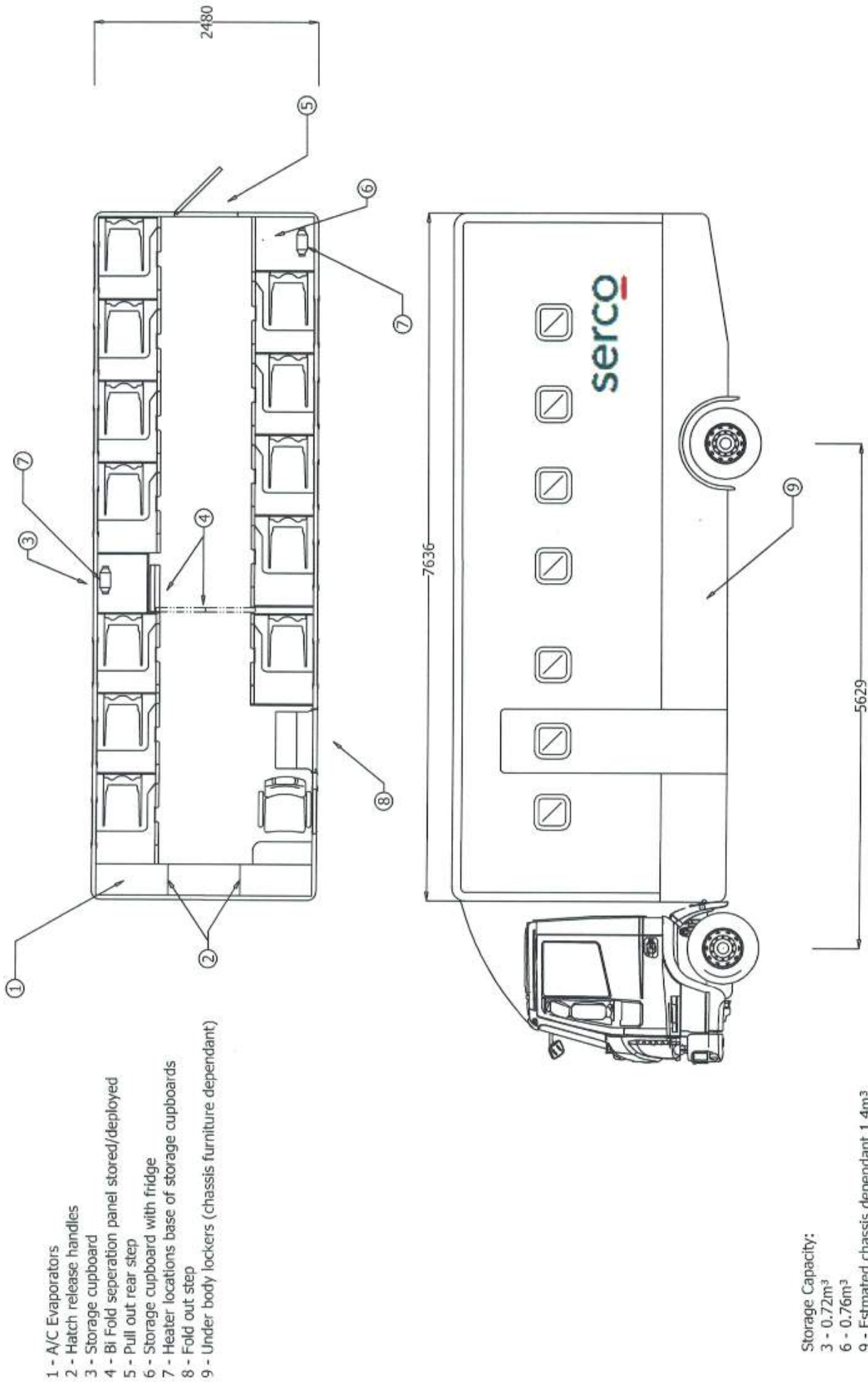
I hope you find this Specification to your satisfaction and trust the information is sufficient for your present needs.

Please be assured of our best attention at all times.

For and on behalf of
Martin Williams (Hull) Ltd

Paul Beard
Group Technical Manager
Mobile: 07551 154560
Office: 01482 897607
E-mail: paulb@mwhull.co.uk





Revisions:	Drawn By:	Drawn Date:	Doc Number:	Drawn By:	Drawn Date:
1	Paul Board	13/05/19	TBA	Paul Board	13/05/19
Revision Date:	Title:	Revision Number:	Revision Number:	Revision Number:	Revision Number:
13/05/19	IVECO EURO CARGO 12 CELL	TBA	TBA	TBA	TBA

Martin Williams (Hull) Ltd
Edward Lane
Bursfolds
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01482 897607

APPENDIX 2

Personal Injury Accident Data



Crash Date:	Friday, April 19, 2019	Time of Crash:	3:45:00 PM	Crash Reference:	2019010176025
Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Haringey			Number of Vehicles:	1
Local Authority:	Haringey London Borough			OS Grid Reference:	532245 187910
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

A map view from OpenStreetMap showing the crash location. A red star marks the intersection of Haringey Green Lanes and Haringey Road. The area includes residential streets like Haringey Road, Haringey Lane, and Haringey Close. A large green area representing a park or field is visible to the left of the road.



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crashmap.co.uk

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Croft Transport Planning & Design

340 Deansgate

Manchester

M3 4LY

0161 837 7380

croftts.co.uk

Offices across the UK

