

Technical Note

Project: Enterprise, South Tottenham

Subject: Response to Transport Comments

Client:	Enterprise Rent-A-Car	Version:	A
Project No:	07155	Author:	JS
Date:	14/07/2023	Approved:	MF

I Introduction

- 1.1.1 This Technical Note (TN) has been prepared by PJA on behalf of Enterprise Rent-A-Car in response to comments received from Haringey Council in relation to the proposed development of land within and around arches at Page Green Road, London, N15 4PG. The site is located within an industrial area west of the A10 in South Tottenham, within the London Borough of Haringey.
- 1.1.2 The site was previously in use partly as a scaffolding business and partly for motor vehicle repairs.
- 1.1.3 A planning application was submitted in May 2023, reference HGY/2023/1393. As part of this, a Healthy Streets Transport Statement (TS) was prepared by PJA. The TS was reviewed by planning officers at Haringey Council and comments were received via email on the 28th June 2023. These comments raised the following issues in relation to the scheme:

(c) Trip Generation: *“The transport statement (based on data from other similar sites operated by Enterprise) indicates there will be between 4-6 vehicular trips per hour and approximately 40 trips per day from the proposed use. The site will have 8 employees. There will be no car parking for staff or customers on-site. Details of comparable site should be provided to demonstrate validity. The transport statement should also the trip generation from a conventional B8 use operating from this site to demonstrate worst case scenario”.*

(d) Vehicular Swept Path Analysis: *“Vehicular swept path illustrating car entering and exiting the site via an existing access off Page Green Road have been submitted. Vehicular swept path for a refuse vehicle has also submitted – however clarification is regarding the available headroom / widths under each of the arches along the path used by refuse vehicle as*

illustrated on last page of transport statement. The google street-view below indicates the head room of 3.2m – which would not accommodate the 3.75m high refuse vehicle”.

(e) Cycle parking: “Details of provision for cycle parking are required to demonstrate compliance with London Plan standards and LCDS guidance.”

1.1.4 Each of the above points have been separately addressed in the following sections of this note.

2 Development Trip Generation

2.1 Comparative B8 Trip Generation Estimates

2.1.1 The estimated vehicular trip generation for the proposed use of the site was set out in Section 6 of the Transport Statement.

2.1.2 To supplement this, Haringey Council requested that additional trip generation analysis be conducted under the assumption of the site being fully and formally used for B8 industrial use.

Trip Generation (Potential B8)

2.1.3 Trip generation for the site being used fully for B8 industrial use was undertaken using the TRICS database version 7.10.2. The following criteria were used to select comparable sites:

- Located in Greater London
- Employment use – industrial unit
- Surveyed on a weekday
- Between 0.12 and 1.5ha in area
- Surveyed since 2012
- Sites which reflect B8

2.1.4 Two comparable sites were identified. Based on an approximate site area of 0.5ha, the likely trip generation is shown in **Table 1**, with the full TRICS output provided as **Appendix A**.

Table 1: Trip Generation Estimates for B8 Industrial Use

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	Arrival	Depart	Two-Way	Arrival	Depart	Two-Way	Arrival	Depart	Two-Way
Trip rate (per ha)	9	4	13	6	19	25	97	110	206
Trips (0.5ha)	4	2	6	3	9	12	49	55	103

2.1.5 It is noted that, given the availability of TRICS sites in similar locations, the trip generation for a B8 use has been based on industrial units. This is a similar land use, and would generally be expected to generate more trips than a storage and distribution use, providing a robust assessment.

2.1.6 The analysis results estimate that the site would generate six two-way trips in the AM peak and 12 two-way trips in the PM peak, if utilised for warehousing or industrial purposes. Across a day, a total of 103 two-way trips are predicted.

Trip Generation (From Transport Statement)

Employment Trips

2.1.7 The trip generation estimates of the proposed Enterprise Rent-A-Car development outlined in the TS were based on the number of employees stated to be working at the planned facility.

2.1.8 Travel to work data from the 2011 Census was interrogated to produce estimates for method of travel to work for the site based on patterns reported in the Haringey 025B LSOA. This found that 13% travelled to work by car, suggesting that one of the eight employees would drive to work at the site. This would result in one employment-related car trip in the AM peak and one in the PM peak.

Customer Trips

2.1.9 It was considered that transactional data from a comparable Enterprise site would be an appropriate measure of customer-related trip generation at the site.

2.1.10 Within the TS, a matrix is included of average combined rental and return transactions by hour. It can be confirmed that this data comes from Enterprise's **Waltham Abbey** branch (2 Abbey Point Cartersfield Road, Waltham Abbey EN9 1JD).

2.1.11 The Waltham Abbey branch is appropriate for comparison with the proposed South Tottenham facility for the following reasons:

- The size of the vehicle fleet at both branches would be broadly similar
- Both sites are located to the north of central London
- Both sites are located within a mixed-industrial area

2.1.12 Using the Waltham Abbey transactional data, four or five vehicle trips are forecast at the site in the AM peak with two or three forecast in the PM peak. It is important to note that these would

only be one-way vehicle trips due to the nature of the site's function whereby customers will either pick-up or drop-off a hired car and likely make the opposing journey by sustainable means.

- 2.1.13 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.

3 Vehicle Swept Path Analysis

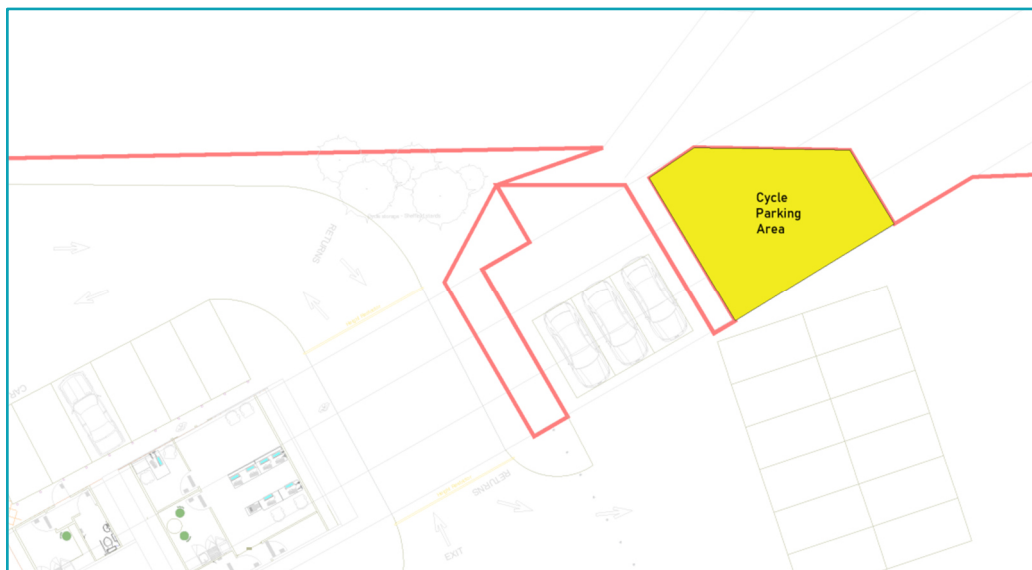
- 3.1.1 In the TS, it was originally proposed that refuse vehicles would enter the site and loop round under the railway arches in order to exit again.
- 3.1.2 Haringey Council have subsequently noted in comment (d) that the height restrictions under the arches at the site would mean that a refuse collection vehicle of dimensions used by the local authority would not be able to enter. This thus renders the refuse collection arrangements and associated swept path analysis set out in the TS as unfeasible.
- 3.1.3 It is therefore proposed that refuse collection is conducted in the front section of the site, parallel to Page Green Road. Swept path analysis demonstrates that a refuse vehicle of the same dimensions as used previously can enter the site, turn, and exit within only the front yard area without altering the proposed layout arrangement. The swept path analysis is attached as **Appendix B**. As previously proposed, and requirement for bins to be moved within the site can be undertaken by Enterprise Rent-A-Car staff.

4 Cycle Parking

- 4.1.1 Within comment (e), Haringey Council requested the provision of information in relation to the proposed cycle parking provision, which should comply with London Plan standards and London Cycling Design Standards (LCDS).
- 4.1.2 The LCDS guidance states that well designed cycle parking for staff should be:
- *“Secure, with access for staff only*
 - *Designed to allow the frame and at least one wheel to be secured*
 - *Covered*
 - *Conveniently located, with step-free access from outside and inside*
 - *Fully accessible, for parking all types of cycles”*

- 4.1.3 Further, the London Plan cycle parking standards states that parking provision for staff should be suitable for long stay with short-stay provision for visitors.
- 4.1.4 In terms of quantity, the London Plan states that for Sui Generis land uses the most relevant other standard should be applied. It is deemed that B2-B8 'general industrial, storage or distribution' is the most comparable alternative land use. For this land use type the standards mandate:
- 1 long-stay space per 500sqm
 - 1 short-stay space per 1000sqm
- 4.1.5 With the site's area being 5000sqm, this would require 10 long-stay spaces and five short-stay spaces. However, much of the site's area is for the storage of vehicles and the building on the site will only equate to 78sqm, which would equate to just one long-stay and one-short stay space. The site is also only expected to employ eight staff.
- 4.1.6 As such, a proportionate level of cycle parking has been identified. It is proposed that four Sheffield stands, able to accommodate eight cycles are provided for use by both staff and visitors. These will be located within the under-arch area indicated below. The area will be covered and allow sufficient space for adapted and cargo bikes.

Figure 1: Location of Site Cycle Parking Provision



- 4.1.7 Signs could be added to make customers aware of the facility and its location, whilst staff would also be available when customers arrive to inform them of this provision.

Appendix A TRICS Outputs

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

Calculation Reference: AUDIT-231601-230714-0716

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT

TOTAL VEHICLESSelected regions and areas:**01 GREATER LONDON**

BT	BRENT	1 days
HD	HILLINGDON	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Site area
Actual Range:	0.15 to 1.44 (units: hect)
Range Selected by User:	0.12 to 1.5 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 10/09/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	2 days
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This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:Use Class:

Not Known 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 1 days

50,001 to 100,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000 1 days

500,001 or More 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 1 days

1b Very poor 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BT-02-C-02	FOOD PRODUCTION	BRENT
	ABBEYDALE ROAD ALPERTON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Site area: 1.44 hect <i>Survey date: WEDNESDAY 10/09/14</i>		
2	HD-02-C-02	WINDOW PRODUCTION	HILLINGDON
	BETAM ROAD HAYES Suburban Area (PPS6 Out of Centre) Industrial Zone Total Site area: 0.15 hect <i>Survey date: WEDNESDAY 05/12/12</i>		
			<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES**Calculation factor: 1 hect****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	1.44	3.472	1	1.44	0.000	1	1.44	3.472
06:30 - 07:00	1	1.44	15.278	1	1.44	6.944	1	1.44	22.222
07:00 - 07:30	2	0.79	4.403	2	0.79	3.774	2	0.79	8.177
07:30 - 08:00	2	0.79	4.403	2	0.79	1.887	2	0.79	6.290
08:00 - 08:30	2	0.79	5.031	2	0.79	1.887	2	0.79	6.918
08:30 - 09:00	2	0.79	3.774	2	0.79	1.887	2	0.79	5.661
09:00 - 09:30	2	0.79	4.403	2	0.79	2.516	2	0.79	6.919
09:30 - 10:00	2	0.79	3.145	2	0.79	1.887	2	0.79	5.032
10:00 - 10:30	2	0.79	5.031	2	0.79	5.031	2	0.79	10.062
10:30 - 11:00	2	0.79	4.403	2	0.79	4.403	2	0.79	8.806
11:00 - 11:30	2	0.79	4.403	2	0.79	3.145	2	0.79	7.548
11:30 - 12:00	2	0.79	1.887	2	0.79	4.403	2	0.79	6.290
12:00 - 12:30	2	0.79	1.887	2	0.79	3.145	2	0.79	5.032
12:30 - 13:00	2	0.79	1.887	2	0.79	1.887	2	0.79	3.774
13:00 - 13:30	2	0.79	1.258	2	0.79	3.145	2	0.79	4.403
13:30 - 14:00	2	0.79	3.145	2	0.79	2.516	2	0.79	5.661
14:00 - 14:30	2	0.79	2.516	2	0.79	3.145	2	0.79	5.661
14:30 - 15:00	2	0.79	3.774	2	0.79	2.516	2	0.79	6.290
15:00 - 15:30	2	0.79	2.516	2	0.79	2.516	2	0.79	5.032
15:30 - 16:00	2	0.79	3.145	2	0.79	0.629	2	0.79	3.774
16:00 - 16:30	2	0.79	3.774	2	0.79	3.145	2	0.79	6.919
16:30 - 17:00	2	0.79	7.547	2	0.79	3.145	2	0.79	10.692
17:00 - 17:30	2	0.79	5.031	2	0.79	13.836	2	0.79	18.867
17:30 - 18:00	2	0.79	0.629	2	0.79	5.031	2	0.79	5.660
18:00 - 18:30	1	0.15	0.000	1	0.15	20.000	1	0.15	20.000
18:30 - 19:00	1	0.15	0.000	1	0.15	6.667	1	0.15	6.667
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			96.742			109.087			205.829

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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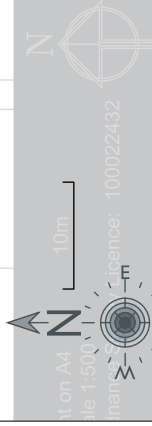
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Parameter summary

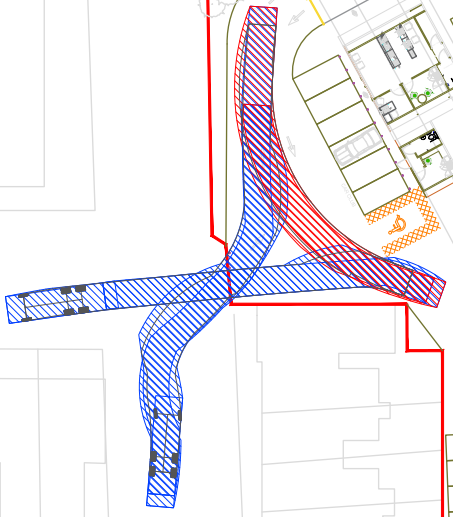
Trip rate parameter range selected:	0.15 to 1.44 (units: hect)
Survey date range:	01/01/12 - 10/09/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix B Refuse Vehicle Swept Path Analysis



Finance & Accounting Licence: 100022432



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 PIA cannot guarantee the accuracy of the drawing.
5. Levels, earthworks and retaining structures have not been considered at this time.



P1	09/07/2022	Alternative routing involving arch area	IS
P0	06/05/2023	First issue	IS

PJA



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CLIENT

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Enterprise, South Tottenham

DRAWING TITLE

Refuse Vehicle
Vehicle Swept Path Analysis

INFORMATION

PJA JOB No. SUB-CODE
07155 - TR- 003 - P1
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

5 Summary and Conclusion

- 5.1.1 This Technical Note (TN) has been prepared by PJA on behalf of Enterprise Rent-A-Car in response to comments received in relation to the proposed redevelopment of land at Page Green Road, N15 4PG, within the London Borough of Haringey.
- 5.1.2 The proposals have the potential to encourage a shift away from private car use, and there is therefore no reason to suggest that the proposals would adversely impact upon highway safety on the surrounding highway network.
- 5.1.3 Refuse arrangements have been altered from those presented in the TS, and it has been demonstrated that large refuse vehicles can enter, turn and exit the site using the front yard area only.
- 5.1.4 In response to Haringey Council comments, Sheffield stand cycle parking is to be provided in an alternative, under-arch, area of the site, comprising a total of eight spaces. The cycle parking will be covered, secure and allow for different cycle types, compliant with both London Plan and LCDS guidance.
- 5.1.5 Based on the conclusions of this note and the previous submissions, the proposed scheme is acceptable in regard to transport and highways matters in line with paragraph 111 of NPPF.