

Appendix A

Framework Travel Plan

Goodsyard Tottenham Limited

The Printworks, High Road West

Framework Travel Plan

Issue | 16 August 2023

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 278880-01

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1. Introduction

1.1 Background

This Framework Travel Plan (FTP) has been prepared by Ove Arup & Partners Ltd. ('Arup') on behalf of Tottenham Hotspur Limited (the 'Applicant') in support of the application for the redevelopment of The Printworks at 819-829 High Road, which forms part of the High Road West Masterplan (HRWM) within the London Borough of Haringey (LHB).

1.2 Site location and existing land use

1.2.1 HRWM area

Figure 1 shows the location of the HRWM area in relation to its surroundings, within the northern part of Tottenham. The inset map (bottom left) shows the Site within the context of the HRWM area.

The HRWM area is bound by the Lea Valley Railway Line to the west, by the A1010 High Road to the east and Brereton Road to the south. To the north, the area is bounded by Snells Park Industrial Estate accessed off Langhedge Lane. The northern periphery of the Site also represents the boundary between LBH and the London Borough of Enfield. Notably, the area lies in between White Hart Lane London Overground Station to the west and Tottenham Hotspur Football Club Stadium to the east.

The HRWM area has a strong industrial heritage, previously home to a brewery in the 19th Century, before functioning as a goods factory and depot up to the 1970s.

1.2.2 The Printworks

The Site lies immediately west of High Road and is bound by Brunswick Square to the north and Percival Court to the south. To the west of the Site lies the Peacock Industrial Estate which is accessed off Brunswick Square and White Hart Lane. Notably, the White Hart Lane Railway Station and Tottenham Hotspur Football Club Stadium are located within a short walk to the south of the Site.

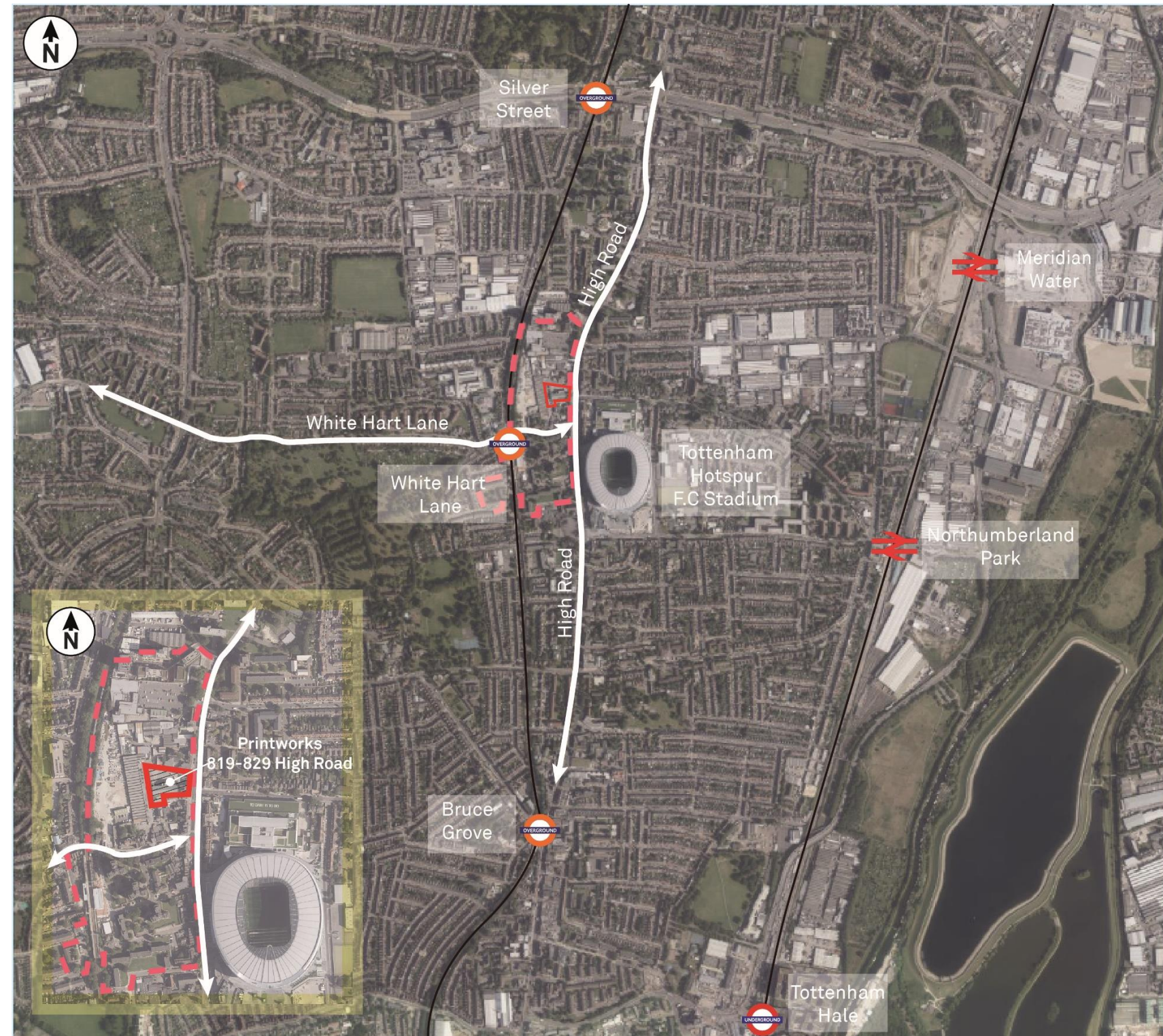


Figure 1: HWRM and site location

1.3 Approach

This framework document covers the proposed land uses on the Site and forms the basis for individual full Travel Plans, which will be prepared by the management of the student accommodation and occupiers of the commercial uses, where required, prior to occupation.

This document covers the planning phase of the development. During occupation, responsibility for the Travel Plan will lie with the management company, occupiers and appointed Travel Plan Co-ordinators.

This FTP should be read in conjunction with the Transport Assessment (TA) for the proposed development, prepared by Arup.

1.4 Contacts

Below is a summary of the current information regarding the overall responsibility for the Travel Plan.

Organisation Name:	This Travel Plan has been produced on behalf of Goodsyard Tottenham Limited. The Travel Plan is the property of Goodsyard Tottenham Limited.
Organisation Address:	Lilywhite House 782 High Road, London. N17 0BX
Local Planning Authority:	London Borough of Haringey
Address of development:	819-829 High Road, London, N17 8ER
Travel Plan prepared by:	Arup, 8 Fitzroy Street, London W1T 4BJ
Responsibility:	Until appointment of the Plan Co-ordinator, this Travel Plan will be the responsibility of O’Neil McLean Transport Manager ONeil.McLean@tottenhamhotspur.com Ultimately, responsibility of the Travel Plan would pass to the appointed Travel Plan Co-ordinator at the development.

1.5 Travel Plan Structure

Following this introductory section, this FTP contains the following chapters:

- **Chapter 2:** Proposed Development – provides a description of the proposed development;
- **Chapter 3:** Local Transport Networks – provides a description of the surrounding local transport networks;
- **Chapter 4:** Aims and Objectives – sets out the aims and objectives of the Travel Plan;
- **Chapter 5:** Baseline Modal Splits and Targets – sets out the baseline mode splits and target mode splits;
- **Chapter 6:** Measures – sets out the proposed Travel Plan measures;
- **Chapter 7:** Management – outlines how the Travel Plan will be managed;
- **Chapter 8:** Monitoring – sets out how the Travel Plan will be monitored and reviewed;
- **Chapter 9:** Action Plan – outlines proposed actions that will be undertaken to deliver the Travel Plan targets; and
- **Chapter 10:** Securing and Enforcing the Travel Plan – outlines how the Travel Plan will be monitored and enforced.

2. Site context

This chapter sets out details of how people of all abilities will move around the Site and its immediate surroundings.

2.1 Walking

Walking is the most inclusive form of transport and should be first choice for short journeys from and to the Site.

2.1.1 Local walking network

The Site is surrounded by a comprehensive network of footways that form part of the existing urban fabric. The existing pedestrian network is illustrated in **Figure 2**.

The Site's proximity to North Tottenham district centre means that the latter is easily accessible on foot. The footways on White Hart Lane and High Road provide connections to public transport services and a wide range of commercial venues including leisure and retail, as well as public amenities, including education, health care and green spaces such as Bruce Castle Park.

As shown by **Figure 2**, a series of signalised and zebra crossings are situated in the vicinity of the Site, providing pedestrians with safe passage across vehicle corridors including High Road and White Hart Lane. Several railway bridge underpasses minimise severance caused by the Lea Valley Line. The shared space environment on White Hart Lane also has informal crossing points which pedestrians may wish to use. All crossings in the vicinity of the Site are complemented by dropped kerbs and tactile paving.



Figure 2: Existing local pedestrian network

2.2 Cycling

Cycling is an accessible and popular mode of transport in London, with the potential to be used for short trips, particularly those under 5km.

2.2.1 Local cycle network

The Site is close to two strategic cycle routes; Cycle Superhighway 1 (CS1), and National Cycle Network Route 1 (NCN Route 1).

CS1 is a high-quality route with signing and road markings, as well as sections of dedicated lanes segregated from the vehicle carriageway. It can be accessed less than 800m from the Site on Church Road via either High Road or Beaufoy Road and runs south from Tottenham Hotspur Football Club Stadium through town centres such as Hoxton, Dalston and Stoke Newington before reaching Liverpool Street Station in Central London, where it connects to Quietways 11 and 13.

NCN Route 1 runs north-south around 10-minute cycle east of the Site, along the western banks of the Walthamstow and Chingford Reservoirs. This is a long-distance cycle route that spans the entire Upper and Lower Lea Valley into inner London to the London Docklands area.

The rest of the local cycle network surrounding the Site comprises the existing streets and pathways. The local cycle network is illustrated in **Figure 3**.

The following sections outline the existing and proposed access arrangements for cyclists.

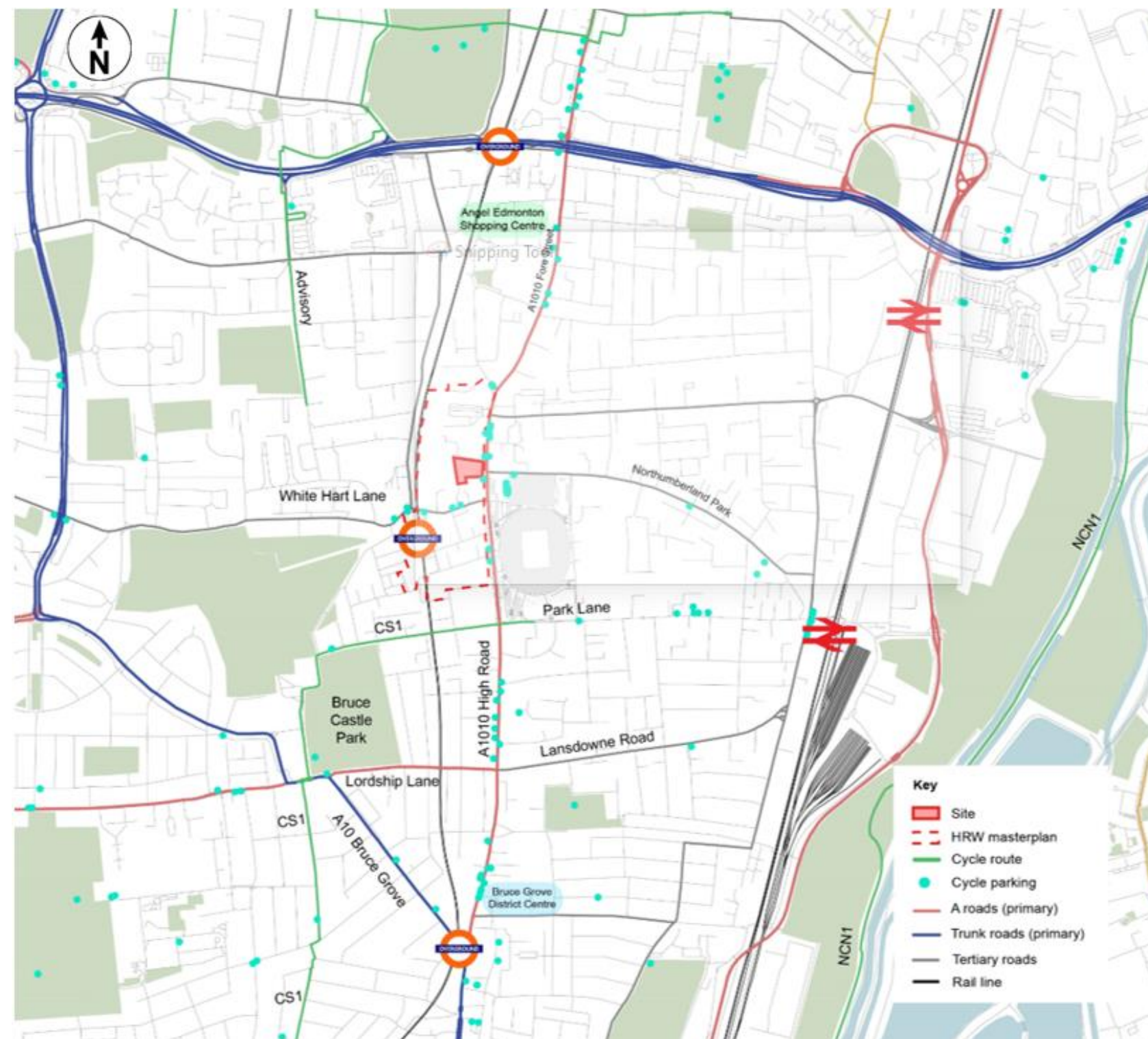


Figure 3: Local cycle network

2.3 Public transport

The following section sets out how people access the Site by public transport services currently and will do so in the future once the proposed development is operational.

2.3.1 Public Transport Accessibility

The existing public transport accessibility of the Site has been assessed using the Public Transport Accessibility Level (PTAL) methodology. This methodology has been adopted by the GLA and TfL as a means of quantifying and comparing accessibility by public transport for a given site in London.

The PTAL methodology considers the time taken to access the public transport network including:

- The walk time to various public transport services;
- The average waiting time for each service; and
- The reliability of each service.

The current methodology is based on a walk speed of 4.8kph and considers rail stations within a 12-minute walk (960m) of a site and bus stops within an eight-minute walk (640m) of a site. The PTAL assessment is undertaken using the operating patterns of existing public transport services during the morning peak hour. TfL’s WebCAT service provides PTAL information for London.

Based on WebCAT, the Site has a PTAL rating ranging between 4 on the northern and 5 on the southern part of the Site. This indicates a ‘good’ to ‘very good’ connectivity to the surrounding network. The existing PTAL is shown in **Figure 4**.

2.3.2 TIM Mapping

TfL has identified limitations with the use of PTALs and produced journey time mapping (referred to as TIM) to complement PTAL. Travel times for public transport have been derived by TfL using the strategic public transport Railplan model which estimates travel time by all public transport modes including where interchanges between services and modes can be undertaken. The TIM data is also available from WebCAT.

Travel time maps by public transport have been sourced from WebCAT for outbound travel in the AM peak and inbound travel in the PM peak, for a 2011 base year. **Figure 5** shows travel times by public transport from the Site for the AM peak hour the equivalent data to the Site in the PM peak hour. The majority of Central London is accessible within a 30 to 60-minute travel time and much of Outer London to the north of the river Thames is accessible within 90 minutes.

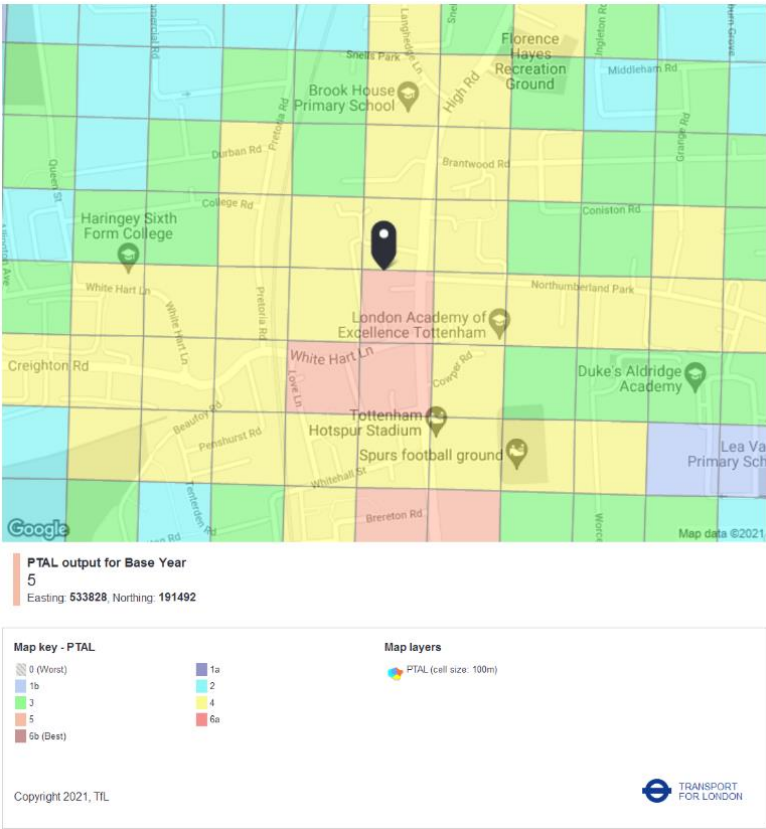


Figure 4: Existing site PTAL

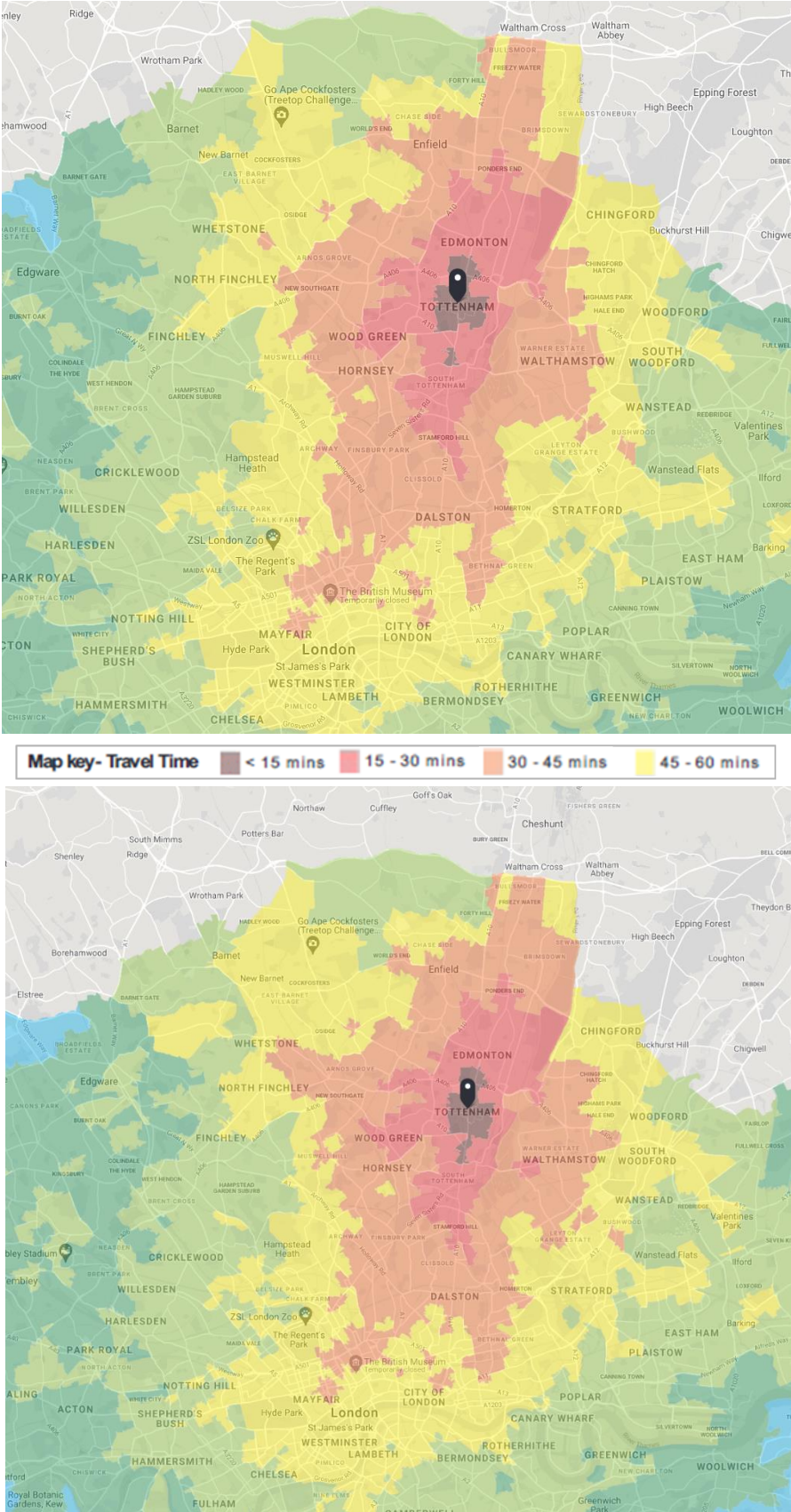


Figure 5: TIM public transport (AM and PM peak)

2.3.3 Bus

As shown in **Figure 6**, the closest bus stops to the Site are located on High Road and White Hart Lane. The stops on High Road are approximately 55m and 140m to the south of the Site with the northbound and southbound stops being located to the south and north of White Hart Lane, respectively. Both stops feature carriageway markings and bus shelters. Bus lanes are in operation along both sides of the carriageway on High Road.

The stops on White Hart Lane are approximately 150m and 240m to the south east of the Site. Both stops feature carriageway markings, and the eastbound stop also includes a bus shelter and timetable information.

The routes serving these stops, and their frequency are summarised in **Table 1**.

Table 1: Bus services and frequencies

Bus stop location	Service	Destination	Service frequency
High Road	149	London Bridge – Lower Edmonton	4-10 Minutes
High Road	259	Kings Cross- Lower Edmonton	6-9 Minutes
High Road	279	Manor House – Waltham Cross	6-12 Minutes
High Road	349	Stamford Hill – Ponders End	7-12 Minutes
White Hart Lane	W3	Finsbury Park Station – Northumberland Park	4-12 Minutes
Lansdowne Road	318	Stamford Hill- Edmonton	12-14 Minutes
Lansdowne Road	341	Waterloo- Upper Edmonton	10-12 Minutes
Lansdowne Road	476	Kings Cross – Northumberland Park	10 Minutes

2.3.4 Rail services

As shown in **Figure 7**, White Hart Lane London Overground station is the closest rail station, located less than 200m south west from the entrance to the Site.

The nearest National Rail Station to the Site is Northumberland Park and the closest London Underground station is Tottenham Hale station.

The key rail services and relevant information for these stations are as follows.

London Overground - White Hart Lane (<200m)

Services operating between London Liverpool Street and either Enfield Town or Cheshunt. The station is staffed Monday to Friday and has provision for 20 secured cycle parking spaces.

National Rail - Northumberland Park (1.2km)

National Rail Greater Anglia services operating between Stratford and either Bishops Stortford or Hertford East. The station is unstaffed but there is provision for 10 secure cycle parking spaces in the station forecourt.

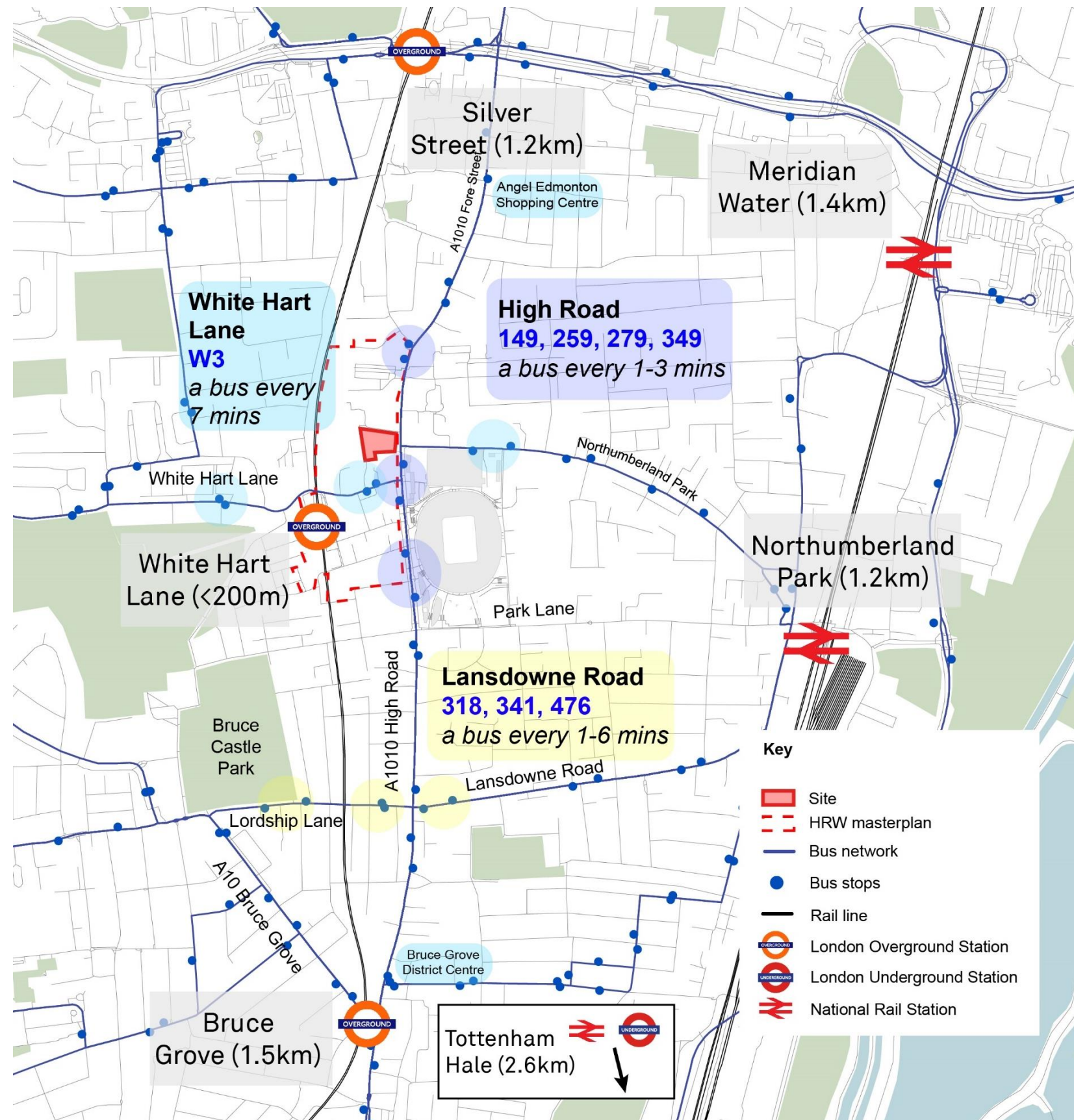
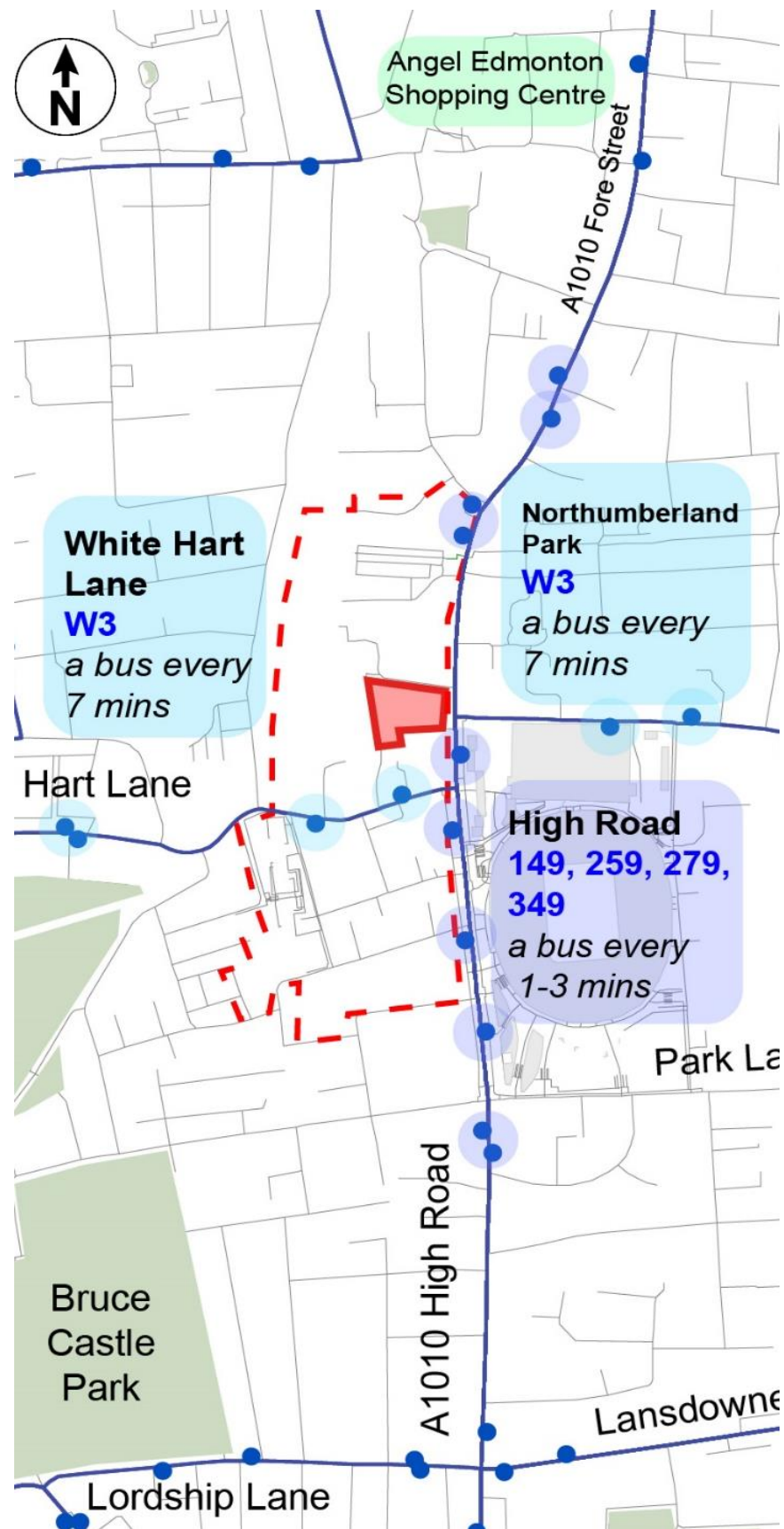
London Underground - Tottenham Hale (2.6km)

London Underground Victoria Line services operating between Walthamstow Central and Brixton. The station is staffed throughout the week and there is provision for 86 cycle parking spaces in the station forecourt and car park.

The frequencies of rail services are summarised by direction for the peak hours in **Table 2**.

Table 2: Peak hour rail service frequencies

Direction	Service frequency (trains per hour)	
	AM peak hour	PM peak hour
London Overground services at White Hart Lane		
Towards Liverpool Street	7	6
Towards Enfield Town and Cheshunt	7	6
National Rail services at Northumberland Park		
Towards Stratford	4	5
Towards Bishop’s Stortford	4	2
Towards Hertford East	2	1
London Underground Victoria Line services at Tottenham Hale		
Towards Walthamstow	36	36
Towards Brixton	36	36



2.4 Private vehicle travel

The Site is well connected to the highway network, with High Road to the east and White Hart Lane to the south as shown on **Figure 8**. Surrounding these corridors are a comprehensive network of secondary roads and tertiary suburban streets, typically comprising a single lane in each direction and on-street parking for residents.

2.4.1 Existing parking restrictions

The HRWM area and the wider surrounding area (including the football stadium) are located within the Tottenham North Controlled Parking Zone (TN CPZ), as shown in **Figure 9**.

The Controlled Parking Zone was established for the Tottenham North Area in 2014 and is operational Monday to Saturday between 08:00 and 18:30 on non-event days. On event days (i.e. football matches), operational hours are 08:00 to 20:30. As shown in **Figure 9**, the Tottenham North CPZ covers White Hart Lane to the south of the Site and the surrounding residential streets including Brantwood Road.

2.4.2 Strategic highway network

High Road connects the Site with the A10 in the south and the A406 Northern Circular Road in the north, both of which form part of Transport for London's (TfL) road network (TLRN). White Hart Lane provides a connection between the High Road in the east with the A10 and the A105 further to the west in the borough.



Figure 8: Local highway network

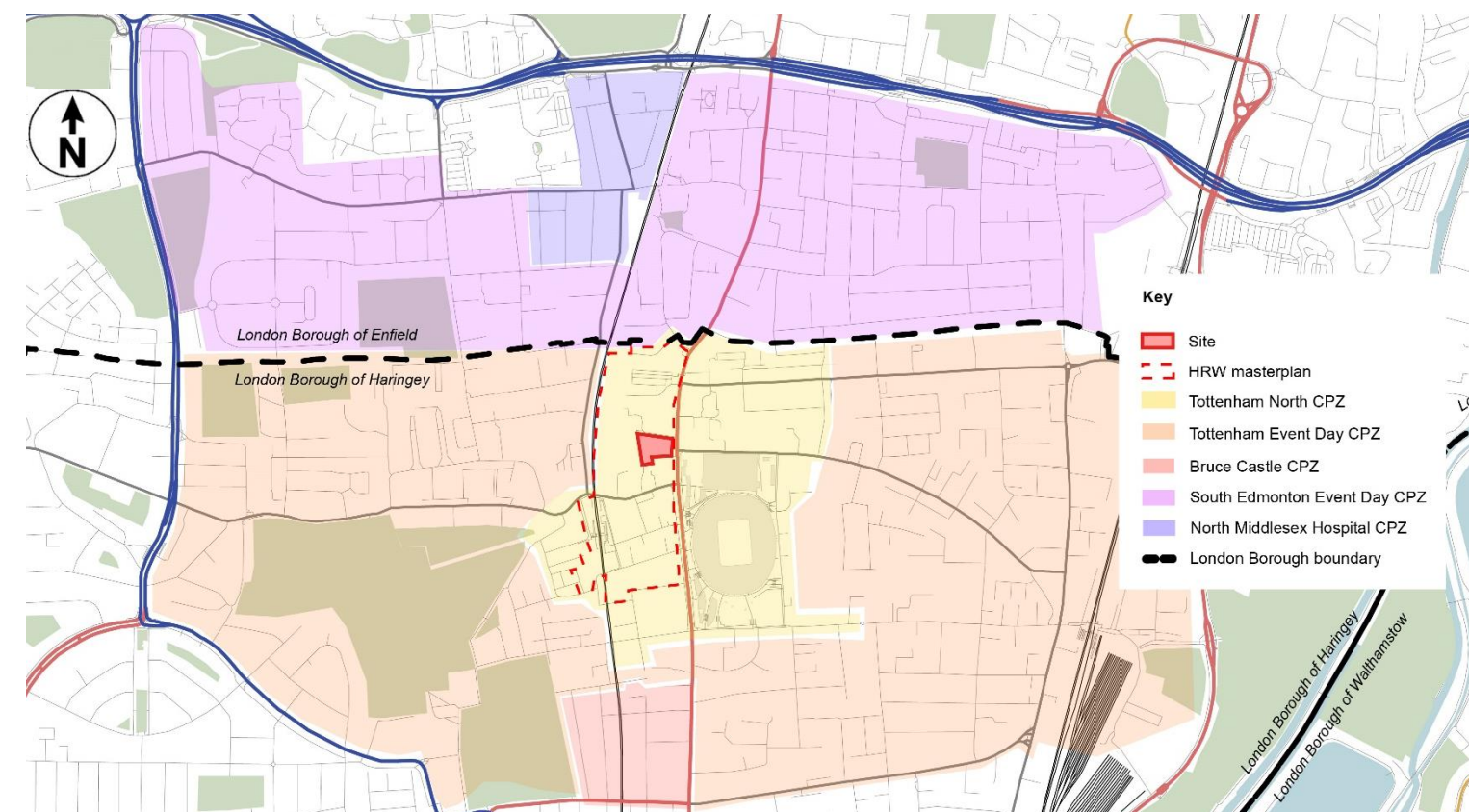


Figure 9: Controlled Parking Zones within vicinity of the site

2.4.3 Local highway network

A1010 High Road

In the vicinity of the Site High Road functions as a high street, running north-south along the HRWM area’s eastern boundary through North Tottenham district centre. It forms part of the A1010, one of the borough’s key highway corridors connecting the A406 North Circular Road to the A10, a major arterial route into Central London. The route forms part of the London Strategic Road Network and is maintained by the London Borough of Haringey.

High Road is a two-way single carriageway road. Although the width of carriageway varies, it generally provides for four lanes of traffic. High Road has signalised junctions with White Hart Lane, Northumberland Park and Brantwood Road. All three of these junctions include full signalised pedestrian crossing facilities, along with dropped kerbs.

To the south of the junction with White Hart Lane, bus lanes are provided in each direction. To the north of this junction a bus lane is provided in the southbound direction. The section of High Road through Tottenham is subject to a speed limit of 20 miles per hour (mph).

High Road is fronted by a wide range of retail outlets along with bars and commercial sites. The Tottenham Hotspur Stadium is immediately to the east of High Road, south of the junction with White Hart Lane.

Brunswick Square

Brunswick Square is a public highway, situated along the northern site boundary, connecting the High Road in the east with the Peacock Industrial Estate to the west. Brunswick Square is a narrow two-directional road. At its narrowest point, adjacent to 829 High Road, it provides a width of 3.4m, therefore only facilitating vehicle movements in one direction at a time. No footways are provided, resulting in pedestrians sharing the carriageway with vehicular traffic.

Percival Court

Percival Court is a private access no-through road to the south of the Site, accessed of the High Road, allowing for two-way movements, however the access is 2.78m in width at its narrowest point, therefore can only facilitate vehicle movements in one direction at a time.

Brantwood Road

Brantwood Road is a single two-way carriageway road providing a link north-east from the Site. Footways are provided to both sides of the carriageway along with street lighting. It is subject to a 20mph speed limit. There is a 2m width restriction along the road, to the east of its Grange Road junction, which prevents Heavy Goods Vehicles (HGVs) through traffic.

Northumberland Park

Northumberland Park is a single two-way carriageway road providing links to the east of the area, such as the Brantwood Industrial Estate, Meridian Water, and Northumberland Park Railway Station. It is provided with pedestrian footways and street lighting, and is subject to a speed limit of 20 miles per hour.

White Hart Lane

White Hart Lane provides a link between the A1010 High Road and Wood Green to the west. It also links to the A10 Great Cambridge Road which forms another north/south route. The road follows a generally east/west alignment.

White Hart Lane is a two-way single carriageway road with level pedestrian footways and street lighting demarcated as shared space in the vicinity of the Site. It is subject to a 20mph speed limit. The carriageway is around 9m in width and this accommodates a number of on-street parking bays as well as bus stops. The carriageway narrows to around 6m where it passes under the Lea Valley railway bridge.

The north side of White Hart Lane in the vicinity of the Site is characterised by commercial properties and the Grange Community Hub, whilst the south side of the road comprises predominantly residential properties including the Love Lane estate.

Love Lane

Love Lane extends south from White Hart Lane and provides access to the Love Lane estate. It forms a priority junction arrangement with White Hart Lane. It provides a two-way single carriageway route of around. 5.5m in width, with intermittent on-street parking bays along its eastern side. Footways are provided to both sides of the carriageway along with street lighting. It is subject to a 20mph speed limit.

2.5 Local amenities

A wide range of local amenities are available within close proximity of the Site. These are shown in **Table 3**.

Table 3: Amenities within the surrounding area of the site

Amenity	Distance from the Site and location
Appropriate food outlets	Various food outlets, comprising restaurants and cafes are available along High Road; these can be accessed within a 2-minute walk from the Site.
Access to cash	The nearest cash point is located at Tottenham Post Office on High Road, less than 50m from the Site.
Publicly available postal facility	Tottenham Post Office is the nearest postal facility and is located on High Road Adjacent to Brunswick Square, located less than 50m from the Site.
Access to an outdoor open space	Florence Hayes Recreation Ground can be accessed via Fore Street, approximately 320m from the Site.
Community facility	Alpha Road Community Centre is located on Alpha Road, approximately 550m from the Site.
Over the counter services associated with a pharmacy	Mapclan Chemist is located on High Road and is approximately 100m from the Site.
Public sector GP services or general medical centre	Tottenham Health Centre is located on High Road and is approximately 240m from the Site
Childcare facility or school	Little Learners Nurseries is located on High Road and is approximately 250m from the Site.
Purpose built recreational facilities	The Gym Group operate a fitness centre on High Road, approximately 250m from the Site.

Amenities and pedestrian crossings around the Site are shown in **Figure 10**.



Figure 10: Amenities around the site

3. Proposed development

This section describes the development proposals for the Site. The development proposals sit within the context of the wider masterplan which is described below.

3.1 Masterplan layout

The masterplan incorporates a network of streets to open the Site up and provide permeability to the surrounding area as shown on **Figure 11** (extracted from Steer TA (2021)).

The primary point of access to the masterplan from the south is to be taken from White Hart Lane. The primary route passes through what is currently the Peacock Industrial Estate and provides access to loading bays and car park accesses for the eastern part of the masterplan, known as The Goods Yard.

The northern part of the masterplan, known as The Depot, is accessed from Cannon Road and High Road. A traffic free pedestrian and cycle route through a central landscaped park will connect The Depot to the south and Brunswick Square and Percival Court.

The Goods Yard and The Depot are the subject of a separate planning consent granted at appeal in October 2022 (ref. HGY/2021/1771) alongside a resolution to grant planning permission for a similar form of development secured in July 2023 (ref. HGY/2022/0563).

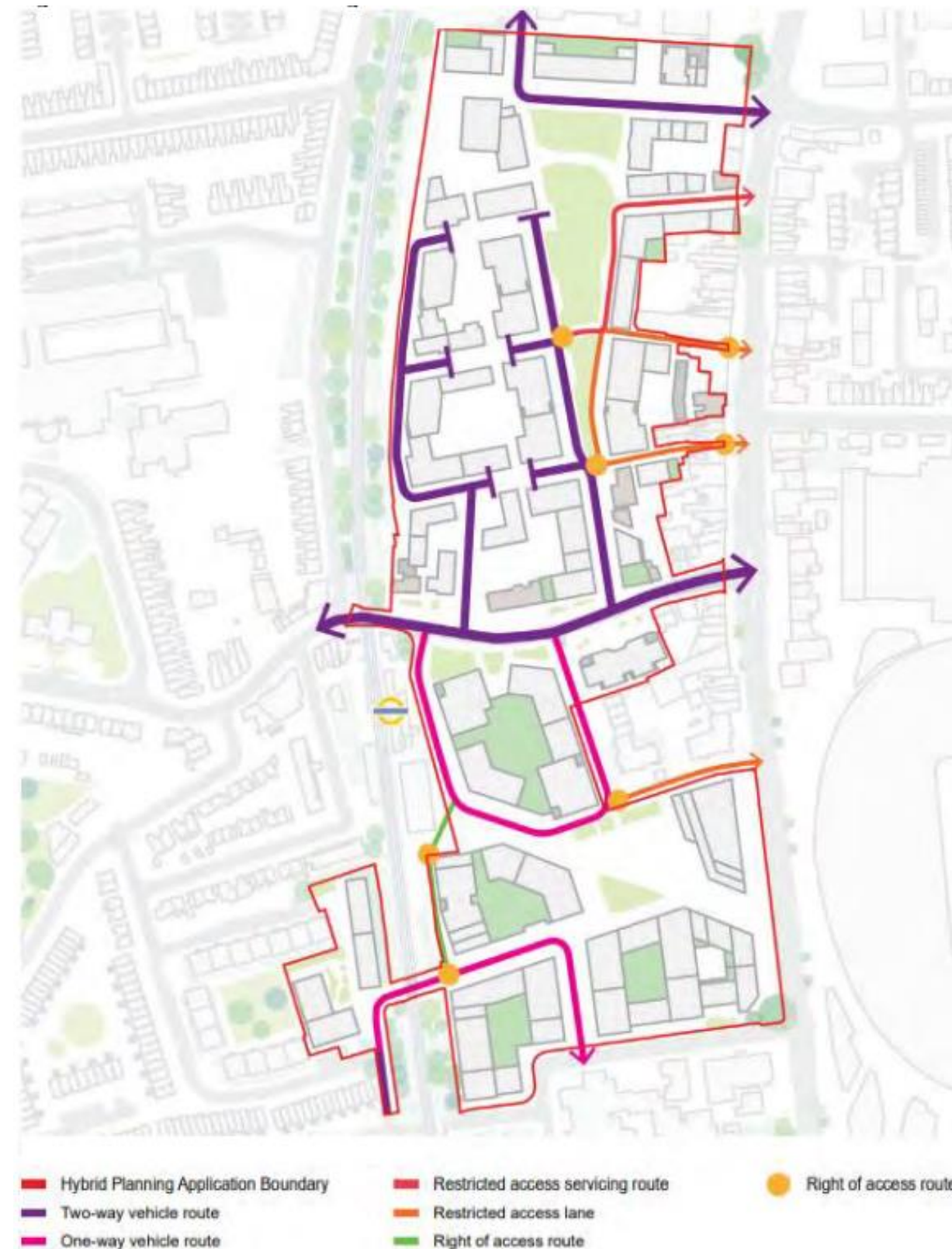


Figure 11: HRWM – vehicle access strategy

3.2 Printworks site

3.2.1 Development description

The proposals for the site comprise:

(i) *Full planning application:*

Full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses.

(ii) *Listed building consent:*

Internal and external alterations to 819/821 High Road (Grade II), including reinstatement of hipped roof, demolition works to the rear, façade and related external works, internal alterations and associated works.

3.2.2 Development layout

The proposals for the Site include the demolition of existing buildings and structures to the rear of 819-829 High Road, the demolition of 829 High Road and redevelopment for purpose-built student accommodation (Suis Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking and associated works.

The ground floor layout of the proposed development is illustrated in **Figure 12**.

Long-stay cycle parking stores and commercial refuse stores can be accessed at ground floor level. The ground floor comprises flexible commercial units which can be accessed via the High Road, Brunswick Square and Percival Court. Student facilities such as communal spaces, gym and study areas can be accessed at ground floor level.

Step-free access will be provided to each Core and commercial unit at ground floor level.

3.2.3 Development schedule

The proposed development comprises 287 single-bed rooms.

The commercial floor spaces situated along High Road, Percival Court and Brunswick Square is proposed to comprise a Gross External Area (GEA) of 238sqm.



Figure 12: Proposed ground floor layout

3.2.4 Access arrangements

Proposed pedestrian access

The movement of those on foot (and cyclists) will take priority over vehicle movements. Walking permeability was a key principle in the design of the masterplan, and the proposed network of links will improve accessibility to local amenities and nearby green spaces for pedestrians of all abilities.

The proposed development will continue to take pedestrian access off High Road and Brunswick Square. An additional access route to the Printworks building will be provided via Percival Court to the south in both the interim and end states.

As shown in **Figure 13**, pedestrian access will be provided via Brunswick Square and Percival Court. The removal of 829 High Road accommodates a footway on the southern side of Brunswick Square, improving pedestrian safety and providing a more attractive routes into the Site and the wider masterplan.

In the end state, Brunswick Square and Percival Court will connect to a masterplan internal circulation route providing access to pedestrian routes through the masterplan area. These routes connect the Site with other plots of the masterplan as well as with White Hart Lane Overground station and bus stops.



Figure 13: Pedestrian access routes

Proposed cycle access

Proposed cycle access routes to the proposed three cycle stores are shown in **Figure 14**.

As shown, the proposed cycle stores will be accessible via Brunswick Square.

Cycle access to Brunswick Square will be taken from the east via High Road, which provides cycle infrastructure in the form of advanced stop lines at signalised junctions and shared bus / cycle lanes.

Once the wider masterplan is complete cycle access to Brunswick Square will also be possible from the masterplan street network to the west of the Site.



Figure 14: Proposed cycle access routes

Proposed vehicle access

The scheme is proposed to be car free with the exception of one disabled bay on Percival Court, as shown on **Figure 15**.

All delivery and servicing activities are proposed to take place within the proposed layby loading bays along the southern side of Brunswick Square.



Figure 15: Disabled parking bay location

3.2.5 Cycle parking

Cycle parking will be provided in accordance with standards set out in the London Plan 2021 for long and short-stay provision for student accommodation and commercial uses. As the commercial units are provided under the Land Use Class E the long stay provision will be provided on the basis of the B1 London Plan standard and the short stay on the basis of A3 London Plan standard. This will ensure that adequate provision is made for the futures uses of the commercial units.

The development will promote cycling through the provision of 237 cycle parking spaces within the Site. The provision is summarised in **Table 4**.

Table 4: Cycle parking provision

Land use	Long-stay spaces	Short-stay spaces
Student accommodation	215	9
Commercial	4	9
Total	219	18

The locations of the cycle parking stores are shown in **Figure 16**, all cycle stores will be situated within covered secure locations within the Printworks building. The majority of the cycle parking will be provided as two-tier racks spaced at 500mm intervals (centre to centre) with the aisle widths no less than 3m where racks are provided on one side and 3.5m where racks are facing each other. 5% of spaces will be provided as Sheffield stands, spaced at 1.2m centres, to cater for larger cycles. Where Sheffield stands are provided a tier of racks will be provided above the stands to make efficient use of the space.



Figure 16: Cycle parking locations

4. Aims and objectives

4.1 Overarching aims

This FTP focuses on students, staff and visitors relating to the proposed development. The measures suggested within this FTP are intended to encourage travel by sustainable and active modes of transport.

The overarching aims of the FTP for the development seek to:

- Influence the travel behaviour of students, staff and visitors;
- Encourage travel by cycle, on foot and by public transport by highlighting their accessibility and availability; and

Promote healthy lifestyles, sustainable and active travel, and vibrant communities.

4.2 Objectives

The objectives of the FTP for the development respond to these aims through:

- Promoting walking and cycling journeys, both for journeys to and from work and during the day in order to improve health and to minimise the impact of the proposed development on the local transport networks;
- Positively promoting, whilst not aspiring to dictate, the lifestyles of the students and staff of the proposed development;
- Linking the proposed development to the surrounding community by the strong promotion of walking, cycling and public transport, thus minimising the impact of the proposed development on the highway infrastructure in its vicinity; and
- Promoting the existing public transport connections in the area including National Rail, London Overground and bus services.

4.3 Site-specific objectives

In line with guiding policy, the following preliminary objectives have been prepared for the proposed development. As the FTP is an evolving document, these will be continually reviewed and at this stage are as follows:

- To encourage a greater number of people to undertake their journeys by cycle and on foot; and
- To facilitate the opportunities to achieve a healthy lifestyle for all those travelling to the Site (students, staff and visitors).

The Travel Plan is about assisting people in finding ways to travel differently. It is a cogent strategy for providing and promoting realistic, high-quality travel options and improving the travel environment for the community as a whole.

The Travel Plan focuses on the long-term strategy for the proposed development and focuses on getting site users to travel on foot and by cycle. The measures embedded within the design intend to highlight the availability of these modes as well as ensuring that they are highly accessible for all users.

5. Baseline modal split and targets

5.1 Introduction

The following section considers the baseline modal split and targets for increasing sustainable travel mode shares for the future students, staff and visitors of the proposed development.

In order for the FTP to succeed, and to enable a measurement of its success, indicative targets have been set which allow for the assessment of its measures and data. Such targets need to be Specific, Measurable, Achievable, Realistic and Time-Bound (SMART), ensuring that targets for modal split can be achieved.

Monitoring of the FTP will be undertaken throughout its duration and, if necessary, changes to the implementation of the FTP or the type of measures that it includes can be made to ensure that the overall targets are achieved within the timeframe set.

The targets outlined herein are preliminary targets as details about future students’ and staffs’ mode shares cannot be determined at this stage.

A baseline travel survey will take place within one year of first occupation. Students and staff will be surveyed via an online questionnaire (or paper-based questionnaire if they so request). Data collected as part of the baseline travel survey will be used to set refined, specific Travel Plan targets.

TRICS-compliant monitoring travel surveys will subsequently be undertaken on a regular basis following occupation of the proposed development to monitor the modal share against the predicted targets and update these where necessary.

As the FTP is an evolving document, these initial targets will be continually reviewed should it be evident that the set targets are not wholly relevant to the Site.

5.2 Baseline modal shares

The baseline modal share for students of the proposed development are presented in **Table 5**. The baseline mode shares presented show an average AM and PM peak hour arrival and departure mode share.

Table 5: Indicative student mode share targets

Mode	Baseline (TA average peak hours)	1 year	3 years	5 years
Rail	24%	23%	23%	23%
Bus	21%	20%	20%	20%
Taxi	3%	2%	1%	0%
Motorcycle, scooter or moped	1%	1%	1%	0%
Driving a car or van	1%	0%	0%	0%
Passenger in a car or van	6%	4%	3%	1%
Cycle	4%	8%	9%	11%
Walk	40%	42%	43%	45%
Total	100%	100%	100%	100%

5.3 Targets

The overall strategy of the Travel Plan is to increase the number of walking and cycling trips alongside minimising trips by car. Although a shift towards public transport is desirable when car trips are taken off the road, the most desirable longer-term shift is towards walking and cycling. This aligns with the Mayor’s Transport Strategy aspiration for all Londoners to do at least 20 minutes of active travel a day by 2041.

The initial target mode shares presented will be subject to change as these figures are based upon the current best estimate of modal split for the development. An initial travel survey (to be undertaken within one year of occupation) will update the estimated modal split to a confirmed baseline. Once this data has been obtained, future year targets can be amended (if required).

If by the end of a particular year, the data collected indicates that mode shifts are not following the desired patterns, the Travel Plan Co-ordinator(s) will assess which measures have been effective and which ineffective. They will then make further decisions with regards to which measures to maintain and which to replace with alternatives. Likewise, if it appears that targets are not sufficiently challenging, or are too challenging, the Travel Plan Co-ordinator(s) will revise these in consultation with LBH.

The initial targets are directly related to the Travel Plan objectives outlined in Section 4 and are provided in **Table 5**.

6. Measures

6.1 Common design measures to encourage sustainable transport

The proposed development is located in an area with a comprehensive network of footways and pedestrian crossings which will support measures to promote walking. The proposed development will provide new access points, thus increasing the permeability of the Site and improving connectivity with the surrounding area.

6.1.1 Pedestrian access

The proposed development is located in an area with a comprehensive network of footways and pedestrian crossings which will support measures to promote walking. The proposed development will provide new access points, thus increasing the permeability of the Site and improving connectivity with the surrounding area.

6.1.2 Cycle access

The proposed development is located in proximity to a number of cycle routes. In addition, the proposal development contains the following facilities to encourage cycling:

- 215 student long-stay cycle parking spaces;
- 4 commercial long-stay cycle parking spaces; and
- 18 visitor cycle parking spaces within the public realm.

6.1.3 Public transport access

The Site is close to a range of public transport services, which are accessible by foot and cycle. These include National Rail, London Overground and bus services.

6.2 Student accommodation travel plan initiatives

The following measures will be investigated to support progress towards the mode share targets and could be promoted by the future management company of the student accommodation units.

6.2.1 Measures to facilitate walking

Digital notice board

The management company would provide information about local walking routes on noticeboards located within the development.

Website

The management company would provide information about local walking routes on the developments website which the occupiers of the site would be able to access.

6.2.2 Measures to facilitate cycling

Information

Information about cycle routes, cycle training, cycle hire and other cycling topics will be shared with students via a number of communication channels such as welcome packs, noticeboards and the intranet site for the development. Cycle events such as Ride London will also be promoted.

Safety training

The Travel Plan Co-ordinator would liaise with LBH to provide free cycle training to students. Further information is available on the website: <https://www.cycleconfident.com/sponsors/haringey/>

Cycle maintenance

The management company could liaise directly with local cycle shops to arrange for a ‘bike doctor’ service to take place at regular intervals for students.

6.2.3 Measures to facilitate public transport use

Digital Notice Boards and Website

Digital Notice boards displaying up-to-date transport information would be located within the development. These would be accessible to all students and would provide timetables, frequencies, maps and fares.

A link to TfL’s website would also be provided to enable students to obtain real time service updates, allowing access to the journey planner and students could be encouraged to use smart phone applications.

6.2.4 Awareness and promoting sustainable modes of travel

Awareness will be most important in maximising the use of existing and new transport facilities available within the development and in the surrounding area. Measures that will be adopted to increase awareness of the sustainable transport facilities available to this development are described below.

Welcome pack

The Welcome Pack would be the initial means of awareness. It would be given to the new students occupants and would contain information regarding local public transport routes and timetables, cycle, walking routes, car sharing information and any discounts and concessions. It would also contain web addresses to travel websites such as the TfL journey planner and smart phone applications.

The contents of the pack will develop as the needs and the requirements of the students become more understood.

Health and Environmental Benefits

The health benefits of walking and cycling would be promoted through the Welcome Packs and the website. The positive impact on the environment of a reduction in the number vehicles on the local and wider highway network will also be promoted.

6.2.5 Communication

The nominated Travel Plan Co-ordinator will meet regularly with LBH to keep them updated on the progress of the Travel Plan, obtain advice and exchange relevant information.

6.3 Commercial travel plan initiatives

The following measures will be investigated to encourage the use of alternative means of transport and could be promoted by the future management of the commercial land uses.

6.3.1 Employee welcome packs

Consideration will be given to the distribution of Employee Welcome Packs upon occupation of the commercial land uses. These Welcome Packs would include public transport information including:

- Public transport maps, routes, timetables and fares;
- Details of private hire vehicle (minicab) operators; and
- Walking and cycling maps.
- The pack would also explain the health and environmental benefits of utilising sustainable modes of transport, particularly walking and cycling.

6.3.2 Digital notice board

Additional transport information would be provided on digital notice boards. These would be displayed in prominent locations that are accessible to employees.

6.3.3 Website and social media

The non-residential users will be encouraged to post additional transport information on their websites or social media accounts. Route options for reaching the venue by sustainable modes of transport will be made available and the limited availability of parking will be made clear.

6.3.4 Measures to facilitate walking

The non-residential occupiers' management will be encouraged to consider the following initiatives to further encourage walking amongst employees and customers:

- Consider employing locally, so that employees' route to work is sufficiently short to be undertaken by walking;
- Provide a map showing walking routes and indicating distances and times to the most common destinations nearby (including the main tourist attraction);
- Make a pool of umbrellas available;
- Make personal alarms available to employees who may have concerns about issues of personal safety; and
- Raise and promote awareness of the health benefits of walking through promotional material.

6.3.5 Measures to facilitate cycling

The non-residential occupiers' management will be encouraged to investigate the following initiatives to encourage employees to cycle to work:

- Consider employing locally, so that employees' route to work is sufficiently short to be undertaken by cycling;
- Interest-free cycle loans to enable staff to purchase cycles and spread the payments out over a period of time. This could be in the form of participation in the government's Cycle to Work scheme, administered through a private sector provider;
- Negotiation of discounts with local cycle shops for staff purchases and maintenance;
- Payment of a cycle mileage allowance for employees using their own cycles for business trips;
- Provision of showers and changing facilities;
- Organise cycle training for employees, either through the council or an appropriate private sector provider; and
- Setting up a Bicycle User Group (BUG); these enable cycle users to meet to discuss problems and issues that may arise and offer staff that may not be confident enough cycle on their own to join a 'Buddy Scheme' where people can pair up with fellow cyclists who cycle along similar routes.

6.3.6 Measures to facilitate public transport use

The Site is well served by public transport; to make staff aware of the services available to them the non-residential occupiers' management could make public transport information available on their web site.

The non-residential occupiers' management could also consider the following initiatives:

- Providing up-to-date public transport information, timetables and maps as part of the employee induction process; and
- Provision of interest free season ticket loans to enable staff to spread season ticket payments over a period of time.

6.3.7 Flexible working practices

The occupiers of the development will be encouraged to reduce peak hour travel demands through the introduction of flexi-time schemes and periodic working from home where appropriate. The occupiers will be encouraged to take advice from Work Wise UK and TfL's Enterprise Programme.

The occupiers of the proposed development will also be encouraged to reduce the overall need to travel through IT and alternative management techniques such as tele-working and teleconferencing where appropriate.

7. Management

7.1 Introduction

The success of any travel plan can be determined by a variety of factors. In order to maximise the chances of success, it is important to have an implementation strategy with clearly identified roles and responsibilities to maintain momentum.

The most successful travel plans have management support and dedicated staff resource to manage and oversee them. The decision to develop and implement a travel plan should be a formal commitment at the highest level of the organisation or building management company, often with the assistance of another organisation such as the local council.

7.2 Travel Plan Co-ordinators

The applicant will be responsible for appointing an overarching Travel Plan Co-ordinator who will be responsible for all land uses within the development. Due to the scale of the development for the differing land uses there will also be sub Travel Plan Co-ordinators for the PBSA and non-PBSA land uses. The name, address, telephone number and email address of all the Travel Plan Co-ordinators will be provided to the local planning authority once they have been appointed. The TP Co-ordinator structure is summarised in **Figure 17**.

7.2.1 Role of the Travel Plan Co-ordinators

The role of the overarching Travel Plan Co-ordinator and Sub Co-ordinators will include:

- Overseeing implementation of the Travel Plan measures in a timely manner;
- Identifying key milestones, deliverables and a programme to oversee the development and implementation of specific initiatives and measures;
- Developing and disseminating appropriate marketing / information materials, considering the use of social media and smartphone / tablet applications;
- Establishing, chairing and co-ordinating a Travel Plan Steering Group (see Section 7.3) with meetings as required;
- Undertaking appropriate monitoring of the Travel Plan including any appropriate annual reviews and revisions to the Travel Plan;
- Reviewing the targets in co-ordination with the Travel Plan Steering Group on a yearly basis, including once the travel survey data has been collected and the site-specific travel patterns are fully appreciated, before being passed on to LBH;

- Assessing which measures have been effective and which ineffective, following collection and analysis of the travel survey data (for example, if, by the end of a particular year, the data collected indicates that modal shifts are not following the desired patterns);
- If need be, and in consultation with LBH, making further decisions with regards to which measures to maintain and which to revise or replace with alternatives;
- Regularly liaising with any appropriate groups / organisations (e.g. LBH Travel Plan officers) to ensure co-ordinated working and notably to agree new, bespoke targets to be set as appropriate, following collection and review of the travel survey results;
- Monitoring and reviewing progress and identify targets for taking the Travel Plan forward on a yearly basis; and
- Ensuring that work on the Travel Plan is co-ordinated with other activities of the proposed development.

7.3 Travel Plan Steering Group

A Travel Plan Steering Group will be set up to provide support to the Travel Plan Co-ordinator and Sub Co-ordinators, and to allow students and staff to become involved in the development of the Travel Plan. As part of the membership of the Travel Plan Steering Group, it will be required that senior management staff at LBH and / or the building management company attend, to ensure high-level buy-in for the Travel Plan.

The Travel Plan Steering Group will be used to discuss the feedback of the implemented measures and to raise awareness of the Travel Plan. The Travel Plan Steering Group allows for momentum to be maintained, since the development of the Travel Plan is a dynamic process and not simply the one-off production of a document.

Membership of the Travel Plan Steering Group will be open to all students and staff. Details of all meetings will be advertised and undertaken at a convenient time to ensure that as many students and staff as possible who wish to attend are able to do so.

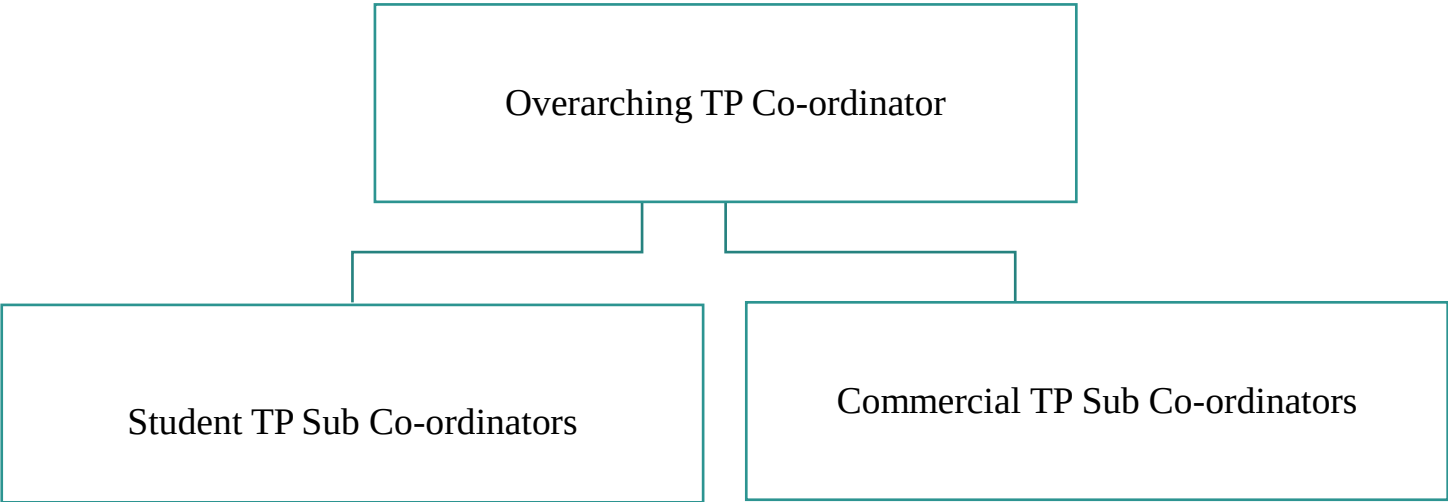


Figure 17: Travel Plan Co-ordinator structure

8. Monitoring

8.1 Introduction

An important part of any Travel Plan is the ongoing monitoring and reviewing of its effectiveness. It is important that a Travel Plan is not just a one-off event but a continually evolving process. Regular monitoring and reviewing will help to gauge progress towards achieving targets and objectives, and if necessary, allow the Travel Plan to be refined and adapted in order to improve.

8.2 Monitoring surveys

The first Travel Plan monitoring surveys, or initial baseline travel surveys, will be carried out within one year of first occupation of the proposed development. Subsequently, travel surveys will be undertaken one year later (year one) and then once every two years (years three and five).

The travel surveys will be analysed against a number of indicators in order to establish how well the measures are achieving the aims of the Travel Plan and if any modifications are required to meet these objectives more effectively.

Monitoring of the Travel Plan will also be based upon feedback forms which will have been distributed to new students in their welcome packs on initial occupation and again in years three and five for re-survey. This will allow for site-specific travel characteristics to be reconfirmed to which the targets set can be reviewed and adjusted accordingly.

8.2.1 Travel survey methodology

The Travel Plan will be monitored at regular intervals, with further travel surveys undertaken in years three and five.

The monitoring will be the responsibility of the Travel Plan Co-ordinator. Based on published TfL guidance, the monitoring will include the following elements as a minimum:

- Multi-modal counts of all trips undertaken to and from the Site;
- Full site audit;
- Off-site accessible parking, on-site cycle parking and delivery and servicing vehicle counts; and
- Uptake of the travel planning measures.

The travel surveys will be carried out by an independent field company and will be fully funded by the applicant.

The monitoring surveys of the travel behaviour of the students, staff and visitors of the proposed development will also follow TfL's guidance on travel plans which is intended to:

- Improve the overall quality of development-related travel plans by listing the criteria that should be included in the Travel Plan and so providing a framework for Travel Plan preparation; and
- Give consistency to the way travel plans are assessed as part of the development control planning process.

Travel surveys will be distributed to site users at the proposed development. This will ask questions about how students and staff currently travel to and from the Site, how they would prefer to travel to and from the Site, any travel or transport issues they are encountering, and their attitudes toward sustainable travel.

8.3 Monitoring report

The results of the travel surveys and any additional feedback from students, staff and visitors on transport-related matters will be reviewed by the Travel Plan Co-ordinator who will prepare a full monitoring report at year one, three and five, issued to the Travel Plan Steering Group and to LBH Travel Plan officers.

Improvements which could encourage the use of environmentally-friendly travel options will be identified. Amendments or modifications to the measures introduced through the Travel Plan will then be considered. The Travel Plan Steering Group will review the objectives of the Travel Plan and seek to set targets for any agreed actions that the Group consider should be carried out to further encourage trips to the Site to be made by more sustainable modes of transport.

A key element of the report will be comparing the surveyed modal shares to the targets previously set; if the data shows that the targets have not been met or are not on course to be met, the report will outline the reasons behind this and how the matter will be resolved.

Results and ideas on areas for improvement will also be made available to LBH Travel Plan officers where appropriate, and a summarised version of the report will be distributed to students if requested.

9. Action Plan

Table 6 summarises the actions that will be undertaken during occupation to deliver the Travel Plan objectives and update the Travel Plan to reflect the actual travel behaviour of students, staff and visitors.

This indicative action plan will be reviewed with stakeholders and updated in subsequent Travel Plan document revisions. The Travel Plan is an ongoing, adaptable document and, as such, will be reviewed over time and adapted where necessary to accommodate changing demands and guidance on encouraging sustainable travel.

Table 6: Indicative action plan for the implementation of the Travel Plan

Theme	Objectives	Measure	Action/Status	Responsibility	Timing	Monitoring progress towards target	Cost
Travel Plan Management	To encourage travel by sustainable transport modes	Overarching Travel Plan Co-ordinator	To be appointed	Developer	Prior to occupation	Successful implementation of Travel Plan	Moderate
		Travel Plan Sub Co-ordinators	To be appointed	Developer	Prior to occupation	Successful implementation of Travel Plan	Moderate
		Detailed funding mechanisms	Identify costs of individual measures and secure approval	Travel Plan Co-ordinator / Sub Co-ordinators	Upon appointment	Successful implementation of Travel Plan	Moderate
		Travel Plan Steering Group	Set up a Travel Plan Steering Group	Travel Plan Co-ordinator / Sub Co-ordinators	Within three months of appointment	Successful implementation of Travel Plan	Low
		Initial baseline travel surveys	Undertake the surveys and analyse their results	Travel Plan Co-ordinator / Sub Co-ordinators	Within one year of first occupation	Successful implementation of Travel Plan	Moderate
		Revised modal split targets	Revise modal split targets based on the results of the initial baseline travel surveys	Travel Plan Co-ordinator / Sub Co-ordinators	Upon completion of the initial travel surveys	Successful implementation of Travel Plan	Low
		Subsequent travel surveys	Undertake the subsequent travel surveys and analyse their results	Travel Plan Co-ordinator / Sub Co-ordinators	One, three and five years after first occupation	Successful implementation of Travel Plan	Moderate
		Monitoring reports	Produce monitoring reports following travel surveys in years one, three and five	Travel Plan Co-ordinator / Sub Co-ordinators	Upon completion of the travel surveys or any snapshot surveys	Successful implementation of Travel Plan	Moderate
		Update of Travel Plan	Update the Travel Plan to reflect the results of the travel surveys, revised measures, updated action plans and remedial measures	Travel Plan Co-ordinator / Sub Co-ordinators / Travel Plan Steering Group / LBH Travel Plan officers	Within six months of completion of the travel surveys	Successful implementation of Travel Plan	Moderate
Promotion/ Marketing	To raise awareness of sustainable transport modes	Student / Staff Welcome Packs	Design and distribute the Welcome Packs	Travel Plan Co-ordinator / Sub Co-ordinator	Prior to occupation and ongoing	Successful implementation of Travel Plan	Low
		Staff Travel Plan Induction	Organise induction sessions	Travel Plan Co-ordinator / Sub Co-ordinator	Ongoing	Successful implementation of Travel Plan	Low
		Student / Staff Notice boards	Set up digital notice boards displaying travel and community information to students and staff in each building atrium	Travel Plan Co-ordinator / Sub Co-ordinator	Prior to occupation and ongoing	Successful implementation of Travel Plan	Low
		Website/intranet information	Design and maintain a web page for the Travel Plan if the operational development has a website and/or on the occupiers' intranet or websites	Travel Plan Co-ordinator / Sub Co-ordinator	Within one month of first occupation and ongoing	Successful implementation of Travel Plan	Low
Walking	To encourage travel by walking and increase mode share	Promotion of walking resources (websites, tools and events)	Promote walking resources within Welcome Packs, on digital notice boards and online	Travel Plan Co-ordinator / Sub Co-ordinator	Ongoing	Progress towards mode share target	Low
		Issuing of Personal Alarms	Make personal alarms available to staff	Travel Plan Co-ordinator / Sub Co-ordinator	Ongoing	Progress towards mode share target	Low
		Provision of umbrellas	Make umbrellas available to staff	Travel Plan Co-ordinator / Sub Co-ordinator	Ongoing	Progress towards mode share target	Low
Cycling	To encourage travel by cycling and increase mode share	Promotion of cycling resources (websites, tools and events)	Promote cycling resources within Welcome Packs, on digital notice boards and online	Travel Plan Co-ordinator / Sub Co-ordinator	Ongoing	Progress towards mode share target	Low
		On-site cycle parking	Install before first occupation	Developer or Occupier	Prior to occupation	Progress towards mode share target	Moderate

Theme	Objectives	Measure	Action/Status	Responsibility	Timing	Monitoring progress towards target	Cost
		Cycle training and skills courses	Promote attendance by providing marketing information to students and staff	Travel Plan Co-ordinator / Sub Co-ordinators	Ongoing	Progress towards mode share target	Moderate
		Cycling events (Bike Week, Cycle to Work Day, Let's Ride, etc)	Promote/organise participation and provide marketing information to students and staff	Travel Plan Co-ordinator / Sub Co-ordinators	Ongoing	Progress towards mode share target	Moderate
		Local cycling guides and journey planners	Promote/distribute	Travel Plan Co-ordinator / Sub Co-ordinators	Ongoing	Progress towards mode share target	Low
		Cycle security, marking and registration schemes with the Metropolitan Police	Promote use by making students and staff aware of local schemes through noticeboards or email	Travel Plan Co-ordinator / Sub Co-ordinators working with the Metropolitan Police	Ongoing	Progress towards mode share target	Low
		Safety courses for cyclists	Promote/facilitate attendance by making students and staff aware of local schemes through noticeboards or email and help to arrange events	Travel Plan Co-ordinator / Sub Co-ordinators	Ongoing	Progress towards mode share target	Low
		Locker and Changing Facilities	Provide showers and changing facilities	Developer or Occupier	Prior to occupation	Progress towards mode share target	Moderate
Public Transport	To encourage travel by public transport and increase mode share resources	Journey planners including mobile phone apps	Promote use by providing marketing information to students	Travel Plan Co-ordinator / Sub Co-ordinator	Ongoing	Progress towards mode share target	Low
		Illegal touting and dangers of using unbooked minicabs, especially at night	Raise awareness, e.g. through TfL's Safer Travel at Night campaign	Travel Plan Co-ordinator / Sub Co-ordinators	Ongoing	Progress towards mode share target	Low
		Timetables, bus spider maps and information on night services	Promote use by providing marketing information to students	Travel Plan Co-ordinator / Sub Co-ordinators	Ongoing	Progress towards mode share target	Low
		Season Ticket Loans	Encourage employers to provide season ticket loans	Travel Plan Co-ordinator / Sub Co-ordinators or employers	Within one year of occupation and ongoing	Progress towards mode share target	Moderate
Vehicle trips	To reduce private car use	Car club memberships	Encourage students, staff and visitors to use the car clubs as an alternative if vehicles are the only viable option for a trip	Travel Plan Co-ordinator / Sub Co-ordinators working with car club operators	Ongoing	Progress towards mode share target	High
Reducing the overall need to travel	To encourage reduced travel	Internet Connections	Provide internet connection (students pay usage costs)	Developers	Prior to occupation	Progress towards reducing the overall need to travel	Low

10. Securing and enforcing the Travel Plan

10.1 Securing the Travel Plan

The implementation of the Travel Plan will be secured through the Section 106 agreement concluded with LBH. The travel survey results, and Travel Plan reviews, will be submitted with LBH.

10.2 Enforcing the Travel Plan

The Travel Plan Co-ordinator will seek support and guidance as necessary from LBH Travel Plan officers, in addition to reporting on Travel Plan reviews, to ensure that the Travel Plan is effective in meeting its objectives.

Appendix B

Draft Construction Logistics Plan

Goodsyard Tottenham Limited

The Printworks, High Road West

Outline Construction Logistics Plan

Issue | 16 August 2023

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 278880-01

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1. Introduction

This Outline Construction Logistics Plan (CLP) has been prepared by Ove Arup and Partners Ltd. (‘Arup’) on behalf of Goodsyard Tottenham Limited (the ‘Applicant’) in support of the redevelopment proposals for The Printworks site (‘the Site’), which forms part of the High Road West Masterplan (HRWM) area within the Northumberland Park Ward of the London Borough of Haringey (LBH) in North London. The location of the Site is shown on **Figure 1**. The details of the Site are summarised in **Table 1**.

1.1 CLP objectives

The overall objectives of this Outline CLP are to:

- Lower emissions associated with construction activities;
- Enhance safety through improved vehicle and road user safety; and
- Reduce congestion through reduction in overall construction related movements, especially in the network peak periods.

Several sub-objectives have been identified to realise these overall objectives, including:

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

Table 1: Site details

Development name	The Printworks
Landowner	Goodsyard Tottenham Ltd
Site address	819-829 High Road, Tottenham.
Site postcode	N17 8ER
Construction logistics manager	To be appointed
Phone number	
Email	
Logistics provider	To be appointed
Phone number	
Email	

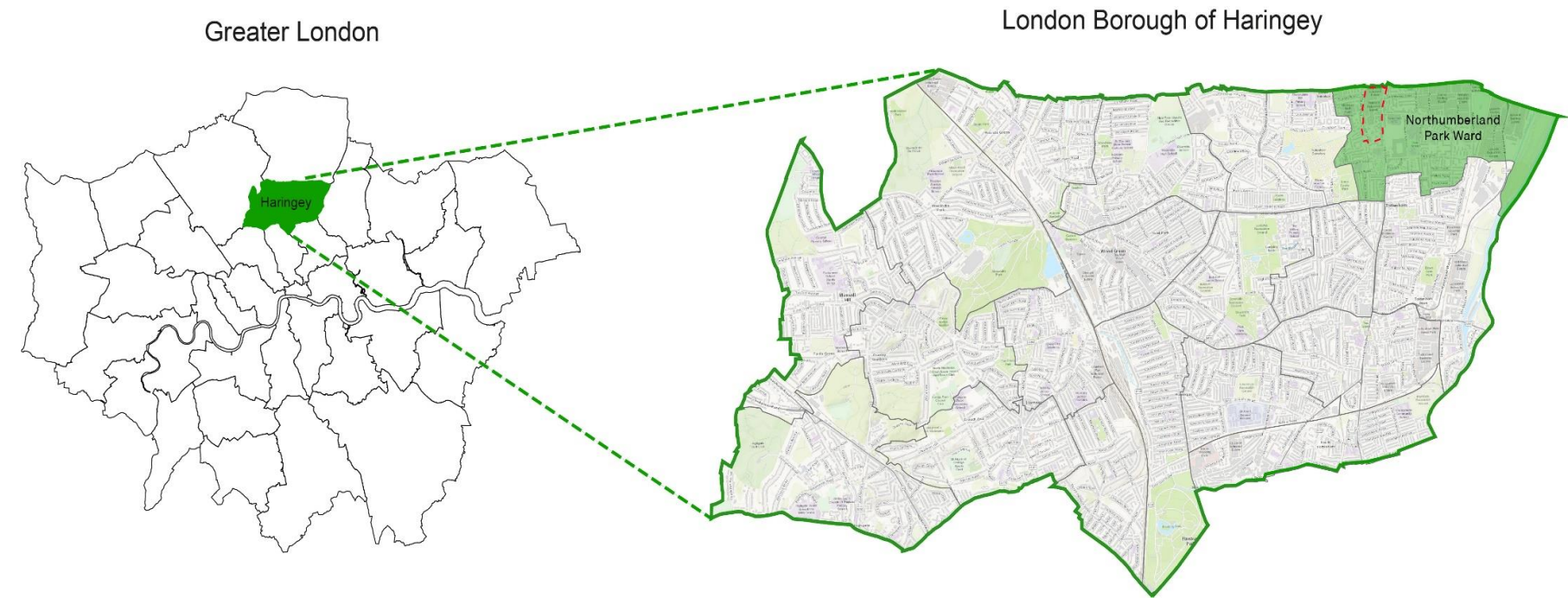


Figure 1: Site location

1.2 Site context

The Site lies wholly within the administrative boundary of LBH. The Site lies immediately west of the High Road and is bound by Brunswick Square to the north and Percival Court to the south. To the west of the Site lies the Peacock Industrial Estate, which is accessed off Brunswick Square and White Hart Lane. The local context of the Site is shown in **Figure 2**.

1.3 Development proposals

The development proposals for the Site include the retainment and remodelling of the existing buildings facing High Road, with the exception of 829 High Road, which is proposed to be removed. The existing buildings to the rear of the High Road buildings are proposed to be removed. The development will comprise student accommodation and commercial uses within two blocks - referred to herein as *Printworks* and *High Road*. The existing building at 829 High Road is to be demolished to widen the existing narrow Brunswick Square adjacent to the High Road to provide a footway as a traffic free pedestrian route to the Printworks building to the rear of the High Road block.

The development will provide 287 student bedrooms and a commercial Gross External Area (GEA) of 238sqm, as well as associated plant, loading facilities and ancillary infrastructure. The Printworks will be a car-free development, apart from the provision of one wheelchair accessible space.

1.3.1 Development description

(i) Full planning application:

Full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses.

(ii) Listed building consent:

Internal and external alterations to 819/821 High Road (Grade II), including reinstatement of hipped roof, demolition works to the rear, façade and related external works, internal alterations and associated works.

1.4 CLP Structure

The CLP is set out under the following remaining chapters:

- Chapter 2: Context, considerations and challenges;
- Chapter 3: Construction programme and methodology;
- Chapter 4: Vehicle routing and access;
- Chapter 5: Strategic to reduce impacts;
- Chapter 6: Estimated vehicle movements; and
- Chapter 7: Implementation, monitoring and updating.

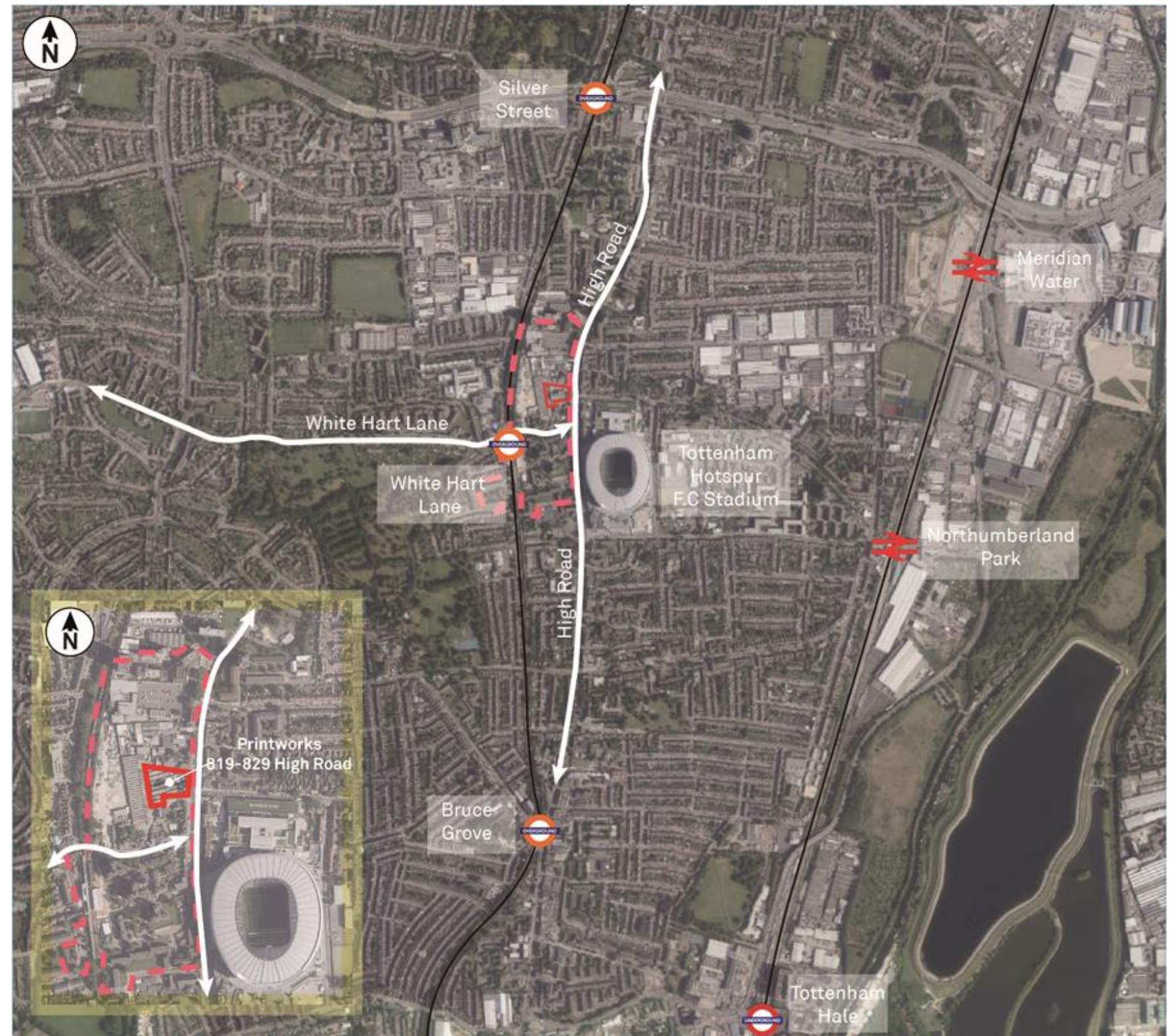


Figure 2: Site surroundings

2. Context, considerations and challenges

This section outlines the relevant policy context as well as the local context and considerations that will need to be addressed during construction.

2.1 Policy context

The following policies have been considered in the preparation of this CLP.

2.1.1 National policy

National Planning Policy Framework (2019)

The National Planning Policy Framework includes the promotion of sustainable transport throughout the UK in the interest of contributing to national economic, social and environmental objectives. This framework ensures that transport is provided to support the development of strong and vibrant communities, as well as to protect and enhance the natural and built environment. In addition to the promotion of sustainable transport, the framework also highlights the benefits of safe road design in creating a high-quality built environment, and the efficient delivery of goods and services to aid economic growth.

The Traffic Management Act (2004)

Part 2 of the Traffic Management Act (2004) highlights the duty of local traffic authorities in managing road networks within their ownership, including the efficient use of the local network as well as their ability to adopt measures when necessary to avoid the occurrence of heavy traffic congestion.

Part 5 outlines this same responsibility but highlights the extent to which local authorities in Greater London should seek to avoid, eliminate and reduce disruptions which can provide implications for neighbouring authorities. Local authorities within London are encouraged to plan and act on their management duties in the interest of ensuring that traffic can move freely and smoothly through their roads, and onwards to the roads of neighbouring traffic authorities without overwhelming the network. This includes the role that Transport for London (TfL) holds in managing the Greater London route network.

The act makes ‘provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street’. It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

Designing for Deliveries, Freight Transport Association (2016)

Published in 2006, and most recently updated in 2016, Designing for Deliveries, provides specifications for the size of delivery vehicles, turning radii and clearance requirements. The guidance set out therein has been referred when considering delivery vehicles from and to the construction site.

2.1.2 Regional policy

The London Plan (2021)

Policy T7 states that development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision. The policy also states that during the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.

CLPs should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient.

To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions.

The Mayors Transport Strategy (2018)

The Mayor’s Transport Strategy validates the importance of adopting CLPs by noting their ability to enhance efficiency and promote environmental and safety benefits during the construction period. The strategy also highlights the need to submit Delivery and Servicing Plans (DSPs) and CLPs in accordance with TfL’s best practice guidance to prove that the proposed development complies with transport policies in the London Plan, whilst including packages of measures to identify and address potential impacts on the surrounding transport network as a result of the proposed development.

The London Freight & Servicing Action Plan (2019)

The Freight & Servicing Action Plan aims to provide clarity on the actions that TfL and developers can take to support safe, clean, and efficient freight operations during construction and operation of new developments.

The plan recognises the importance of using Construction Logistics Plans to safely manage construction supply chains and vehicles in London. The plan also promotes the use of construction consolidation centres, the sharing of materials between construction sites and improving conditions for those walking, cycling, and using public transport around construction sites.

The plan also aims to encourage a modal shift from road to water and rail in order to relieve congestion on the roads, as well as promoting the TfL Code of Practice for quieter deliveries to reduce the impact of noise pollution on Londoners living and working near construction sites.

Fleet Operator recognition scheme (FORS)

FORS is a unique, industry-led, free membership (bronze, silver, gold) scheme to help van and lorry operators in the Capital become safer, efficient and more environmentally friendly.

For bronze level membership, a number of requirements under the following headings need to be met:

- Drivers and vehicle management;
- Vehicle maintenance and fleet management;
- Transport operations; and
- Assessing the performance of company policies.

For silver and gold level, members need to provide data to enable benchmarked values to be produced per million kilometres for each type of vehicle for:

- Fuel use;
- CO₂ and emissions;
- Vehicle incidents; and
- Penalty Charge Notices and fines.

Direct Vision Standard for HGVs

The Direct Vision Standard (DVS) for HGVs was launched in September 2016 to improve the safety of all road users, particularly vulnerable road users like pedestrians, cyclists and motorcyclists.

Using a star system, the DVS rates HGVs over 12 tonnes from 0 (lowest) to 5 (highest), based on how much a HGV driver can see directly through their cab windows, as opposed to indirectly through cameras or mirrors.

Construction Logistics Plan Guidance (2017)

CLPs provide a framework to better manage all types of freight vehicle movement to and from construction sites.

CLPs focus on improving deliveries and minimising the number of journeys to construction sites. If a development involves construction work, a CLP should be completed alongside the DSP. Both documents are required as part of the Transport Assessment.

CLPs will provide benefits to local authorities, residents, building developers, contractors and freight operators.

Construction Logistics and Community Safety (CLOCS)

CLOCS has developed the national standard for construction logistics: managing work related road risk. This is a common standard for use by the construction logistics industry, which provides a framework enabling the

management of road safety by the industry in a way that can be adhered to in a consistent way by fleet operators.

London Freight Matters Portal

The London Freight Matters Portal is an online portal that provides freight operators with a wide range of information about delivering in London.

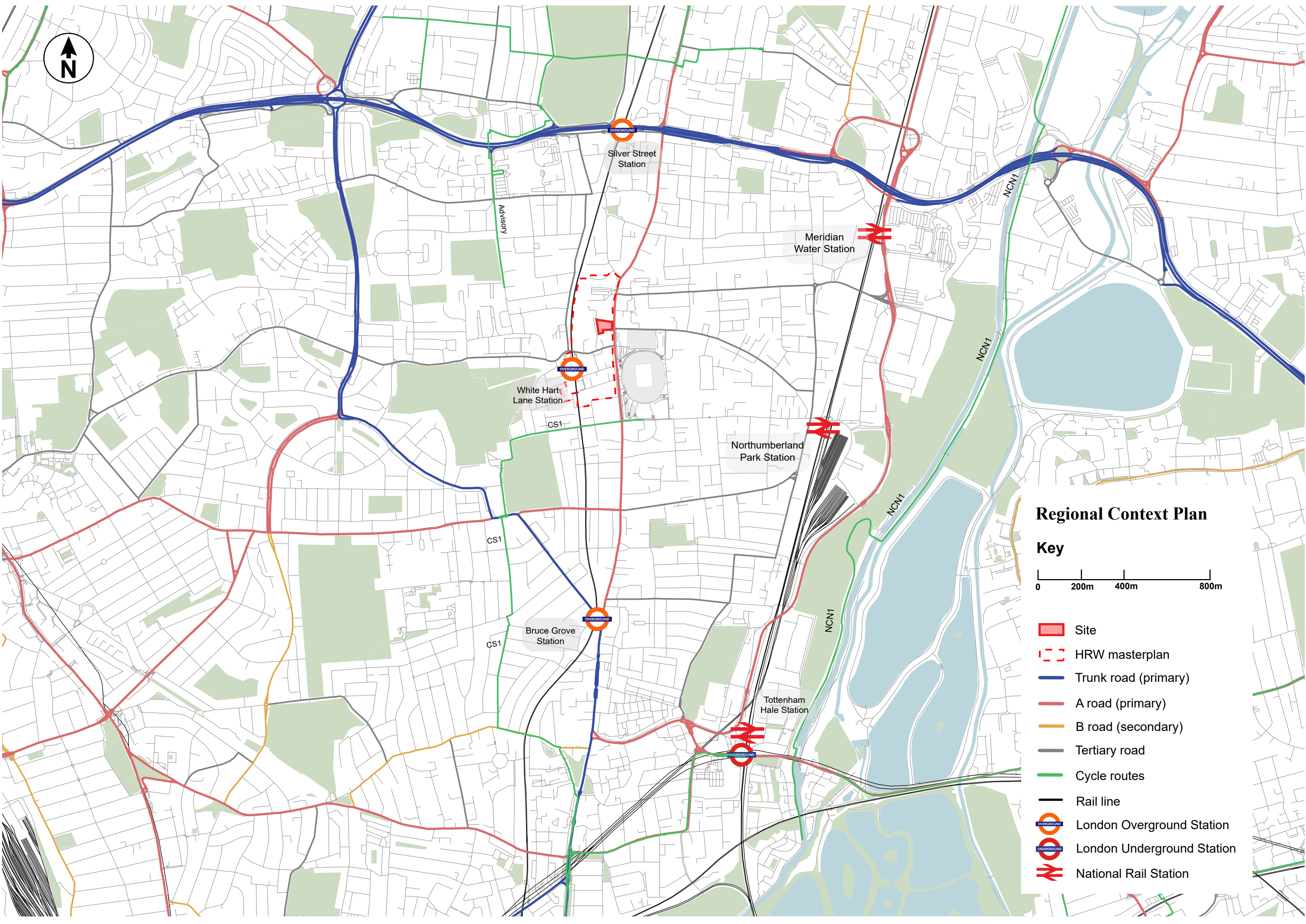
Context maps

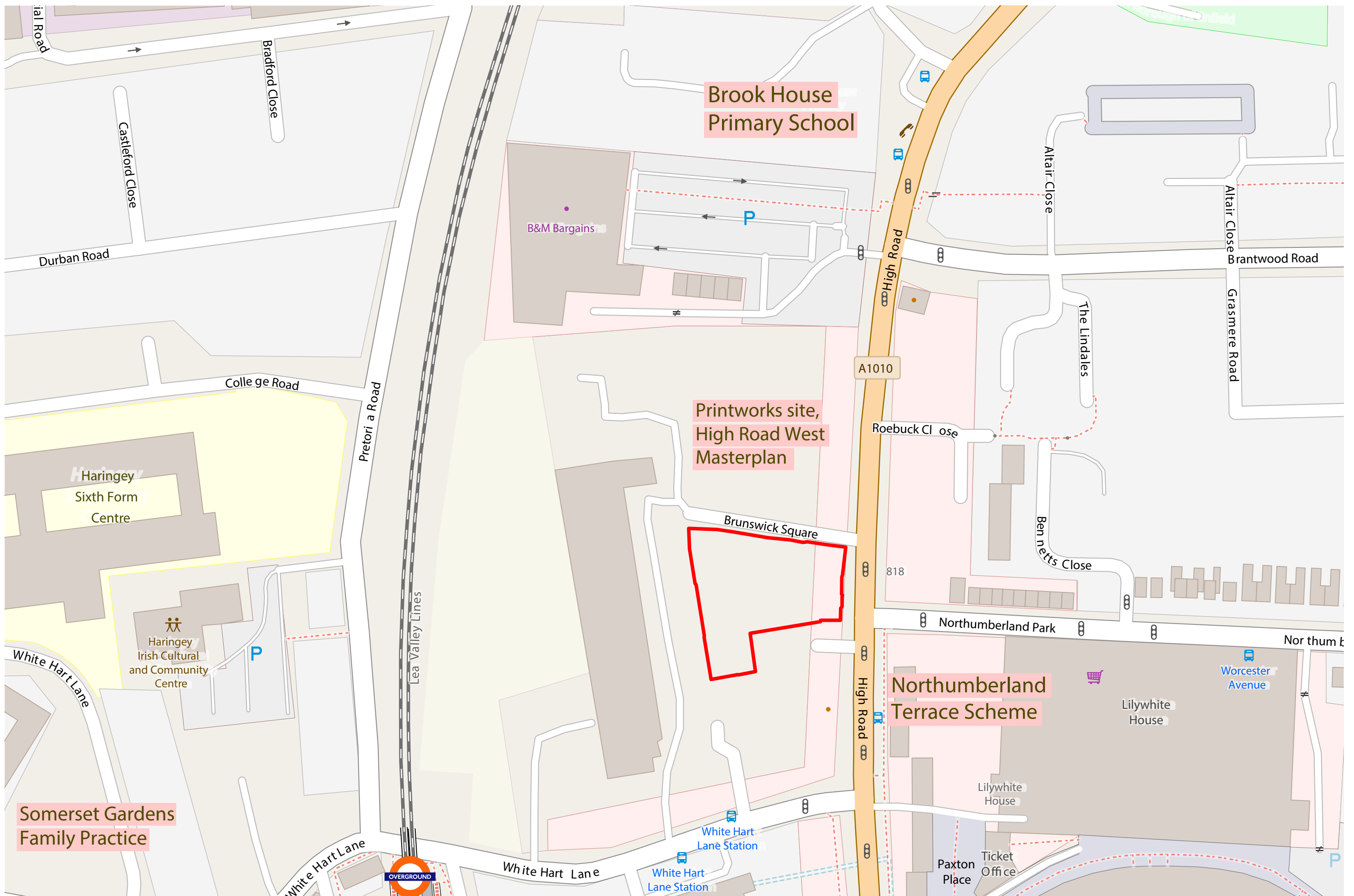
The following plans show the context of the development proposals:

Figure 3: Regional context plan at 1:15,000

Figure 4: Local context plan at 1:3,000

Figure 5: Site boundary plan at 1:1,000

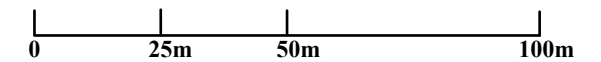




Local Context Plan



1:3000 at A3





2.2 Local access

This section describes the accessibility of the Site in terms of highways, public transport, cycling and walking. In addition, the Site’s proximity to navigable waterways is also detailed.

2.2.1 Highways

The Site is well connected to the highway network, with High Road to the east and White Hart Lane to the south. These are two of LBH’s main vehicle corridors; the former runs north-south between the A406 North Circular Road and the A10, while the latter runs east-west between High Road and the A105. Both the A406 and A10 are TfL red routes.

At present it is not envisaged that any Traffic Regulation Orders will be required during the development of the Site.

At all times access to neighbouring properties will be maintained.

2.2.2 Public transport

Rail, Underground and Overground

The Site is situated a short distance away from the Lea Valley Railway Line, on which London Overground services operate. The closest station to the Site is White Hart Lane station, which is located less than 300m south west from the entrance to the Site, off White Hart Lane. The nearest National Rail Station to the Site is Northumberland Park (1.2km south-east) and the closest London Underground station is Tottenham Hale station (2.6km south).

Due to the Site’s proximity to live tracks, a robust management strategy will be developed to ensure that London Overground infrastructure is adequately protected, and that construction works do not interfere with the safe and efficient operation of rail services. The construction programme will incorporate regular meetings with representatives from Network Rail and TfL to maximise communication and understanding of the project. In addition, a Crane and Lifting Management Plan will be submitted to ensure the safe lifting and transportation of building materials.

During the initial construction phases (particularly demolition and basement excavation) there will be a risk of excess vibration. Remote monitoring will be permanently fixed at strategic positions to detect any significant movement caused by works. Measures will be taken to support railway infrastructure where possible, and options for night-working to minimise disruption will be explored.

Bus

The closest bus stops to the Site are located on White Hart Lane and High Road. These stops are on bus routes W3, 149, 259, 279 and 349 which offer connections between the Site, Central London and North London suburbs. If bus routes are to be disrupted during the construction programme, TfL will be consulted to ensure minimal disruption to the bus service.

2.2.3 Cycle

The Site benefits from being in close proximity to two strategic cycle routes; Cycle Superhighway 1 (CS1), and National Cycle Network Route 1 (NCN Route 1).

CS1 is a high-quality route with signing and road markings, as well as sections of dedicated lanes segregated from the vehicle carriageway. It can be accessed less than 800m from the Site on Church Road via either High Road or Beaufoy Road and runs south from Tottenham Hotspur Football Club Stadium through town centres such as Hoxton, Dalston and Stoke Newington before reaching Liverpool Street Station in Central London, where it connects to Quietways 11 and 13.

NCN Route 1 runs north-south around 10-minute cycle east of the Site, along the western banks of the Walthamstow and Chingford Reservoirs. This is a long-distance cycle route that spans the entire Upper and Lower Lea Valley into inner London to the London Docklands area. The rest of the local cycle network surrounding the Site comprises the existing streets and pathways.

2.2.4 Waterways

The closest navigable waterway is the River Lea, running north-south approximately 1.8km east of the Site. Therefore, no disruption to this route is anticipated resulting from site construction.

2.3 Considerations and challenges

The location of the Site in relation to the surrounding Tottenham area presents a limited number of challenges. Construction routes, as summarised in **Chapter 4** are able to follow London’s strategic network and then High Road or White Hart Lane to gain access to the Site which minimises interaction with sensitive locations along the route. Planned measures to mitigate any potential conflicts or challenges are discussed in **Chapter 5**.

2.3.1 Neighbouring construction sites

There are three neighbouring construction sites of note in the immediate area. The relevant project managers and logistics managers will be contacted in order to ensure that any overlapping construction traffic between the sites is coordinated effectively.

The Goods Yard and The Depot, HRW masterplan, 36 & 44-52 White Hart Lane

The Goods Yard and The Depot is located immediately to the west and north of the Site respectively.

The Goods Yard lies immediately north of White Hart Lane and is bound by the Lea Valley Railway Line to the west and by the Peacock Industrial Estate to the east. To the north, The Goods Yard is bound by The Depot. At its south-eastern corner, the Goods Yard borders the Grange Community Hub. The Depot lies to the north of The Goods Yard and is bound to the west by the Lea Valley Railway line, to the east by High Road, and to the north by residential development accessed via Cannon Road. Redevelopment of The Goods Yard and The Depot form part of the wider HRW masterplan.

Planning permission to redevelop The Goods Yard and The Depot has been sought (application reference: HGY/2022/0563). The application materials indicate that construction is envisaged to commence in 2024 for a period of approximately 6 years. Whilst not part of the planning application for The Printworks, The Goods Yard and The Depot is being developed in conjunction with the Site and so construction and logistics will be managed for the wider masterplan site together.

Construction traffic will access The Goods Yard via White Hart Lane, while The Depot is to be accessed via High Road.

Northumberland Terrace, 798-808 High Road

The Northumberland Terrace scheme is located to the south-east of the Site, on the eastern side of High Road at the junction with Northumberland Park. The Northumberland Terrace comprises of buildings and land to the rear of Nos. 798 to 808 High Road, and is intended to support the operations and functions of the Tottenham Hotspur Football Club stadium approved as part of the Northumberland Development Project (NDP) (HGY/2015/3000).

It is unclear from the planning application documents when construction is scheduled to start, however the construction phase is anticipated to last for a period of 18 months. At the time of writing a resolution to grant consent (subject to S106) was made in October 2020.

The site is to be accessed by construction traffic from its main entrance on High Road, in the off-peak hours where possible. Working hours including

deliveries will be between the hours of 0800-1800 on weekdays, and 0800-1500 on Saturday.

Tottenham Hotspur Football Club Stadium redevelopment masterplan, 748 High Road

As part of the wider NDP to redevelop Tottenham Hotspur Football Club stadium, planning permission was granted on 15th April 2016 for a number of blocks to the south of the stadium, notably four residential blocks (two of which are up to 16 storeys, one up to 24 storeys and another up to 32 storeys). The permission remains extant at the time of writing, although it is unclear from the planning documentation when construction is scheduled to start. There is little detail regarding the routeing and access plan for construction traffic, however given the location of the site this is anticipated to be taken via High Road and Park Lane.

2.3.2 Sensitive locations

As shown by **Figure 4**, a number of sensitive locations are within the vicinity of the Site. Amenities such as Brook House Primary School and Somerset Gardens Family Health Care Centre are of particular significance due to their proximity to designated construction routes White Hart Lane and High Road, and their standing as key local trip generators in terms of footfall.

A preliminary desktop assessment of the Site’s immediate environs has been undertaken, indicating that footways and crossings in the area are sufficient to ensure safe walking to these sensitive locations, and that there is no direct interaction with construction traffic.

Nevertheless, these amenities will be contacted prior to construction commencing to ensure all relevant personnel and pupils are made aware of the Site and any associated safety hazards and access restrictions.

2.3.3 Public relations

A Community Liaison Officer will be appointed to mitigate and resolve any issues arising in the local community relating to works. A key aspect of the success of this project will be establishing and maintaining a good relationship with all surrounding neighbours. This CLP serves to identify and prevent potential issues, however any difficulties encountered during construction will be reported/recorded in a full log and resolved through the use of a 24 hour-manned telephone line. A weekly newsletter and bi-monthly community gatherings will deal with issues such as late-night works, site boundaries and hoardings, construction vehicle congestion and general community disruption.

3. Construction programme and methodology

The programme for construction for the Site has been developed by Arcadis Ltd as part of the Construction Management Plan (CMP). Construction is expected to commence in January 2024 comprising demolition and enabling works, with the main construction activities commencing late March / early April 2024. The Site's main construction development works are anticipated to be undertaken over a 24 month development period, with completion targeted for March / April 2026. As set out in the CMP, construction will be undertaken in a single phase, although there is a consideration that the refurbishment of 819 to 827 High Road may commence after the main student residential building commences.

A plan identifying the Printworks and High Road buildings within the Site is shown in **Figure 6**.



Figure 6: Proposed Ground floor layout

3.1 Site setup and demolition

Site clearing and enabling works

The first works to be carried out are to erect hoardings and set up temporary welfare and office facilities. In parallel with the Site set up, demolition and asbestos surveys will be undertaken as well as a full dilapidation survey of surrounding properties and highways, including adjacent buildings, street furniture and drainage. Dust and air quality monitoring will also commence. A full temporary works assessment will be carried out prior to any demolition.

Following the surveys, the works for soft strip and asbestos removal will start. Any necessary scaffolding for demolition will also be installed, as well as temporary barriers, control measures and signing.

Structural demolition

Following site clearing and enabling works, floor by floor demolition will commence using mechanical and handheld plant with suitable attachments, and material will be loaded away by machine. The structure will be demolished using a combination of mechanised plant and reciprocating saws and 110V breakers.

The sequence of demolition (post soft strip) will be as follows:

- 1. Removal of roof finishes.
- 2. Removal of internal/external walling, propping as required, and leaving structural frame.
- 3. Removal of floor slabs and structural frame.
- 4. Removal of internal/external walling, propping as required, and leaving structural frame.
- 5. Removal of floor slabs and structural frame.
- 6. Follow above to ground level, temporary works to retaining walls as required.

Dedicated traffic marshals will be deployed at the Site entrance to control all pedestrian and traffic movements. Operative walkway routes at the working floor will be kept clear at all times.

3.2 Sub-structure

Once the demolition is complete, the ground floor level slab will be formed. As this will be made from concrete, cement lorries will be the primary vehicle accessing the Site during this stage of construction. Lorries will be off-loaded from a loading area within the Site. Once the ground floor slab has been formed, vehicles will be able to drive onto it and unload from there. Articulated vehicles will approach via the surrounding highway network which has been checked for vehicle suitability and turning ability. Cranes will be positioned across the project to maintain hook access to all areas. These will be used to lift materials vertically up the workface. Banksmen will control the movement of vehicles, pedestrians and cyclists when lorries are accessing and egressing the Site.

3.3 Super-structure

Following completion of the ground floor level slab, the construction of the substructure framing superstructure to the blocks will commence. These will be formed using reinforced concrete.

The general sequence for each level of the superstructure will be:

- Core construction in advance – either using a jump of slip method of construction
- Column construction
- Falsework to temporarily support slab areas whilst under construction
- Reinforcement of structural slabs
- Concreting
- Façade

3.4 Cladding

When the superstructure concrete works are suitably progressed, the external facades will commence. If practical the facades (to be decided during the next phase of design development) may be prefabricated and will be delivered to site on articulated vehicles in a similar manner to other deliveries. These vehicles will be off loaded by crane and will normally be installed straightaway onto the building, following the construction sequence of the blocks. Where access is required by people to the external façade this will be provided by mobile access platform or short-term scaffolds.

3.5 Fit out, testing and commissioning

Once the frame and external cladding are sufficiently progressed the fitout of bedrooms, amenity and common areas will commence together with the external hard and soft landscaping. A series of hoists will be installed to service the fit out elements of the construction. The hoists will be positioned inside of the site boundary and initially materials and operatives will be transported up the building via the hoists.

Large materials for fit out will all be loaded out by hoist – plasterboard, bathroom elements, large mechanical elements and joinery. For the smaller items and in the latter stages of the fit out sequence, it is anticipated that permanent lifts will be put into beneficial service and used.

When the fit out operations are nearing completion, hoists will be dismantled. This will release the external landscaping which is likely to have commenced by this stage. The site ply hoarding will be progressively removed and replaced by suitably designed and supported mesh style fencing to follow the sequence of the external works at the interface with the property boundary. At the appropriate time on completion of the project the fencing will be removed.

It is being considered that 819 to 827 High Road may be completed in advance of the new blocks. Should this occur suitable segregation will be installed to provide safe routes for students whilst the new blocks are completed. During this time, it is anticipated that the majority of the works being carried out in the new blocks will be the internal fit out and will involve deliveries from smaller vehicles.

4. Vehicle routing and access

4.1 Site access and egress

The primary construction access and egress route to the Site for demolition and construction HGV's has been considered carefully to reduce the impact of vehicle movements on the local community and road network.

Construction traffic will access and egress the Site via Brunswick Square which connects to A1010 High Road.

A review of the physical location of access nodes and transport links to the primary road network that would be suitable for demolition and construction traffic has been undertaken.

Following this assessment and review of the local traffic movements vehicle access and egress routes have been identified that provide safe and efficient links back to the TfL Primary Road Network (TLRN) whilst minimising the impact on the local highway.

The Site's location in close proximity to major vehicle corridors such as the A406 North Circular Road and A1010 limits the use of minor or tertiary roads by construction traffic, thus minimising disruption to the local community.

Figure 3 shows a regional plan with the vehicle routes through London highlighted. These routes follow the TLRN until the final approach to the Site where local roads are used for access. **Figure 7** shows vehicle routes to the Site, taking into account local area constraints. **Figure 5** shows the Site boundary plan including the extent of footways and other buildings. Vehicle swept paths will also be included in the detailed CLP to show the safe manoeuvring of vehicles into and out of the Site.

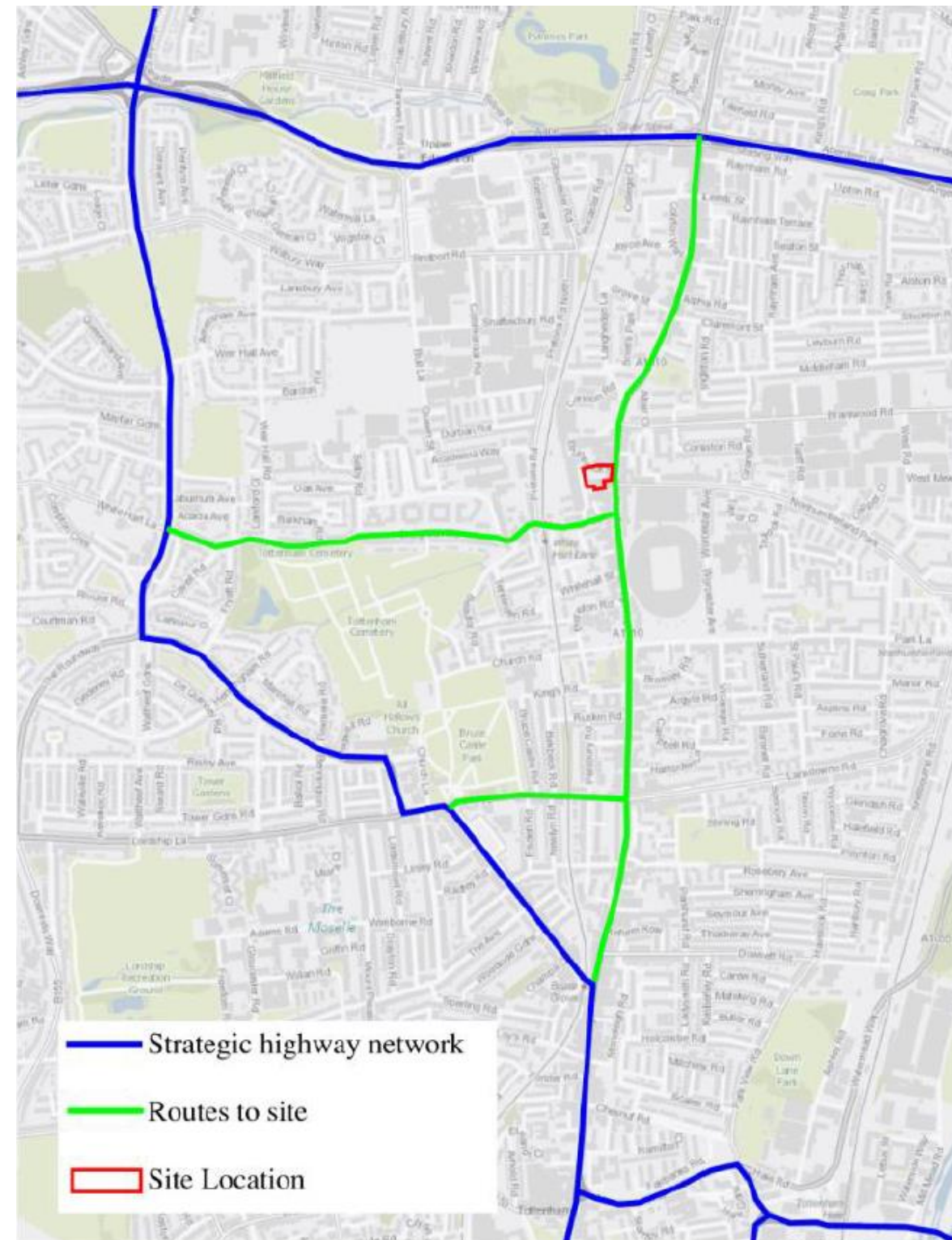


Figure 7: Vehicle access routes to the Site

5. Strategies to reduce impacts

The following planned measures (see **Table 2**) have been identified to help the contractor achieve the goals of the CLP and better manage the challenges identified in **Chapter 2**.

5.1 Measures influencing construction vehicles and deliveries

5.1.1 Safety and environmental standards and programmes

Every effort will be made to ensure all contractor and sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk.

Contractors working on the development will be required to register with TfL FORS (Freight Operator Recognition Scheme), CLOCS (Construction Logistics and Community Safety) schemes and ensure compliance with Euro 6/VI vehicle emission standards.

In addition to the requirements of FORS and CLOCS, construction vehicles should be fitted with cycle specific safety equipment, Fresnel lenses, side scan equipment which results in an audible beep in the driver’s cab when a cyclist is on the left inside space. Under-run guards are also required to prevent cyclists from coming into contact with lorry wheels. Vehicles must also carry signs to warn cyclists and pedestrians to help reduce the risk of collisions.

A collision reporting system will be mandated to ensure all collisions and accidents involving the projects’ vehicle and drivers are reported to the Project Manager and any relevant parties. The ‘FORS Manager’ reporting tool will be used: www.fors-online.org.uk.

5.1.2 Noise, vibration and dust

To mitigate noise, vibration and dust during the demolition and construction works the project will employ the ‘Best Practicable Means’ as defined under Section 72 of the Control of Pollution Act (COPA) 1974, to all activities. The Principal Contractor will be required to conform to the construction noise code of practice BS 5228-1: 2009 and provide suitable arrangements within their site-specific CPP to manage noise and vibration. Noise levels from construction during the 10 hour working day will be monitored against an indicative 75 dB LAeq10 hour action level and in line with the recommended levels in BS 5228-1: 2009 Annex E for a residential and commercial area. Noise monitoring should also be compared against baseline readings taken prior to works commencing on site.

Table 2: Strategies to reduce impacts

High Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures Influencing Construction Vehicles and Deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries	X		
Re-timing for out of hours deliveries			X
Use of holding areas and vehicle call off areas	X		X
Use of logistics and consolidation centres			X
FORS compliance (minimum Silver)	X		
CLOCS	X		
Measures to Encourage Sustainable Freight			
Freight by Water			X
Freight by Rail			X
Material Procurement Measures			
DfMA and off-site manufacture			X
Re-use of material on site		X	
Smart procurement	X		
Review design to standardise material sizes		X	
Other Measures			
Collaboration amongst other sites in the area	X		
Implement a staff travel plan	X		

5.1.3 Adherence to designated routes

Details of routes to be used for journeys to and from site for road operations are provided in **Chapter 4**. The routes to/from the Transport for London Road Network and Strategic Road Network are specified. Designated routes from both the holding area and potential Construction Consolidation Centre (CCC) will be supplied within the detailed CLP. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.

A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

5.1.4 Delivery scheduling

A web-based delivery management system will be used to control the volume of deliveries to site. This system will work by defining the number of ‘resources’ a site has and thus can service in 30 minute intervals. It then limits the number of delivery bookings per half-hour to this defined capacity.

Sub-contractors and hauliers must be booked in a minimum of 48-hours in advance in order to allow the request to be reviewed and subsequently approved/declined. The system can be accessed by completing a new user application form and submitting it, countersigned by your supplier relationship manager or package manager to the delivery manager.

KPIs will be proposed to indicate that; zero unplanned vehicles, zero non-compliant vehicles and zero instances of project-related vehicles involved in a collision, arrive at site.

5.1.5 Re-timing for out of peak deliveries

Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. The developer commits to attempting to re-time as many deliveries as possible out of the morning peak (07.00-11.00).

5.2 Measures to encourage sustainable freight

5.2.1 Freight by Rail

The possibility of using the Lea Valley Railway line as a freight network has been considered. It would significantly disrupt the operation of London Overground services and there are no suitable sidings nearby at which to unload. Rail freight is therefore not appropriate for the development.

5.2.2 Freight by Water

The closest navigable waterway is the River Lea, approximately 1.8km east from the Site. However, the nature of the waterway, and the width and depth of the channel make it unfeasible to transport goods and materials. The transfer of goods between river transport and construction vehicles at both the source and destination Wharf, and then again at the Site, significantly increases the handling of materials and the potential for

damage and waste. Therefore, for the above reasons, the assessment undertaken of construction related activities has assumed that all goods are assumed to be moved by road.

5.2.3 Freight by Road

A number of measures will be put in place to ensure that the transportation of goods by road is as sustainable as possible. ‘Green fleet management practices’ will be adopted to set out ways to reduce CO2 emissions along with a monitoring process to record savings made. No construction vehicles or plant will be left to idle. If it is not being used it will be turned off. This includes all delivery vehicles. Every effort will be made to ensure that wherever possible electric powered site vehicles are used to reduce the emissions created on site.

5.3 Material procurement measures

5.3.1 Design for manufacture and assembly and off-site manufacture

Reducing delivery numbers and effective delivery management is a core value of this development. Therefore, the option of off-site construction will be developed by the main contractor and used where possible. This will be included in the detailed CLP.

5.3.2 Re-use of material on site

Measures will be implemented to re-use material on site. These will include re-using materials, where possible, from the demolition such as crushed concrete for the new pile mat.

5.3.3 Review of design to standardise material sizes

Design reviews will look to standardise component and sheets sizes wherever possible. This will be set out in the detailed CLP.

5.4 Other measures

5.4.1 Collaboration amongst other sites in the area

The developer and appointed contractor will consult with LBH, TfL and other contractor/developers in the area to minimise disruption as much as possible. A Logistics and Neighbourhood Liaison Relationship Manager will be appointed, who will be responsible for managing and co-ordinating the material access / egress to the Site through the operation of a vehicle / material booking in system. It will be their responsibility to manage and update the contractors Construction Traffic Management Plan in conjunction with the Project Construction Phase Health and Safety Plan. Both documents will be reviewed, updated and distributed as necessary.

As part of the role, early contact will be made with representatives from key neighbours, sensitive locations and other adjoining properties on High Road, White Hart Lane, Langhedge Road and Cannon Road. This will ensure regular contact is maintained throughout the demolition and construction process. This will also allow the Site team to log any complaints received by the neighbours or any other affected third parties. Responses to those complaints can then be managed accordingly.

5.4.2 Implement a staff travel plan

There will be no on-site parking provided for construction worker’s vehicles. Restrictions will also be imposed to prevent on-street parking. As there are excellent transport links nearby, travel by public transport will be strongly encouraged.

6. Estimated vehicle movements

The number of vehicles accessing the Site has been estimated according to each of the six stages of construction.

Table 3 shows the estimated peak monthly and daily number of construction vehicles for each construction stage.

Figure 8 presents monthly and daily movements for the duration of the construction programme.

Table 3: Estimated construction vehicle trips

Construction Stage	Period of Stage	No of trips (monthly)	No of trips (daily)
Site setup and demolition	Q1 2024 - Q1 2024	108	6
Basement excavation and piling	Q2 2024 - Q3 2024	102	5
Sub-structure	Q3 2024 - Q1 2025	266	14
Super-structure	Q4 2024 - Q3 2025	377	20
Cladding	Q3 2025 - Q4 2025	99	5
Fit-out, testing and commissioning	Q4 2025 - Q1 2026	93	5
Peak period of construction	Q1 2025 - Q1 2025	430	23

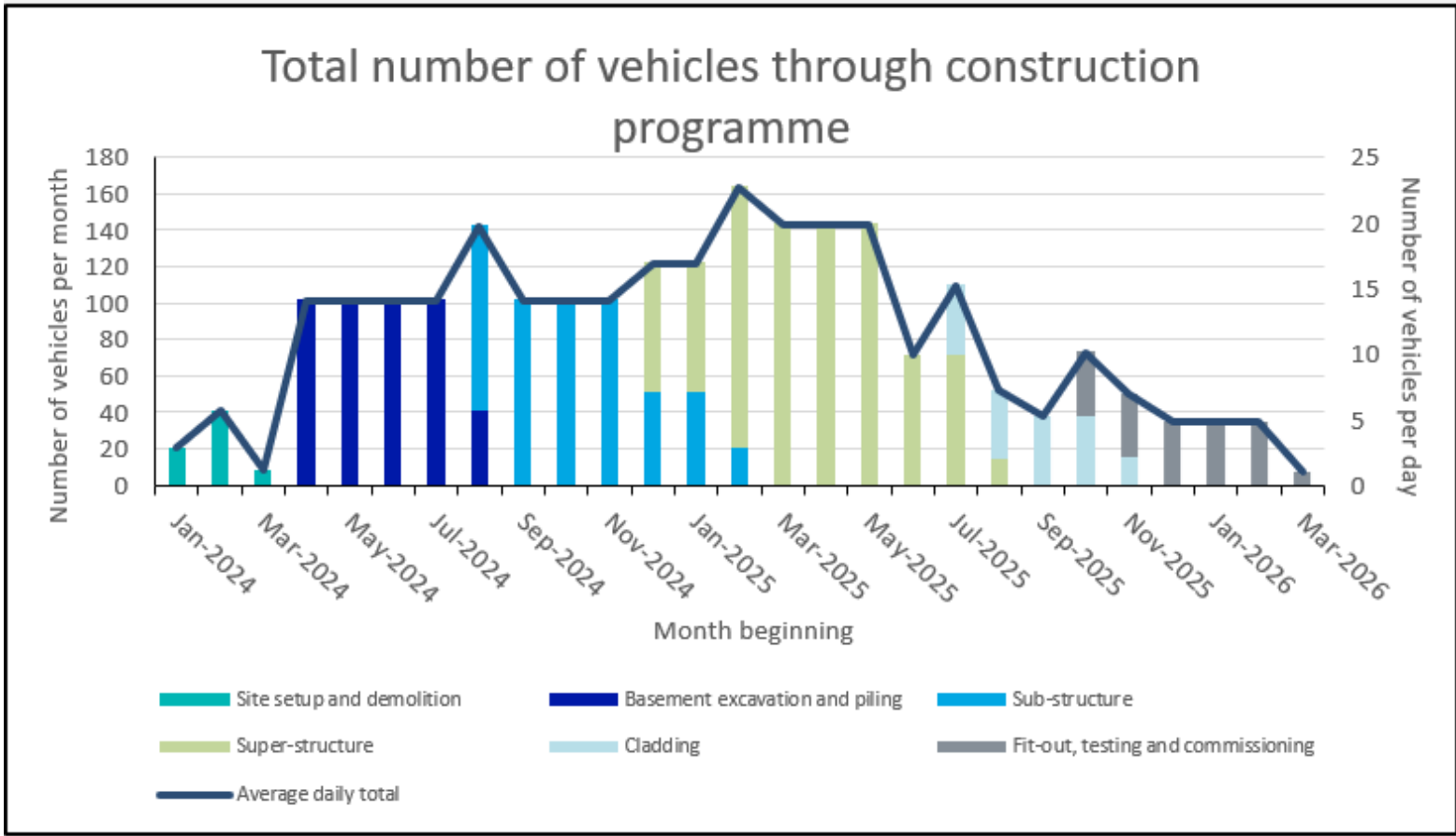


Figure 8: Monthly and Daily vehicle movements by construction phase

Figure 9 shows the estimated number and type of vehicles for each construction stage.

Figure 10 shows the estimated number of vehicles by hour during the peak construction month.

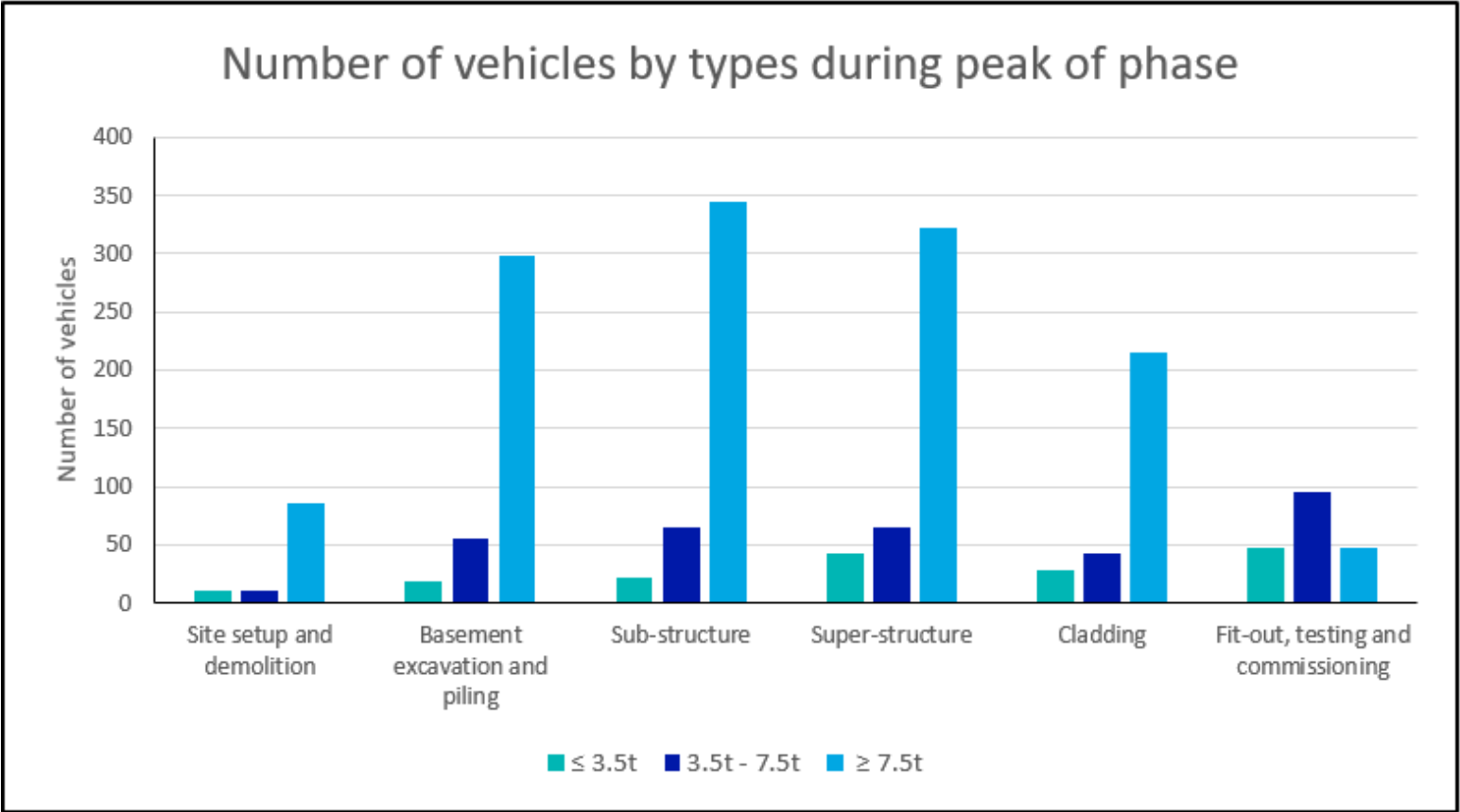


Figure 9: Number of vehicles by vehicle type and construction stage

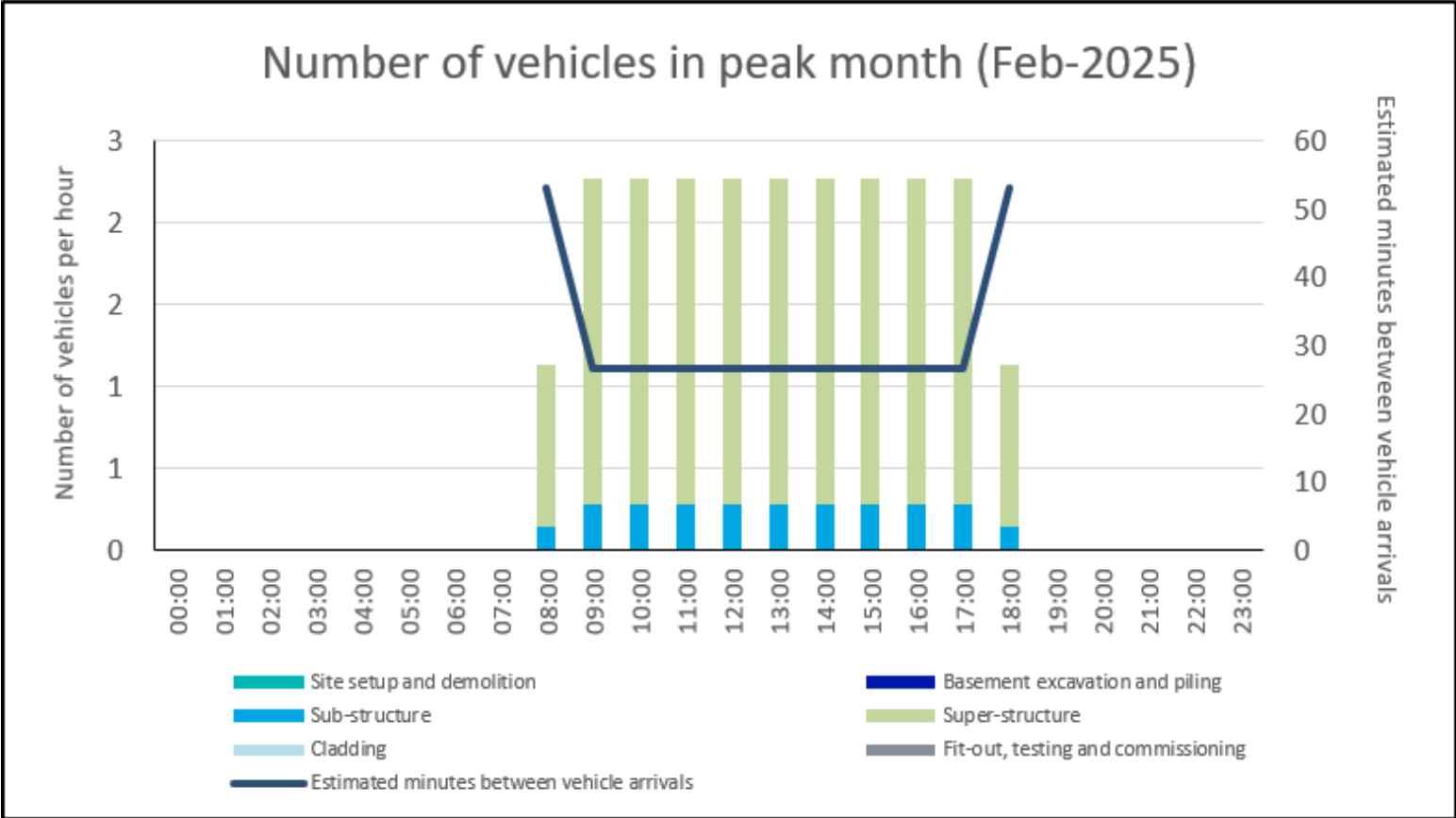


Figure 10: Daily vehicle movements per hour in peak construction month

7. Implementation, monitoring and updating

7.1.1 Management of the CLP

This Outline CLP cannot include a detailed and defined description of how the CLP will be implemented, monitored and updated – however at this stage the details in the following sections can be confirmed.

7.1.2 Raising awareness of the CLP

Construction workers and suppliers will be made aware of the information contained within this CLP. The main contractor will ensure that they are clear about:

- What the purpose and function of the CLP is;
- The importance of the CLP in understanding freight movement and impacts; and
- What can be done to help encourage the use of sustainable freight to and from the Site.

To increase awareness of the CLP, relevant workers and suppliers will be given information on the CLP and encouraged to make sustainable travel choices to and from the Site. For site workers, this will be done through the induction process, where they will also be informed about the travel options available to them. The Contractor’s Handbook will support this.

7.1.3 CLP monitoring and review

The following information will be collected, reviewed and reported on:

1. The number of construction vehicle movements to site. The specific proportion of construction vehicle trips undertaken during the AM and PM peak hours will also be identified. The following information will be collected:
 - a) Total number of vehicles per day by vehicle type, size, age and purpose (collection / delivery and related construction phase);
 - b) Total number of vehicles that are low-emission vehicles;
 - c) Total number of vehicles that utilised the consolidation centre if applicable;
 - d) Number of vehicles accessing the Site in the AM and PM peak hours;
 - e) Duration of stay on site (minutes);
 - f) Comparison of actual vehicle temporal profile and quantity to scheduled delivery / collection; and
 - g) Number of unplanned vehicles.
2. Record FORS level for all collection and delivery companies
3. Understand breaches and complaints about:
 - a) Vehicle routes not adhered to;

- b) Unacceptable construction vehicles parking or queuing or excessive circulation;
4. Adherence to the safety and environmental standards set out in Chapter 6; and
 5. Vehicle compliance with Low Emissions Zone and Ultra Low Emissions Zone, when implemented.
 6. Safety:
 - a) Adherence to the safety and environmental standards set out in **Chapter 5**;
 - b) Record construction vehicle related incidents;
 - c) Record associated fatalities and injuries;
 - d) Staff and visitor method of travel to site;
 - e) Monitor and record operators and vehicles that do not meet safety requirements; and
 - f) Record measures implemented and review success of measures.

The data will be collected and analysed and reported back with full transparency to TfL and LBH against the following targets:

- Zero unplanned vehicles (monitoring item 1);
- Zero vehicles not adhering to agreed routes (monitoring item 1);
- Number of AM and PM peak hour vehicles as per schedule;
- 100% of companies to be FORS Silver or Gold (monitoring item 2);
- Zero non-compliant vehicles (monitoring items 3 and 4); and
- Zero project related vehicles involved in a collision and arrive on site (monitoring item 4).

7.2 Review and monitoring

The CLP will be reviewed and monitored at regular intervals to measure performance and identify improvements where possible.

The CLP is a live document and therefore will be monitored and updated.

The monitoring and continued update of the CLP is the responsibility of the main contractor unless an alternative person is identified.