

Goodsyard Tottenham Limited

The Printworks, High Road West

Transport Assessment

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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.

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1. Introduction

1.1 Overview

This Transport Assessment (TA) 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 at 819-829 High Road (hereon in referred to as ‘the Site’), which forms part of the High Road West Masterplan (HRWM) area in Northumberland Park within the London Borough of Haringey (LBH).

Figure 1 illustrates the municipal context of the HRWM, which falls within the Upper Lea Valley Opportunity Area (Outer London).

The Site forms part of the NT5 ‘High Road West’ site allocation which is designated for mixed-use redevelopment in the Tottenham Area Action Plan (2017).

This TA has been prepared in accordance with Transport for London’s (TfL’s) latest Healthy Streets TA guidance, with a focus on how people can access the Site on foot, cycle and public transport. It considers all aspects of movement by students, employees and visitors, including servicing and delivery requirements, operational waste collection, and construction activities.

It forms part of a suite of transport documents prepared for the planning application for the proposed development. The suite of documents includes:

- a Framework Travel Plan (FTP) included as **Appendix A**
- a Delivery and Servicing Management Plan (DSMP) included in this TA at **Chapter 6**
- an Outline Construction and Logistics Plan (CLP) included as **Appendix B**.

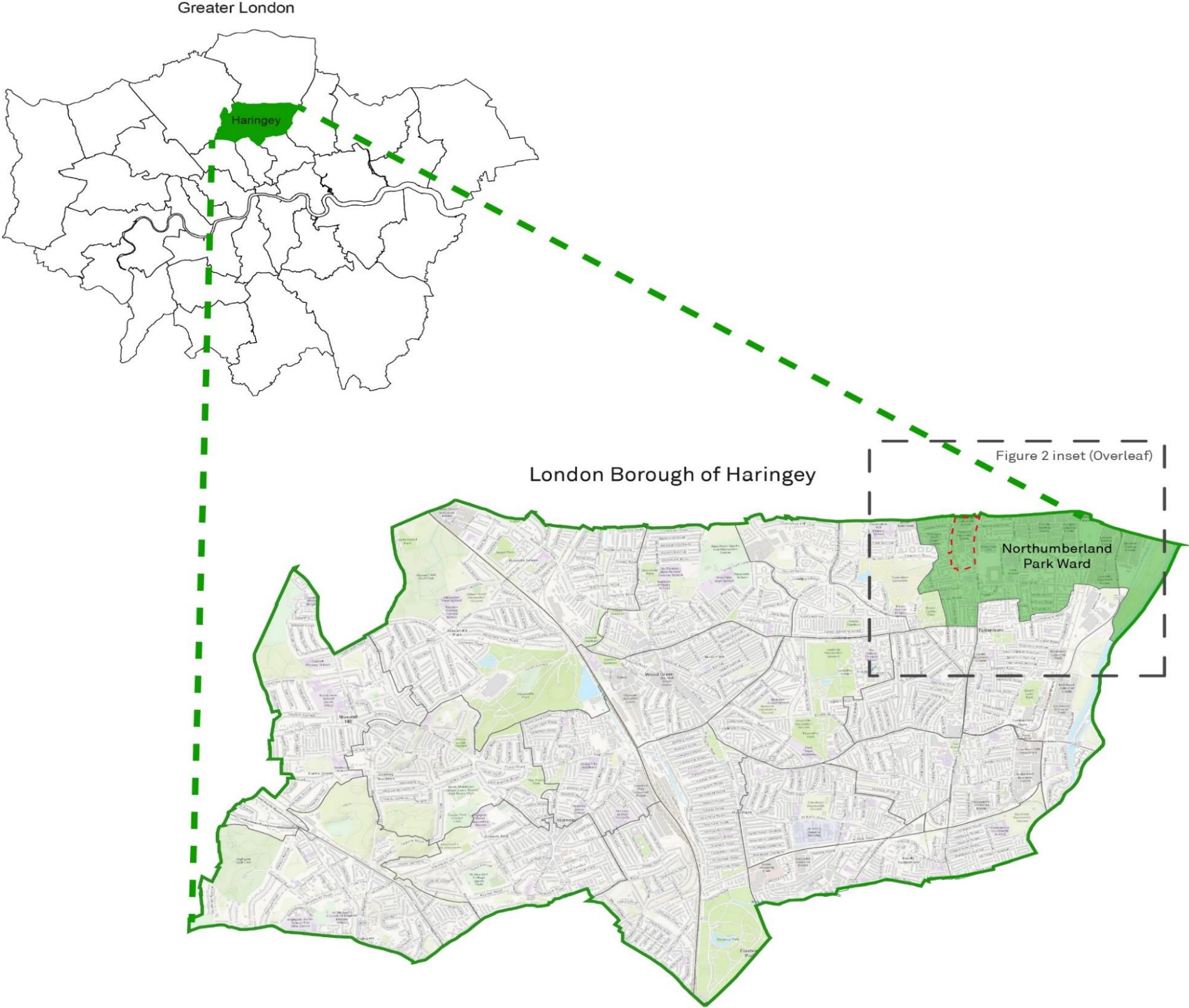


Figure 1: Strategic Masterplan location

1.2 Site location

1.2.1 HRWM area

Figure 2 shows the location of the HRWM area in relation to its surroundings, within the northern part of Tottenham. The inset map on **Figure 2** 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.

1.2.2 The Printworks site

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.

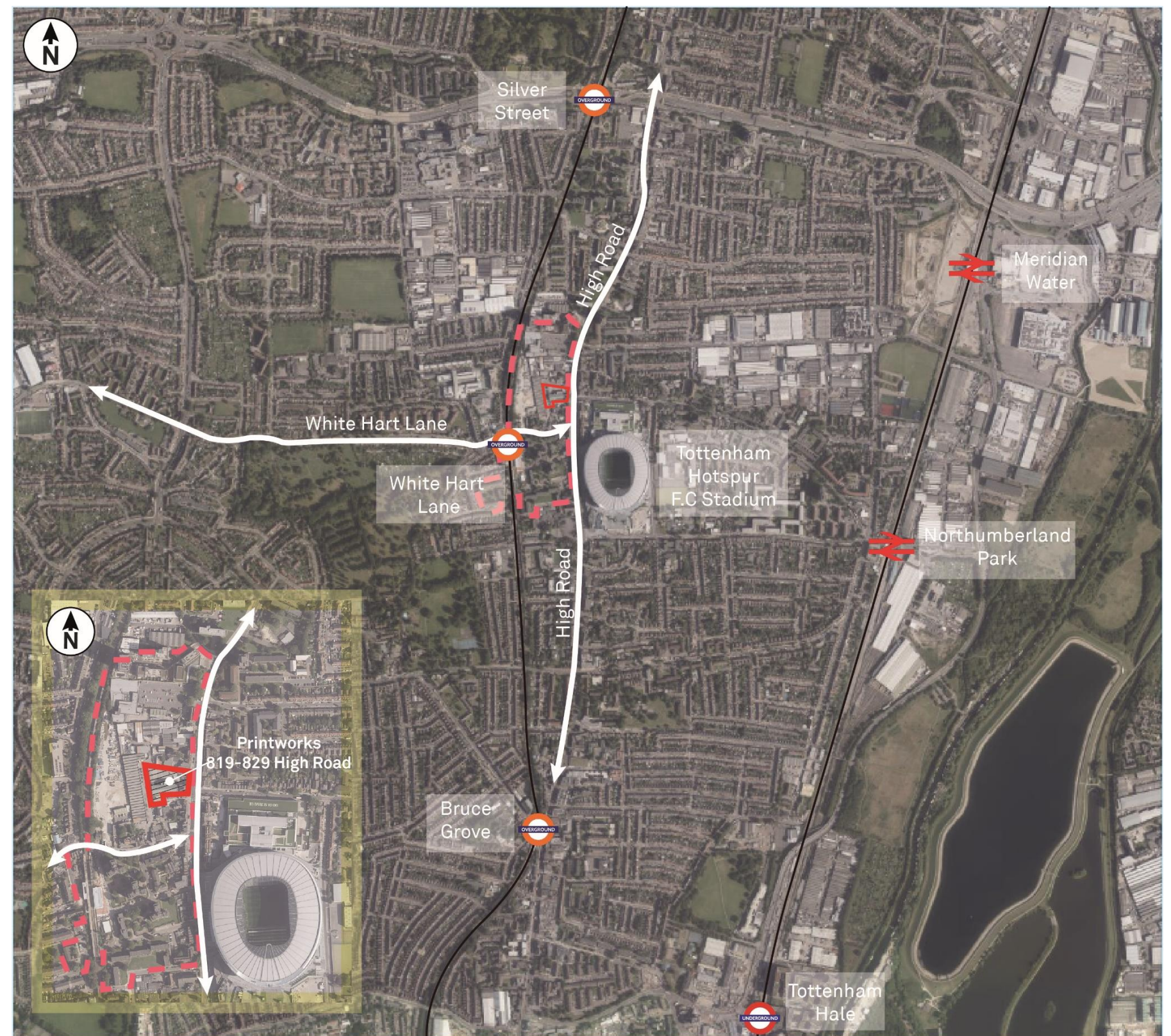


Figure 2: HRWM and site location

1.3 Planning history

1.3.1 HRWM (2014)

Arup was appointed to help Haringey Council develop the HRWM.

The 2014 High Road West masterplan shows potential street layouts, public spaces, amount of housing and where key buildings could be.

The vision for High Road West is to create a vibrant, attractive and sustainable neighbourhood and a new sports and leisure destination for North London.

The regeneration proposals and plans for High Road West were approved by Haringey Council's cabinet in December 2014.

1.3.2 Printworks site

The Applicant submitted a planning application (Ref: HGY/2021/2283) for the Site as follows:

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 a residential-led, mixed-use development comprising residential units (C3), flexible commercial, business and service uses (Class E), a cinema (Sui Generis), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to flexible residential (C3), cinema (Sui Generis), and commercial, business and service uses (Class E)".

Planning permission and an accompanying listed building consent were granted in August 2021.

1.3.3 HRWM (2022)

Landlease submitted a planning application (Ref: HGY/2021/3175) for the HRWM area as follows:

Hybrid Planning application seeking permission for 1) Outline component comprising demolition of existing buildings and creation of new mixed-use development including residential (Use Class C3), commercial, business & service (Use Class E), business (Use Class B2 and B8), leisure (Use Class E), community uses (Use Class F1/F2), and Sui Generis uses together with creation of new public square, park & associated access, parking, and public realm works with matters of layout, scale, appearance, landscaping, and access within the site reserved for subsequent approval; and 2) Detailed component comprising Plot A including demolition of existing buildings and creation of new residential floorspace (Use Class C3) together with landscaping, parking, and other associated works (EIA development).

Planning permission was granted in August 2022.

As stated within the TA (prepared by Steer) to support the planning application, "the Printworks application (Ref: HGY/2021/2283) could be accommodated within the Parameter Plans for the Proposed Development".

1.4 Existing development

The existing site comprises the three to four storey buildings at No. 819 – 829 High Road, which accommodate retail units at ground floor fronting the High Road and residential dwellings above. The buildings are accessed directly from High Road.

As shown on **Figure 3**, to the rear of the High Road buildings lies a single storey, commercial private hire venue for private and corporate events with a capacity for up to 1,100 attendees. The venue provides approximately 50 car parking spaces to the north of the venue building, in the area of hard standing on the left of **Figure 3**, although the venue advertises parking for up to 200 vehicles. The venue is accessed on foot from High Road and the associated car parking is accessed from Brunswick Square.



Figure 3: Extent of private hire venue

1.5 Development proposals

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

1.5.1 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 4** (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).

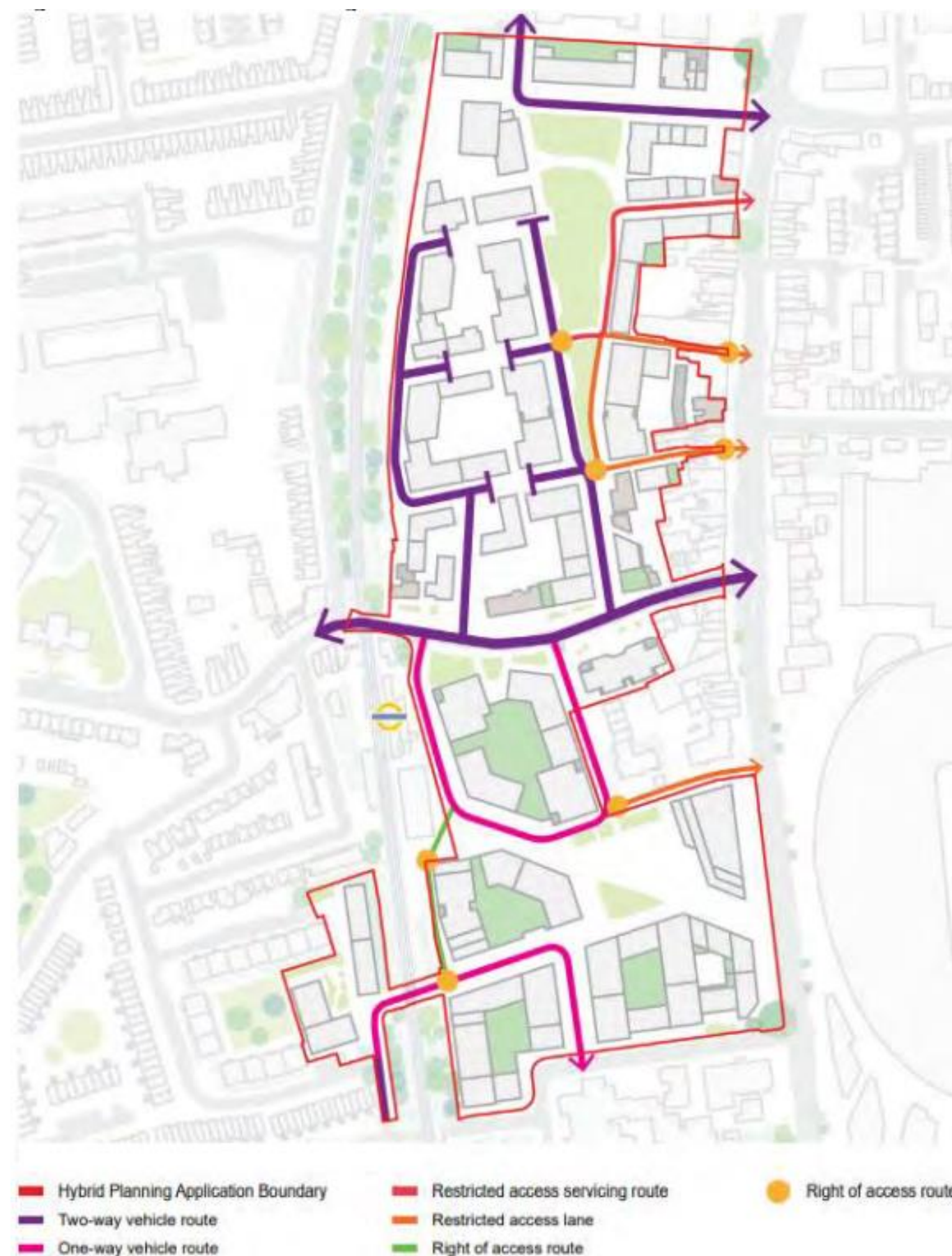


Figure 4: HRWM – Vehicle access strategy

1.5.2 Printworks site

Restoration, remodelling and removal of existing buildings

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.

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.

Development layout

The proposals for the Site comprise a 287-bedroom Purpose Built Student Accommodation (PBSA) development with ancillary commercial units.

The existing building at 829 High Road is to be demolished to widen the existing narrow Brunswick Square section adjacent to the High Road. Demolition is necessary to ensure adequate access for servicing and emergency vehicles as well as providing a footway as a traffic free pedestrian route to the Printworks building to the rear of the High Road block.

The ground floor layout of the proposed development is illustrated in **Figure 5**.

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 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.



Figure 5: Proposed ground floor layout

Development schedule

The proposed development comprises 287 single-bed rooms.

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

Access and parking arrangements

Access arrangements have been developed for both an interim position where the Site has been built out and the remainder of the masterplan has not been completed, and the end state when the full masterplan has been built out.

In the interim state, Brunswick Square will be used for refuse collection, servicing and delivery, and emergency vehicle access. A footway adjacent to the southern side of Brunswick Square will provide a traffic free pedestrian route to the Printworks building.

Cycle access will be provided on carriageway from Brunswick Square as a relatively lightly trafficked route.

In the end state the masterplan provides a north-south aligned street along the eastern edge of what is currently the Peacock Industrial Estate, and the western edge of the Site. This route will be a primary vehicular access for the masterplan and connects to Perceval Court and Brunswick Square. Vehicular access under the end state can be taken from this primary route to Brunswick Square and Perceval Court.

Long-stay cycle parking will be provided in ground floor cycle parking stores. Short-stay cycle parking spaces will be provided in the form of Sheffield stands for visitors.

The development is car-free, with one disabled car parking bay proposed on Percival Court to the south. Detailed proposals for access, parking and servicing are set out in **Chapter 3**.

1.6 Compliance with Healthy Streets, Vision Zero and Mayor’s Transport Strategy policies

In accordance with TfL Healthy Streets TA guidance, this section provides further details on the development proposals, outlining how they will support Healthy Streets, Vision Zero, and the *Mayor’s Transport Strategy* (2018), as well as how strategic transport policies will be delivered and how transport planning has contributed to the design.

The design and layout of the Site follows TfL’s Healthy Streets approach, which prioritises active and sustainable travel. New pedestrian access will be created into the Site along Brunswick Square. A further lightly trafficked pedestrian and cycle route will be provided via Percival Court. Together these pedestrian and cycle routes will increase the permeability of the Site and improve its connections with the local area and new masterplan developments. These accesses and associated routes will be direct, attractive and of

high quality, which will help to create a place where people feel relaxed and safe; and will encourage use by people from all walks of life. The proposed ground floor commercial uses along Brunswick square and Percival Court will activate these streets.

The proposed car-free development is in accordance with *the London Plan* (2021) and LBH’s Local Plan policies. This will encourage students and other users of the Site to use the wide range of existing public transport services available near to the Site, as well as walking or cycling. This is in accordance with the key aim of the *Mayor’s Transport Strategy* (2018) to achieve 80% of all trips in London to be made on foot, by cycle or using public transport by 2041. In addition, long-stay and short-stay cycle parking will be provided in accordance with *the London Plan* (2021) standards.

Internal routes within the Site will incorporate the principles of ‘safe streets’, within the *Vision Zero Action Plan* (2018). The routes will provide a pleasant walking environment that prioritises pedestrians, with reduced clutter and improved hard and soft landscaping compared with the existing site. In the end state, new pedestrian and cyclist accesses at the eastern and southern part of the HRWM site will also provide a more pleasant walking environment between White Hart Lane and the High Road.

1.7 Policy context

The development proposals have taken into account the following national, regional, and local planning policy and guidance documents.

National Planning Policy:

- Revised National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government (MHCLG), 2021)
- Manual for Streets 1 & 2 (Department for Transport (DfT), 2007; Chartered Institute for Highways and Transport (CIHT); 2010)
- Planning Practice Guidance (PPG) (MHCLG, 2017)
- Inclusive Mobility (DfT, 2005)

Regional Planning Policy:

- The London Plan (GLA, 2021)
- Mayor’s Transport Strategy (Greater London Authority (GLA), 2018)
- Healthy Streets for London (TfL, 2017)
- London Cycling Design Standards (TfL, 2014)

Local Planning Policy:

- Haringey Transport Strategy (LBH, 2018)
- Haringey’s Local Plan: Strategic Policies 2013-2026 (LBH, 2017)
- Haringey’s Local Plan: Development Management DPD (LBH, 2017)
- Tottenham Area Action Plan (LBH, 2017)
- High Road West Masterplan Framework (Arup, 2014)

The proposals support the NPPF (2021) objectives of promoting walking, cycling and public transport use, and creating high quality places. The Site is located in close proximity to existing walking, cycling and public transport networks; and improved and additional access points from the Site will improve connectivity to these.

Additionally, the proposals include the provision of long and short stay cycle parking spaces. The proposals therefore meet the sustainable development criteria promoted in the NPPF.

1.8 Report Structure

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

- **Chapter 2:** Transport Planning for People – sets out who the development is for, how they will travel there and why;
- **Chapter 3:** Site and Surroundings – sets out how people of all abilities will move around the Site and its immediate surroundings. It covers access by all relevant modes of transport, public realm space, and servicing and parking, for both the existing and proposed situation;
- **Chapter 4:** Active Travel Zone (ATZ) – contains the assessment of how people will make key journeys within the ATZ to support a car-free lifestyle;
- **Chapter 5:** London-wide Network – sets out the trip generation and impact assessment for the proposals;
- **Chapter 6:** Delivery and Servicing Management – sets out the draft delivery and servicing management strategy of the operational development; and
- **Chapter 7:** Conclusion – provides a summary table in accordance with TfL’s Healthy streets TA guidance.

2. Transport planning for people

In line with TfL guidance on the requirement for a Healthy Streets TA, this chapter sets out details of who this development will be for, how they will travel to and from it, and their purpose for travel.

2.1 Approach

A user-centric approach has been taken to the redevelopment proposals which respond to the needs of future student residents, employees, and visitors to the Site.

The redevelopment proposals will improve access and the layout of the Site, which will benefit all Site users. Improved access points and routes through the masterplan area in the end state will enhance the permeability and connectivity of the Site to the local area and surrounding transport networks. Improved public realm spaces surrounding the Site and within the masterplan area will also enhance the liveability of the area, making it an attractive place for people from all walks of life to spend time in.

The car-free nature of the development will create a pleasant environment for people, as well as promote the use of public transport as an alternative to travel by private car. Cycle parking will be provided in accordance with the *London Plan* (2021) standards and will be located in secure and easily accessible ground floor stores to accord with *London Cycle Design Standards* guidance. These stores provide scope to park all types of cycles including larger and adaptable cycles. The needs of all cycle users, including visitors to the Site, will be met through the provision of Sheffield stands provided in the public realm environment.

2.2 Proposed development users and requirements

Table 1 summarises the students’ travel assumptions and requirements for the Site. This aligns with the principles outlined in the *London Plan 2021*, Healthy Streets principles and Vision Zero objectives set out in the Mayor’s Transport Strategy.

Table 1: Site users and requirements

Land Use	User Type Assumptions	Requirements of User Types
PBSA	Daily trips to educational institutions are likely to occur across the AM peak period (08:00-11:00); whilst return trips are likely to occur across the PM peak period (17:00-21:00). Off-peak trips will also be taken to leisure and retail destinations.	PBSA developments will generate trips for various purposes. Access to the scheme has been considered in relation to all mobility requirements. Routes to and from the Site should cater for these requirements, such that they are direct and convenient as well as pleasant and safe. Pleasant walking and cycling routes should form primary links in order to promote travel by active modes as a natural choice, including adequate resting places, shade and shelter, and attractive features such as landscaping. Adequate connectivity should be provided between future occupants and public transport hubs (particularly buses and London Overground) in order to provide convenient connection to the education institutions, reducing reliance on private modes and private hire vehicles (including taxis and Uber).
Commercial	Although applied for as flexible E Class use, the commercial units at floor are envisaged to be used as retail space. Given the range of retail destinations on the High Road, the Site’s retail units are not expected to be destinations in their own right. As such, visits to the retail units are predominantly expected serve the existing and new residents in the local area and thus trips to the retail units are expected to form part of pass-by / linked trips. These are therefore likely to be undertaken by public transport, walking or cycling. Employees of the retail uses are likely to travel outside the AM and PM peak hours / prior to opening and post-closing times. The journey patterns for employees and visitors of the retail stores are likely to be the same both during the week and at weekends.	Given that visitor trips are likely to be linked or pass-by, the retail units are proposed to be located in prominent, attractive, and easy to access locations. Walking, cycling and public transport are likely to be the most popular and convenient methods of travel to the retail units by visitors and employees of the retail floorspace. High quality walking and cycling infrastructure is proposed as part of redevelopment and the HRWM therefore support ease of navigation and access to the retail facilities. The retail units are also easily accessible from public transport services, accessible within short walking distance of the Site.

3. Site and surroundings

In accordance with TfL guidance on Healthy Streets TA's, this chapter sets out details of how people of all abilities will move around the Site and its immediate surroundings. It should be noted that the access arrangements for the Site will consider both: an interim state where the individual Site has been built out and the remainder of the masterplan has not been completed, and the end state when the full masterplan has been built out. The following sections consider travel to and around the Site on foot, by cycle, by public transport and by private motor vehicle.

3.1 Walking

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

3.1.1 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 6**.

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 6**, 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.

A detailed description of the pedestrian network can be found in the Active Travel Zone Assessment in **Chapter 4**.



Figure 6: Existing local pedestrian network

3.1.2 Existing access on foot

The existing retail units front High Road, from where access into individual retail units is provided. The retail units' facades are intercepted by residential entrances granting access to residential dwellings above. High Road adjacent to the Site offers a good pedestrian environment with wide footways, as shown on **Figure 7**, providing access to bus stops, formal crossing facilities with dropped kerbs and wayfinding signs.

The single storey, commercial private hire venue on the western part of the Site is accessible by foot via the connected retail unit at 819-821 High Road. A secondary pedestrian access is provided from Brunswick Square. The access route is shown on **Figure 7**. The narrow section of Brunswick Square adjacent to the High Road is insufficient to provide a vehicle free route for pedestrians for access to the venue on Site. In addition, the lack of indirect surveillance due to a lack of active frontages and condition of Brunswick Square results in an unattractive pedestrian route.



Figure 7: Photos of Brunswick Square (left to right: aerial view, view from the west, view from the east)

3.1.3 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 8**, 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 8: Pedestrian access routes

3.2 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.

3.2.1 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 9**.

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

3.2.2 Existing cycle access

The existing retail units on the Site front High Road and access for employees is via the shop frontages. To the north on High Road, four cycle parking spaces are provided on the western footway, which can be used by visitors to the existing retail units. High Road provides cycle infrastructure in the form of advanced stop lines at signalised junctions and shared bus / cycle lanes.

The private hire venue on the western part of the Site is accessed via Brunswick Square. Brunswick Square is a narrow public highway comprising no cycle provisions.



Figure 9: Local cycle network

3.2.3 Proposed cycle access

Proposed cycle access routes to the proposed cycle stores are shown in **Figure 10**.

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

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 10: Proposed cycle access routes

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 2.

Table 2: 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 11, 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 11: Cycle parking locations

3.3 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.

3.3.1 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 12** and a copy of the detailed PTAL report is provided within **Appendix C**.

3.3.2 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 13** 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.

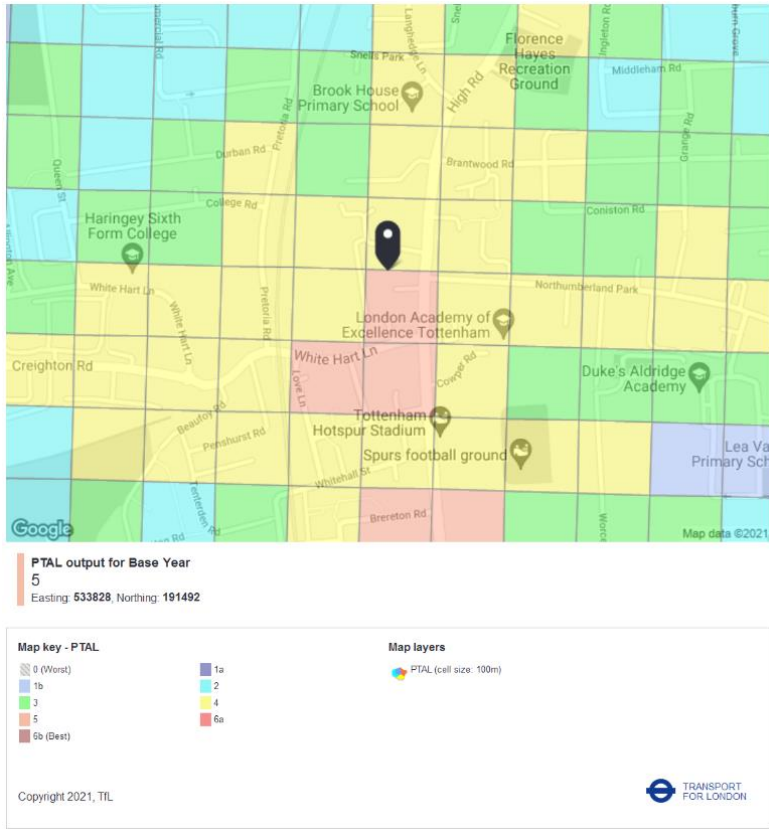


Figure 12: Existing site PTAL

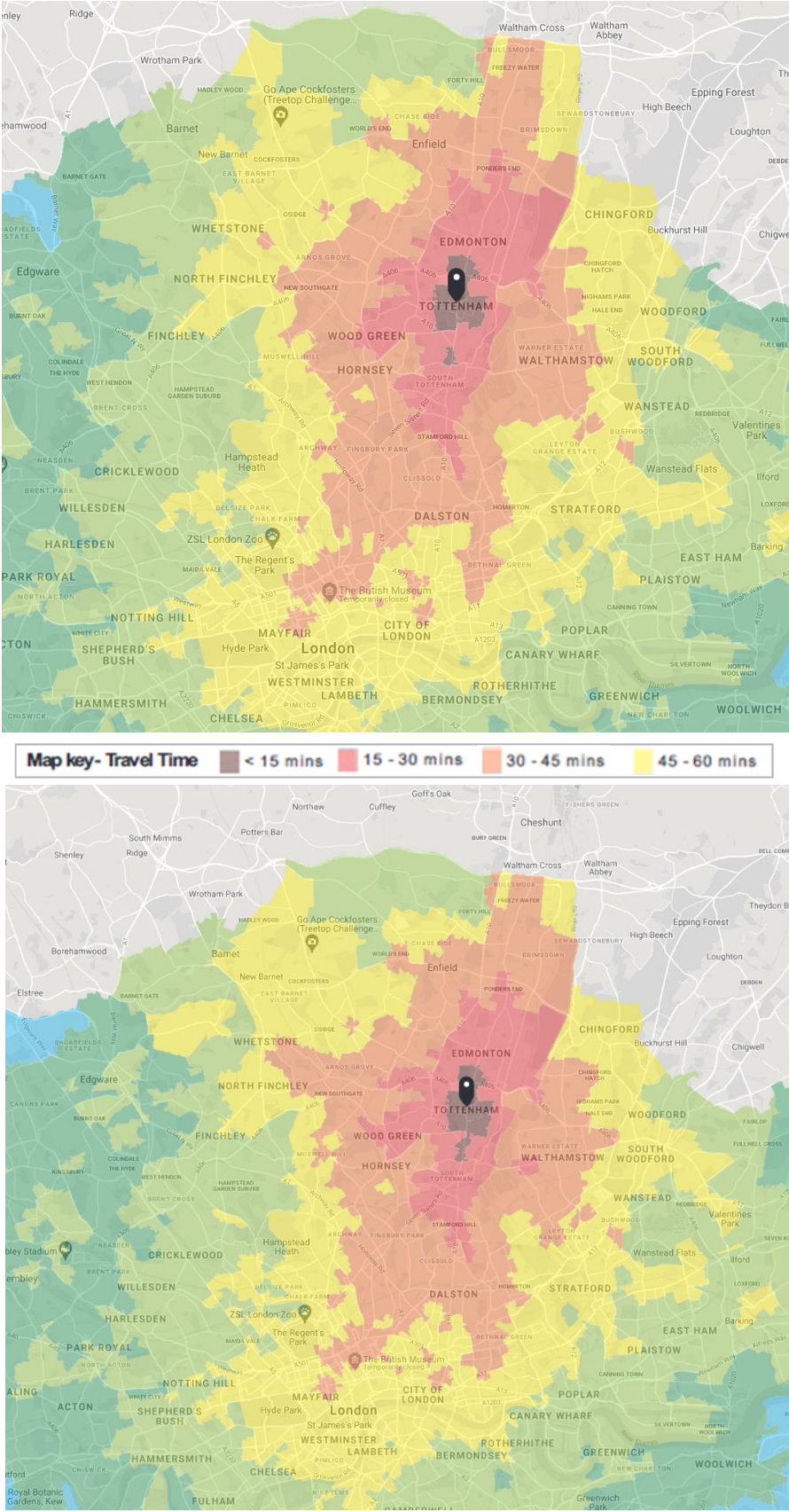


Figure 13: TIM public transport (AM and PM peak)

3.3.3 Bus

As shown in **Figure 14**, 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 3**.

Table 3: 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

3.3.4 Rail services

As shown in **Figure 15**, 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 4**.

Table 4: 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

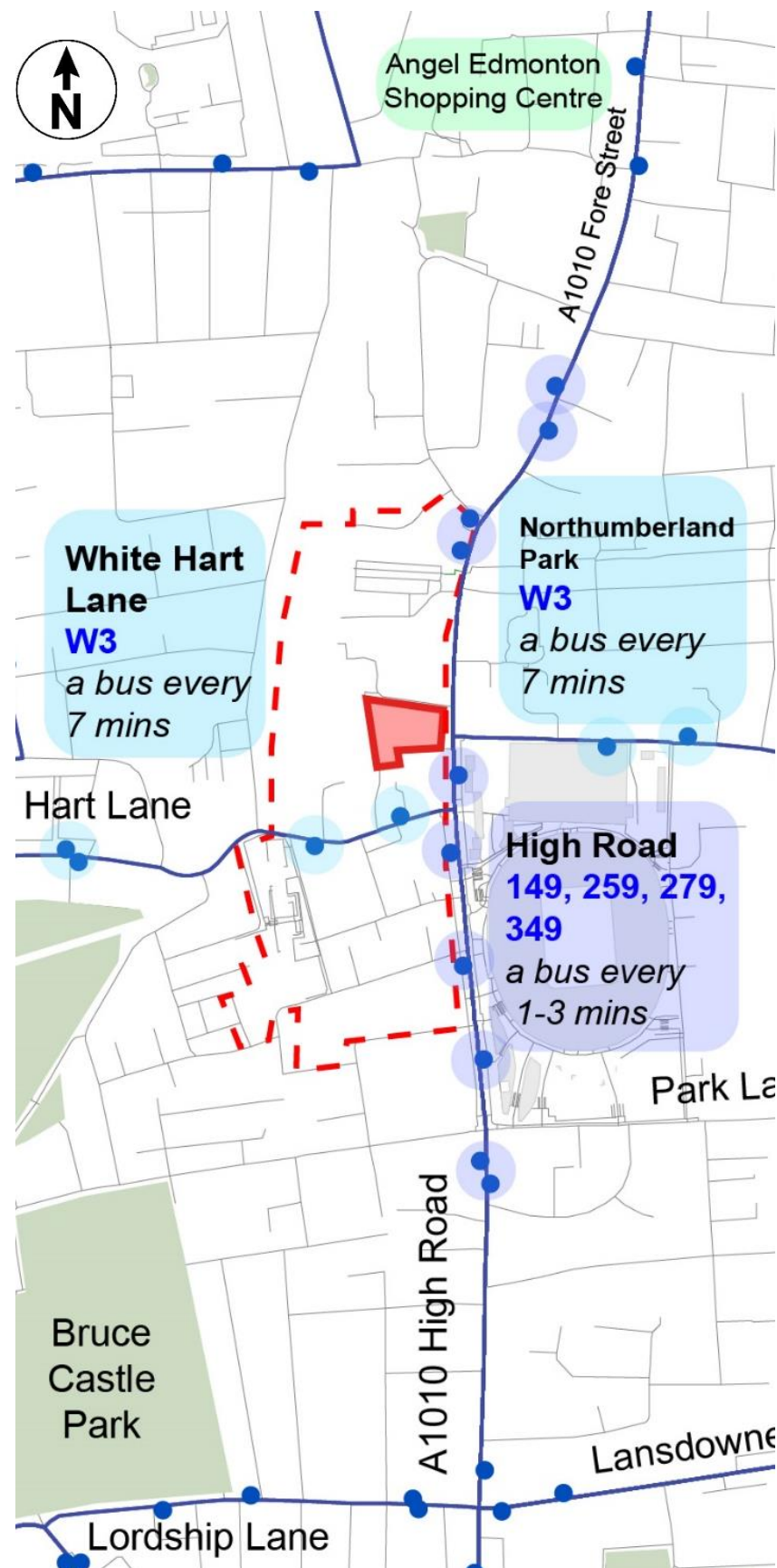


Figure 14: Local bus stop locations

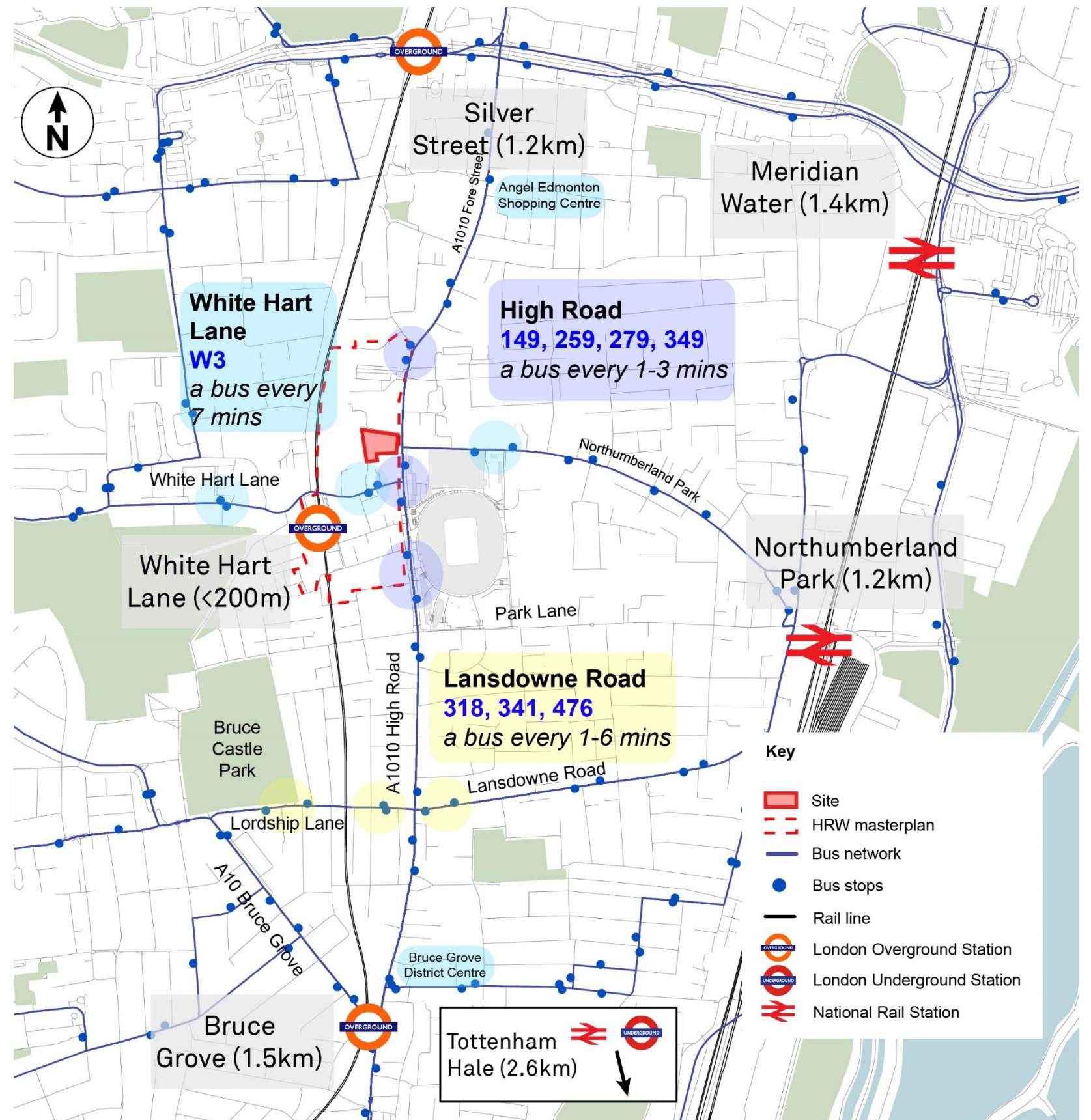


Figure 15: Public transport services

3.4 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 16**. 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.

3.4.1 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 17**.

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 17**, the Tottenham North CPZ covers White Hart Lane to the south of the Site and the surrounding residential streets including Brantwood Road.

3.4.2 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 16: Local highway network

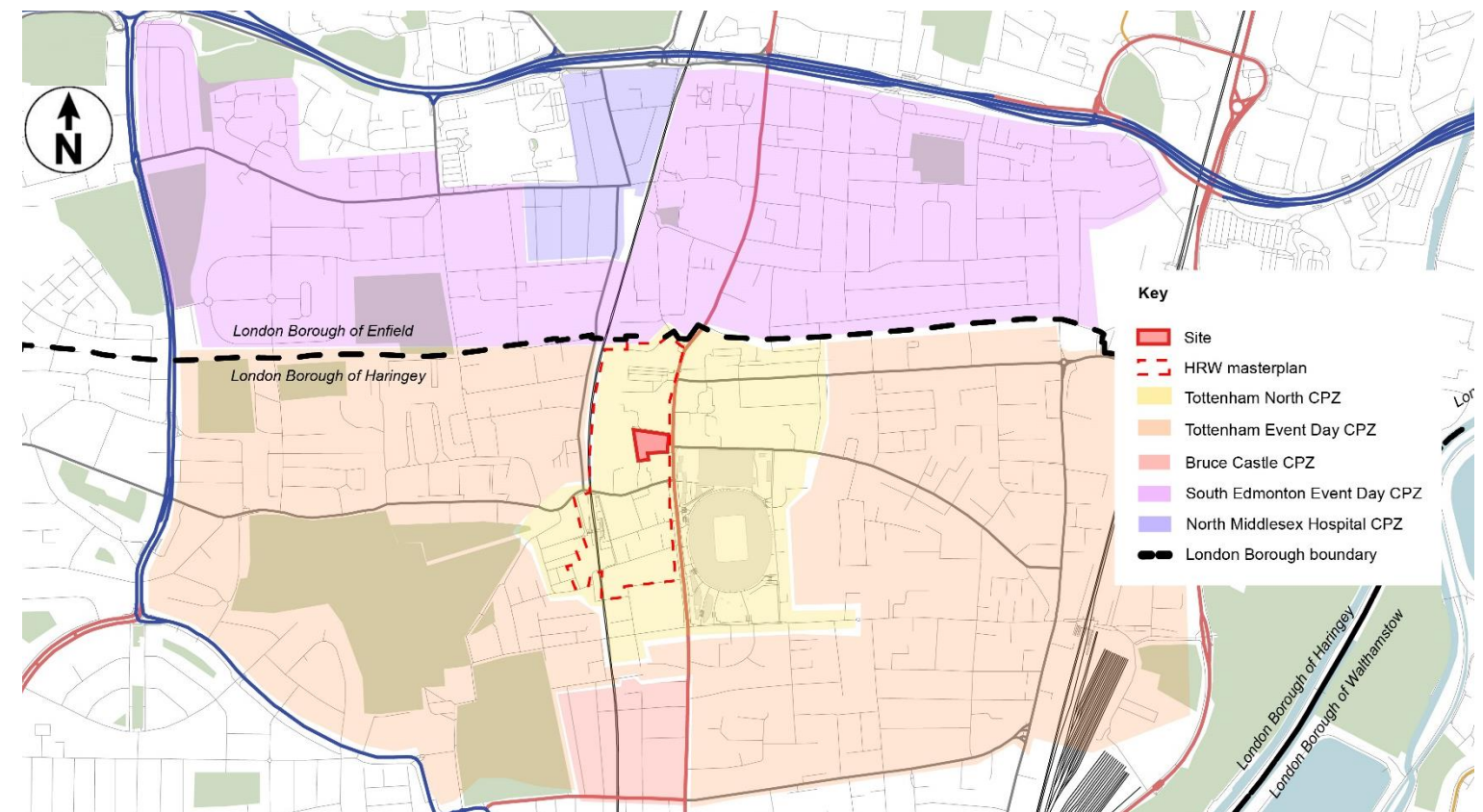


Figure 17: Controlled Parking Zones within vicinity of the site

3.4.3 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.

3.4.4 Existing vehicular site access arrangements

The High Road fronting properties are serviced directly from High Road, making use of existing loading bay provisions.

The private hire venue on the western part of the Site is accessed off Brunswick Square, from where around 50 car parking spaces for event users can be accessed on site.

3.4.5 Proposed vehicular access arrangements

The Proposed Development will be car-free with the exception of one disabled bay proposed along Percival Court.

Delivery and servicing vehicles will access the proposed loading bays on Brunswick Square. The bays will accommodate up to two 8m long rigid heavy goods vehicles (HGVs) (7.5tonne gross vehicle weight) vehicles simultaneously.

To enable vehicles to depart in forward gear, a turning head is recessed into the northern elevation of the Printworks building. The turning head is wide enough to allow all expected delivery and servicing vehicles, including refuse collection, to turn around.

Refuse collection is proposed to be collected from Brunswick Square via the turning head.

Arup drawing 278880-ARP-PW-XX-DR-T-000016 shows the swept path of a refuse vehicle (as the largest vehicle accessing the site) turning in the turning head to Brunswick Square. Arup drawing 278880-ARP-PW-XX-DR-T-000015 shows the same manoeuvres for a fire tender.

3.4.6 Existing vehicle parking arrangements

The existing premises fronting High Road provide no on-site parking for residents and retail units.

Customers to the retail units can access pay-by-phone on-street parking bays along the High Road which are restricted as follows:

- Non-event days – Monday to Saturday between 07:00 and 19:00, maximum stay 2 hours, no return within 2 hours
- Event days - Monday to Saturday between 07:00 and 19:00, maximum stay 1 hour, no return within 1 hour.

The private hire venue on the western part of the Site is accessed off Brunswick Square, from where around 50 car parking spaces for event users can be accessed on site.

3.4.7 Proposed vehicle parking arrangements

The scheme is proposed to be car free with the exception of one disabled bay on Percival Court, as shown on **Figure 18**.



Figure 18: Disabled parking bay location

3.5 Delivery, Servicing and Waste Management

3.5.1 Existing arrangements

The High Road fronting properties on site are accessed directly off the High Road for residential and commercial refuse collection. Delivery and servicing is undertaken from loading facilities present along the High Road. The nearest loading bay, permitting loading between 07:00 and 20:30 for 40min with no return within 1 hour, to the Site is situated to the north of White Hart Lane approximately 60m to the south of the Site.

Residential flats above retail as well as commercial units along the High Road have a timed collection of waste. This is a slot that occurs twice a day as between 10:00-11:00 and between 23:00-05:00. Deliveries to the existing private hire venue by van type vehicles are made directly to the venue. Larger delivery, which are unable to manoeuvre along Brunswick Square due to its narrow width, utilise the existing loading bay provision on the High Road.

3.5.2 Proposed delivery and servicing arrangements

As set out in **Section 3.4.5**, all delivery and servicing activities are proposed to take place within the proposed layby loading bays along the southern side of Brunswick Square. Further details of the delivery and servicing management strategy for the Site are set out in **Chapter 6**.

Refuse is proposed to be collected via the loading bays from where bin stores can be accessed. Refuse is proposed to be collected by private collection provider.

Further details relating to the waste management proposals for the Site are set out in the standalone Waste Management Plan, prepared as part of a suite of documents to support the planning application of the development.

Figure 19 shows the proposed bin store locations.



Figure 19: Proposed bin store locations

3.7 Healthy Street Check for Designers

3.7.1 Background

The Healthy Streets approach is a long-term plan for improving Londoners’ and visitors’ experiences of streets in London, helping everyone to be more active and enjoy the health benefits of using London’s streets on a daily basis.

Importantly, the Healthy Streets approach is not an idealised vision for a model street. It recognises that each street is different, and different elements can contribute to the look, feel and functionality of the street.

The ‘Healthy Streets Indicators’ are ten evidence-based indicators which define the important elements that make streets appealing, healthy and inclusive. Working towards these indicators on London’s street networks will contribute towards creating a healthier city. The ten healthy streets indicators are shown in **Figure 21**.



Figure 21: Healthy Streets Indicators
Source: <http://content.tfl.gov.uk/guide-to-the-healthy-streets-indicators.pdf>

3.7.2 Healthy Streets Appraisal

A number of tools have been developed as part of TfL’s Healthy Streets toolkit, one of which is the ‘Healthy Streets Check for Designers’ (HSCD). This is a tool in appraising differences between existing layouts and proposed changes to streets.

HSCD is based on the scoring of a number of metrics that individually or combined, contribute to the ten Healthy Streets indicators. There are a total of 31 different metrics which relate to various elements such as vehicle traffic characteristics (e.g. volume, speed, noise etc), design for pedestrians (e.g. crossing points, footpath width, lighting, surveillance etc), design for cycling (e.g. type and width of facility, priority at junctions, cycle parking etc), and down to more detailed items such as street trees and planting, spacing of benches, location of public transport stops etc.

Many of these elements may be subject to refinement, however at the planning stage a Healthy Streets Appraisal can be undertaken to demonstrate how a typical street would measure against the Healthy Streets indicators, and how a proposed development would provide improvements compared with the existing. The assessment focuses on Brunswick Square and Percival Court, which are proposed to be improved as part of the proposed development.

The results of the assessment are presented in **Table 5**. The full output of the Healthy Streets Check undertaken is included in **Appendix D**.

Brunswick Square

The proposed site access scores well due to the improvements to pedestrian and cycle infrastructure and enhanced public realm. The route is anticipated to be lightly trafficked throughout the day, with vehicles subject to a maximum of 20mph. It should be noted that whilst pedestrian and cycle movements have priority, a small number of large vehicles will be required to access the Site on an infrequent basis, for waste and servicing purposes. These movements will be managed through the DSMP. This arrangement also avoids increased kerbside activity on High Road as all pick-ups and drop-offs will take place within the Site, thus reducing the impact to the external highway network.

Perceval Court

Perceval Court scores well in the proposed state for similar reason, with improved pedestrian and cycle infrastructure and enhancements to the public realm.

Table 5: Healthy Streets scores

Healthy Streets Indicators' scores (%)	Brunswick Square		Percival Court	
	Existing	Proposed	Existing	Proposed
Pedestrians from all walks of life	55	78	50	82
Easy to cross	60	83	60	77
Shade and shelter	33	83	50	83
Places to stop and rest	27	93	33	93
Not too noisy	67	87	60	87
People choose to walk, cycle and use public transport	55	78	50	82
People feel safe	54	81	46	86
Things to see and do	33	83	50	83
People feel relaxed	56	81	50	85
Clean Air	58	92	58	92
Overall Healthy Streets Check score	54	81	50	84
Number of 'zero' scores	2	1	3	0

Summary

The HSCD confirms that the proposed development has been designed with the Healthy Streets indicators in mind. It demonstrates that a high level of amenity and quality will be provided to facilitate and encourage active travel for future residents and visitors of the Site. The proposals will provide clear improvements against the ten Healthy Streets Indicators compared with the existing streets.

4. Active Travel Zone

4.1 Overview

The Active Travel Zone (ATZ) assessment is an important component of the Healthy Streets approach. Its purpose is to appraise the main active travel routes between the Site and local public transport interchanges and key destinations, with the aim of identifying gaps or shortcoming in the existing pedestrian and cycle provision. This is particularly necessary for car-free developments, as there needs to be increased emphasis on accessibility and ease of movement on foot or by cycle for people of all abilities.

The ATZ review outlines a series of observations and (where relevant) recommendations as to how conditions for active travel can be improved, and on which routes these improvements are best focussed.

It should be noted that any recommendations identified are opportunities for the local authorities and future developments to deliver. They are not specifically linked to the development on site and not required to mitigate the impacts of the development but could assist in improving the local conditions for active travel.

The ATZ is defined as a 20-minute cycling distance from a site, representing a comfortable and realistic time people might be willing to travel to a destination outside of the Site without the use of a motor vehicle. **Figure 22** shows the 20-minute cycle isochrone around the Site, derived from TfL’s WebCAT Travel Time Planning Tool.

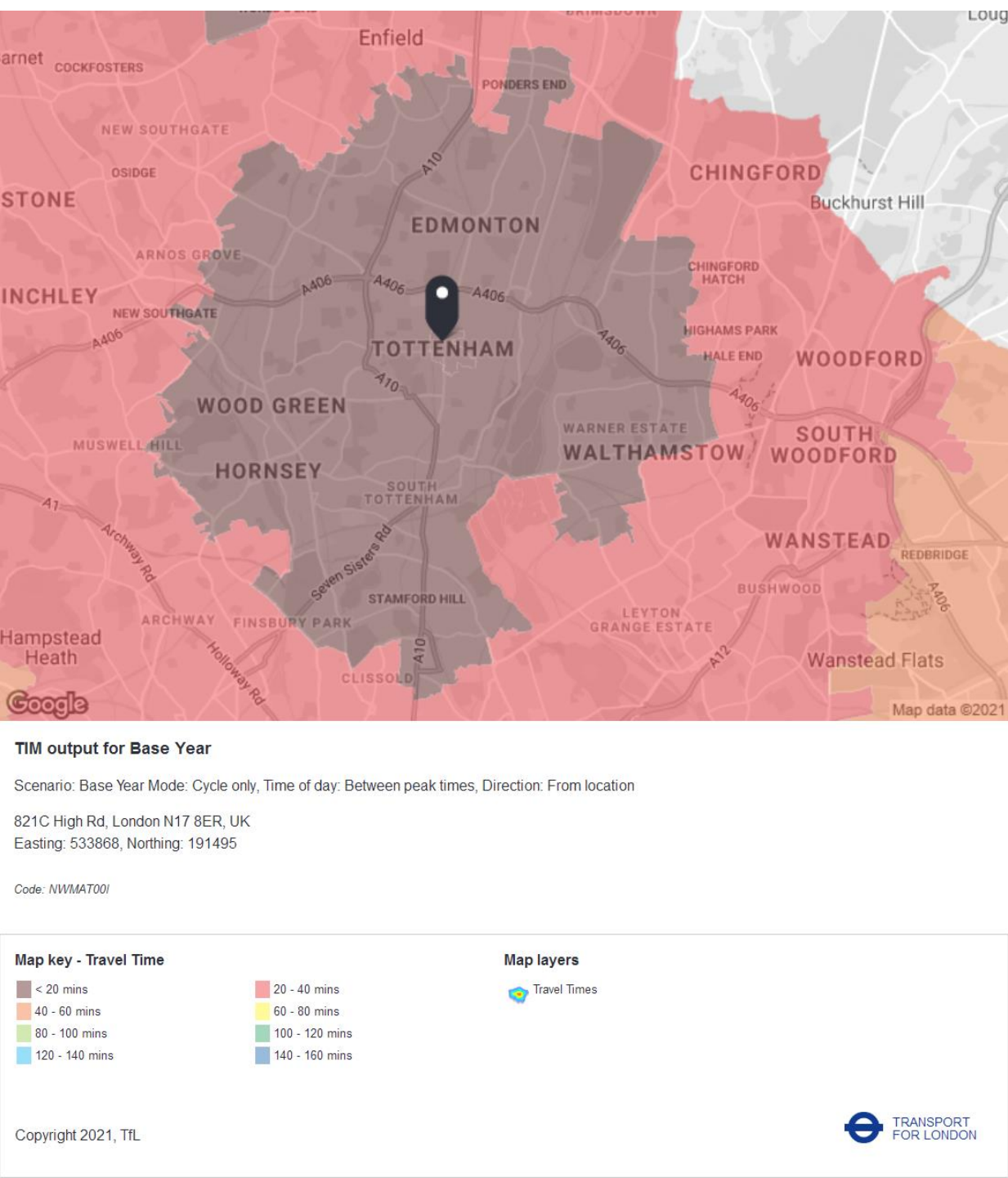


Figure 22: TIM map - 20-minute cycle zone

4.2 Key Active Travel routes

The active travel routes comprising this assessment were discussed and agreed with LBH during pre-application discussions. The routes are:

- Route 1 – from the Site to Upper Edmonton High Street. This route also connects to primary schools, health centres and places of worship.
- Route 2 – from the Site to Northumberland Park Rail Station. This route passes a school and place of worship.
- Route 3 – from the Site to Bruce Castle Park. This route passes by White Hart Lane Station and Tottenham Cemetery, and connects to Cycle Superhighway 1
- Route 4 – from the Site to St. Paul's Church on Park Lane. This route passes a number of schools, places of worship and GP practices, including Tottenham Health Centre on High Road.
- Route 5 – from the Site to Lordship Lane, which is an alternative bus route to High Road, offering services to Central London.

The active travel routes are shown in **Figure 23** within the context of the existing active travel network and local town centre amenities.

The following pages comprise a summary of available collision data on these routes, preceded by a review of each route in terms of walking, cycling and Healthy Streets indicators.

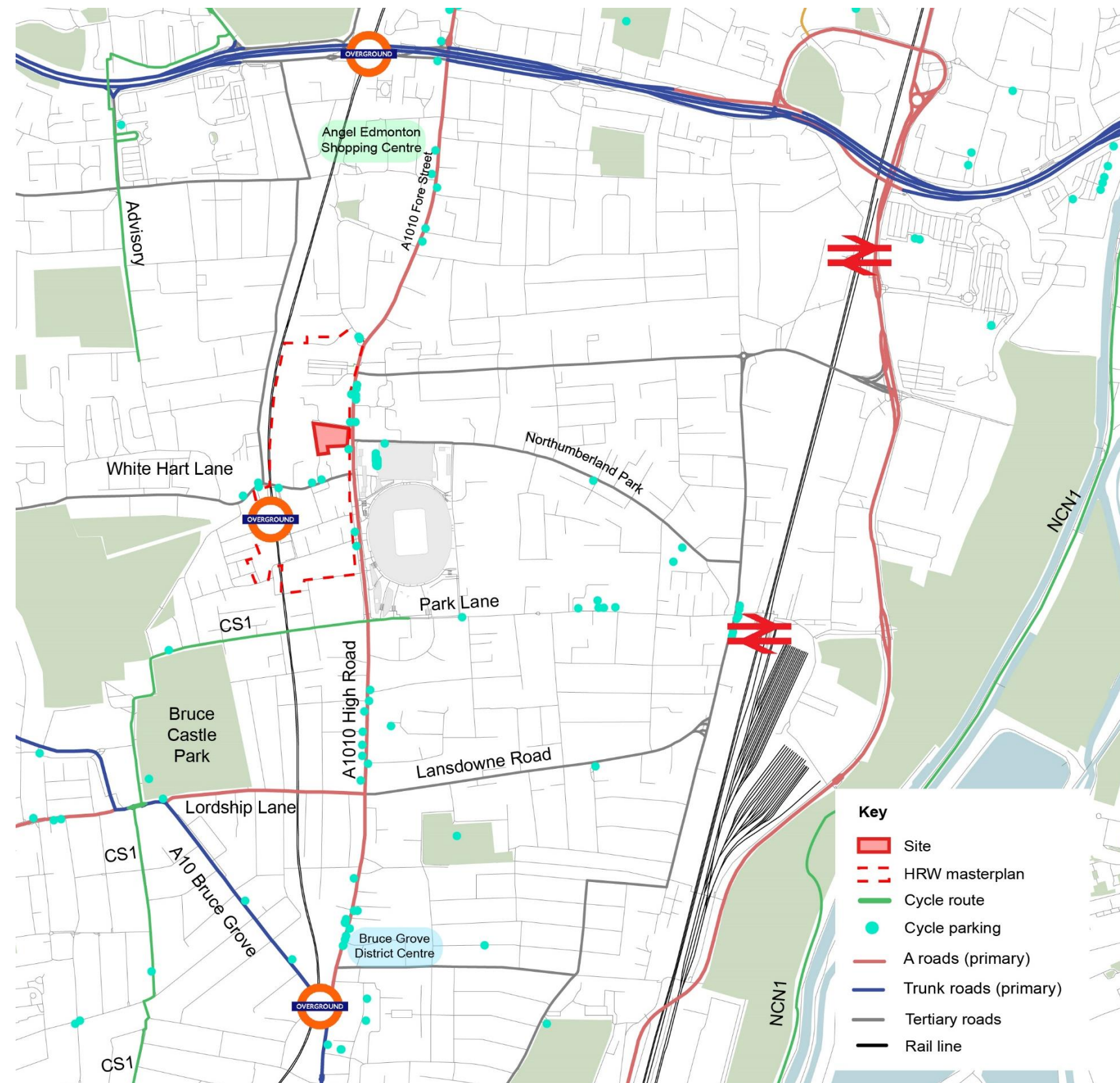
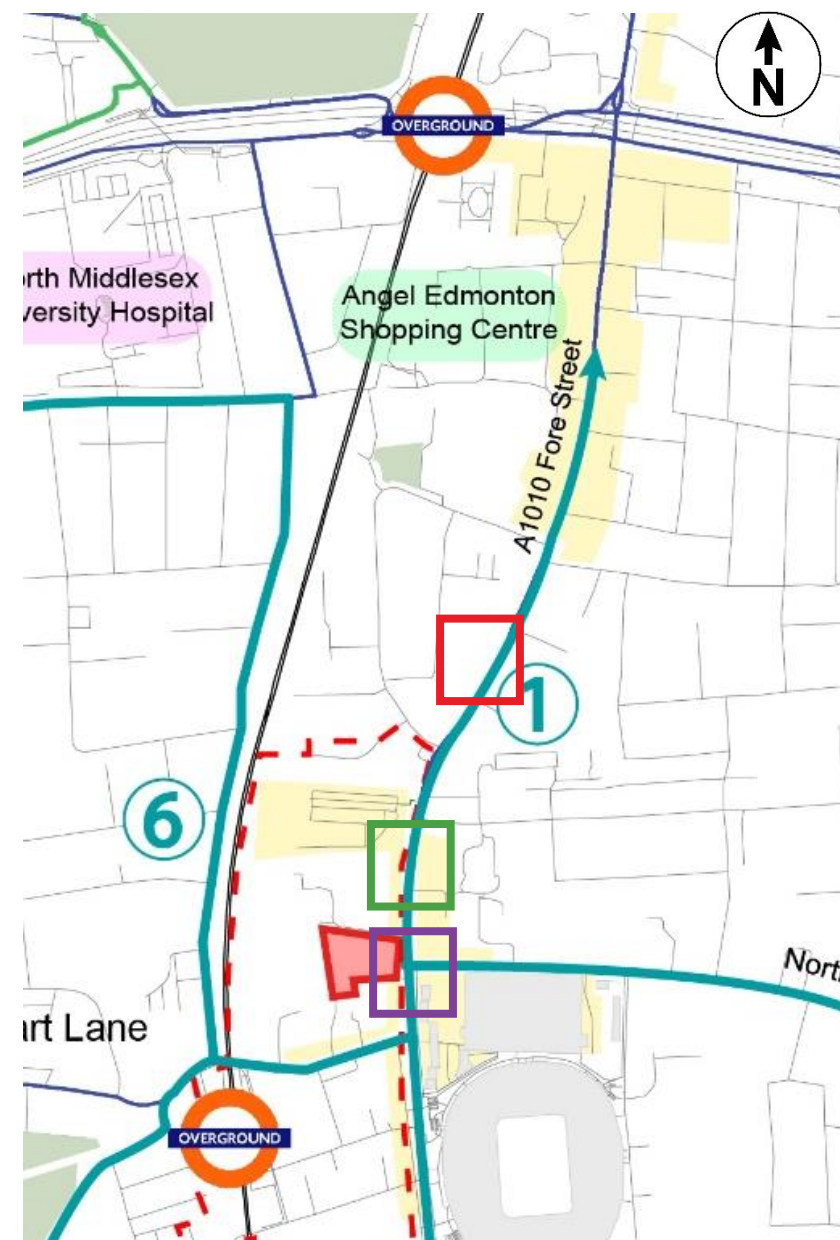


Figure 23: ATZ routes and adjacent facilities

4.2.1 Route 1: from the Site to Angel Edmonton Shopping Centre

The route to Angel Edmonton Shopping Centre runs north directly from the Site along High Road and Fore Street for around 700m (a 10-minute walk or less than five-minute cycle). Various amenities line the route, including retail, shops, a medical centre, and Florence Hayes Recreation Ground. Photographs, observations, and recommendations for this route are provided on this page.



Active Travel Route 1



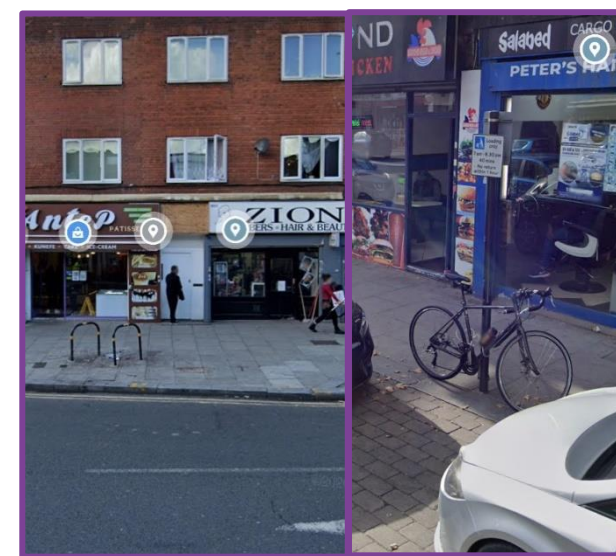
Google Streetview: High Road, looking northbound

Observations for Walking:

- Along High Road, high street pavement widths are significantly reduced by off-road parking spaces. This restricts comfortable pedestrian movement, and also pushes various street furniture to infringe on active frontages such as cafés and restaurants. Parking vehicles also block the road temporarily, disrupting traffic flow.

Recommendations:

- Given what appears to be a high level of footfall on High Road high street, consider reducing off-road car parking provision to reduce vehicle dominance and increase the pavement widths.



Google Streetview: High Road, looking west

Observations for Cycling:

- Advanced stop lines are provided at junctions on this route.
- There are no designated or marked cycle lanes on this route.
- A lack of short-stay cycle parking means that people lock their bikes to existing street furniture which can clutter the footway and obstruct pedestrian movements.

Recommendations:

- Consideration should be given to providing additional Sheffield Stands so that people travelling by cycle have more options in terms of short-stay cycle parking.



Google Streetview: Fore Street, between High Road and Angel Edmonton looking northbound

Observations for Healthy Streets:

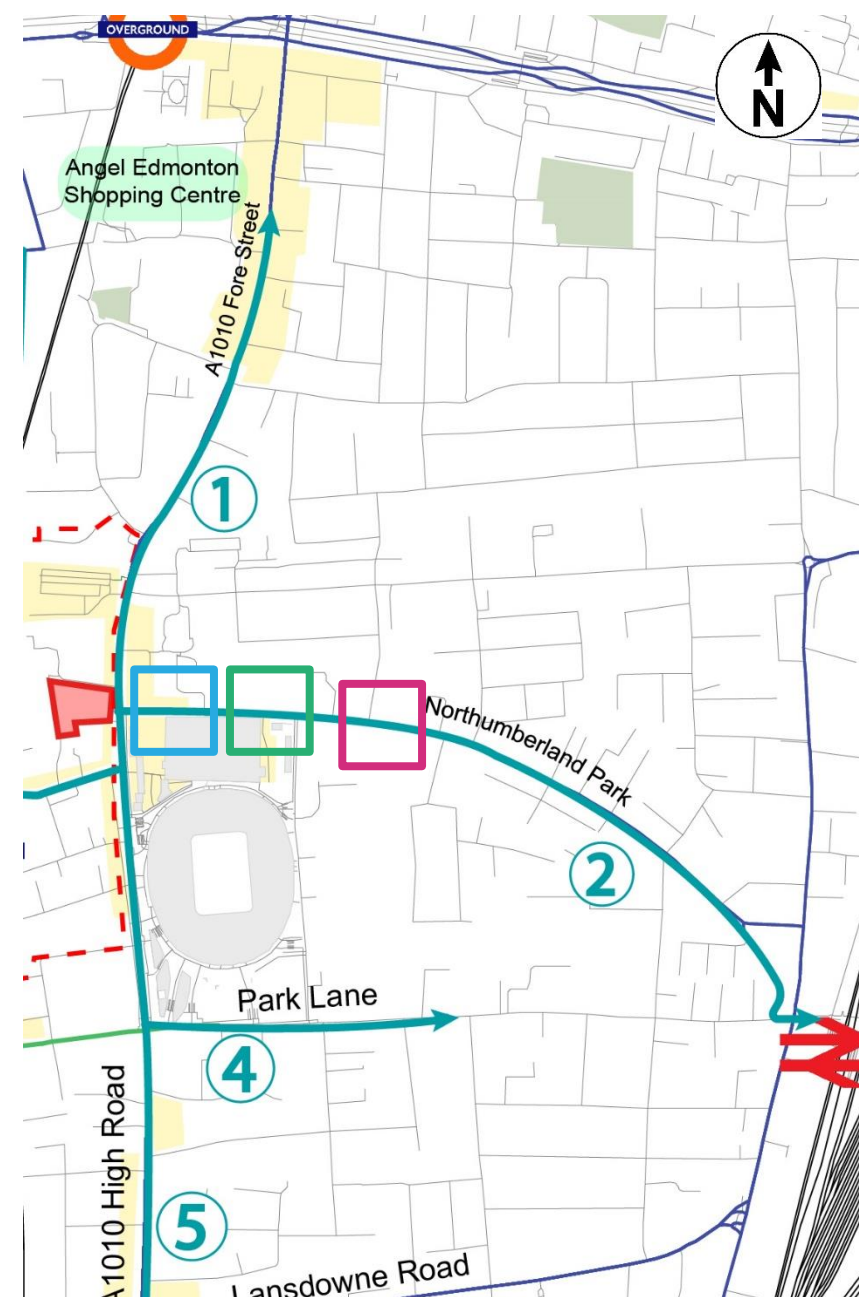
- The section of Fore Street between High Road and Angel Edmonton Shopping Centre is lacking in street furniture and active frontages. Passive street surveillance is also low.
- At several points along this route, the carriageway widens, increasing the dominance of vehicles

Recommendations:

- Consider street furniture that may provide seating and shelter, and help to foster a sense of place, which will encourage more street activity and perception of safety.
- A review of highway configuration may also be considered on Fore Street, to reallocate street-space for active travel.

4.2.2 Route 2: From the Site to Northumberland Park Rail Station

The route to Northumberland Park Rail Station runs east directly from the Site along Northumberland Park Road for around 1.2km (a 15-minute walk or less than five-minute cycle). Amenities on route include retail shops, a large supermarket, place of worship, as well as access to the Brantwood Road Industrial Estate via its southern access on Tariff Road. Photographs, observations and recommendations for this route are provided on this page.



Active Travel Route 2



Google Streetview: Northumberland Park / Un-named Stadium Service Road, looking eastbound

Observations for Walking:

- Wayfinding signage directing pedestrians to and from Northumberland Park Rail Station is lacking on this section of the route.

Recommendations:

- Given what is likely a high level of footfall around this area (due to Tottenham Hotspur Football Club Stadium), this crossing could be formalised with markings and signage, to improve safety for pedestrians.



Google Streetview: Northumberland Park / Bennetts Close, looking eastbound

Observations for Cycling:

- In general, the cycling environment for this route is acceptable; people travelling by cycle can safely utilise the carriageway as vehicle traffic is low, and the road is in a good state of maintenance.
- Advanced stop lines are not provided at all junctions on this route.
- This route does not have any designated or marked cycle lanes.

Recommendations:

- Consider installing advanced stop lines for cycles on signalised junctions.
- Explore feasibility of implementing on street cycle lanes



Google Streetview: Northumberland Park / Trulock Road

Observations for Healthy Streets:

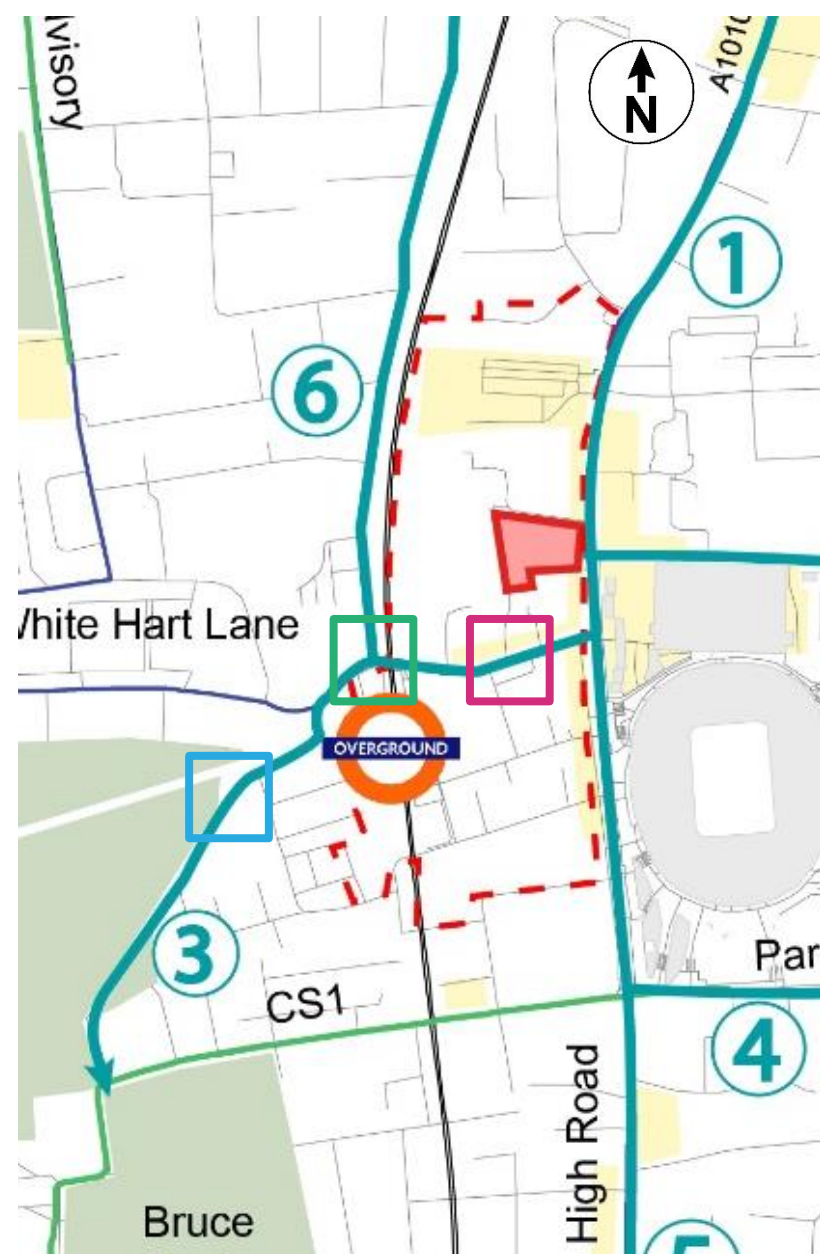
- Several bus stops on this route (for example Gillham Terrace Stop D near Duke's Aldridge Academy School) do not provide any seating or shelter for passengers waiting. However, there is no space for provision of a bus shelter that complies with TfL's bus stop guidance.
- In general, the streets are dominated by vehicles and on-street parking provision; pavement widths are observed to be quite narrow at several points along this route.

Recommendations:

- Conduct a review of on-street car parking capacity and usage in the area. Where possible, parking provision could be replaced with wider pavements or street furniture.

4.2.3 Route 3: from the Site to Bruce Castle Park

The route to Bruce Castle Park runs west from the Site along White Hart Lane, connecting onto Beaufoy Road which forms the eastern boundary of Tottenham Cemetery before reaching Bruce Castle Park and Cycle Superhighway 1 (around 800m – 10-minute walk or 5-minute cycle). Amenities on route include retail shops and White Hart Lane London Overground Station. Photographs, observations and recommendations for this route are provided on this page.



Active Travel Route 3



Google Streetview: White Hart Lane / Love Lane, looking westbound

Observations for Walking:

- In general, the walking environment on White Hart Lane is observed to be of high quality, especially between the site and the rail station.
- As a minor residential street, Beaufoy Road is observed to cater to significantly less footfall, given which the pedestrian environment is satisfactory overall.

Recommendations:

Should Beaufoy Road become a popular pedestrian route to Bruce Castle Park, it is recommended that minor improvements are made to the condition of the pavement and crossing surfacing, as well as the existing traffic filter.



Google Streetview: Beaufoy Road traffic filter, looking southbound

Observations for Cycling:

- Advanced stop lines are provided on White Hart Lane as are a number of Sheffield Stands, although there are no designated cycle lanes.
- People travelling by cycle are able to do so in the carriageway to White Hart Lane Station, where there is cycle parking provision. Beaufoy Road (which connects to CS1) has no cycle lane and generally lacks wayfinding signage.

- The traffic filter on Beaufoy Road is not conducive to comfortable pedestrian or cycle movement.

Recommendations:

Given that Beaufoy Road is a convenient link between High Road High Street and CS1, enhanced cycle provision on this route including a reconfigured traffic filter and improved wayfinding signage is recommended.



Google Streetview: White Hart Lane, looking westbound

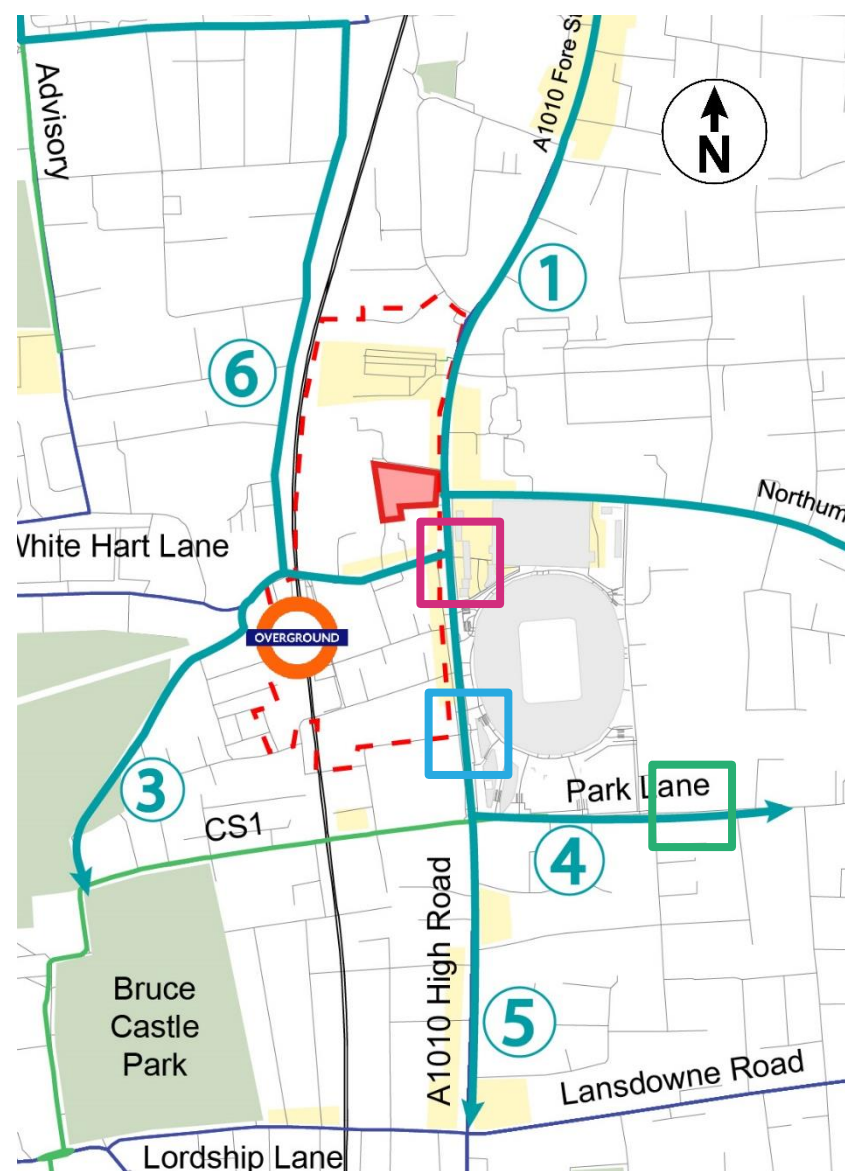
Observations for Healthy Streets:

- White Hart Lane comprises shared space design with traffic calming measures, wide pavements, street trees and seating.
- Beaufoy Road is observed to be a relatively quiet residential street subject to the Tottenham North CPZ.

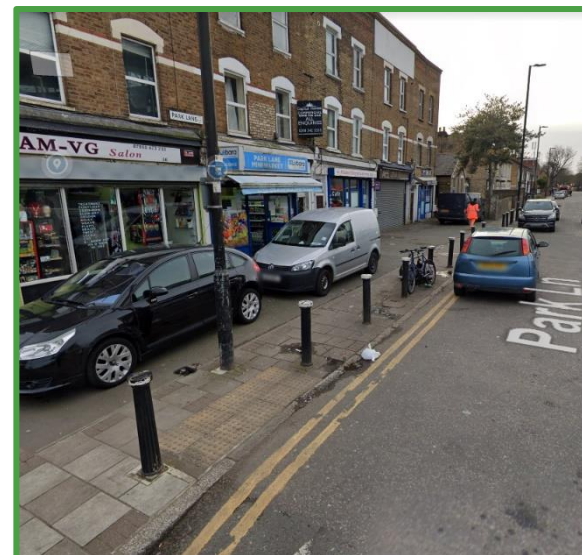
Recommendations:

Based on the above observations, no recommendations are made.

4.2.4 Route 4: from the Site to St Paul’s Church on Park Lane
 The route St Paul’s Church runs south from the Site along High Road, connecting onto Park Lane (around 700m – 10-minute walk or less than 5-minute cycle). The route passes Tottenham Hotspur Football Club Stadium and Tottenham Health Centre, as well as a number of schools. Photographs, observations and recommendations for this route are provided on this page.



Active Travel Route 4



Google Streetview: Park Lane, looking westbound

Observations for Walking:

- In general, the walking environment on High Road in the vicinity of the stadium is of high quality.
- On Park Lane, the pavements are observed to have many obstacles and barriers to comfortable pedestrian movement, including bollards and vehicles parked off-road unlawfully.

Recommendations:

Undertake an assessment of the footway configuration on Park Lane, considering whether the provision of bollards hinders or aids pedestrian movement.



Google Streetview: High Road outside Tottenham Hotspur FC, looking southbound

Observations for Cycling:

- Advanced stop lines are not provided at signalised pedestrian crossings on this route.
- There are no designated or marked cycle lanes on this route.

Recommendations:

Consider installing advanced stop lines at all stopping points, to improve cycle safety. In future a designated cycle route on High Road may also be considered.



Google Streetview: High Road, looking northbound

Observations for Healthy Streets:

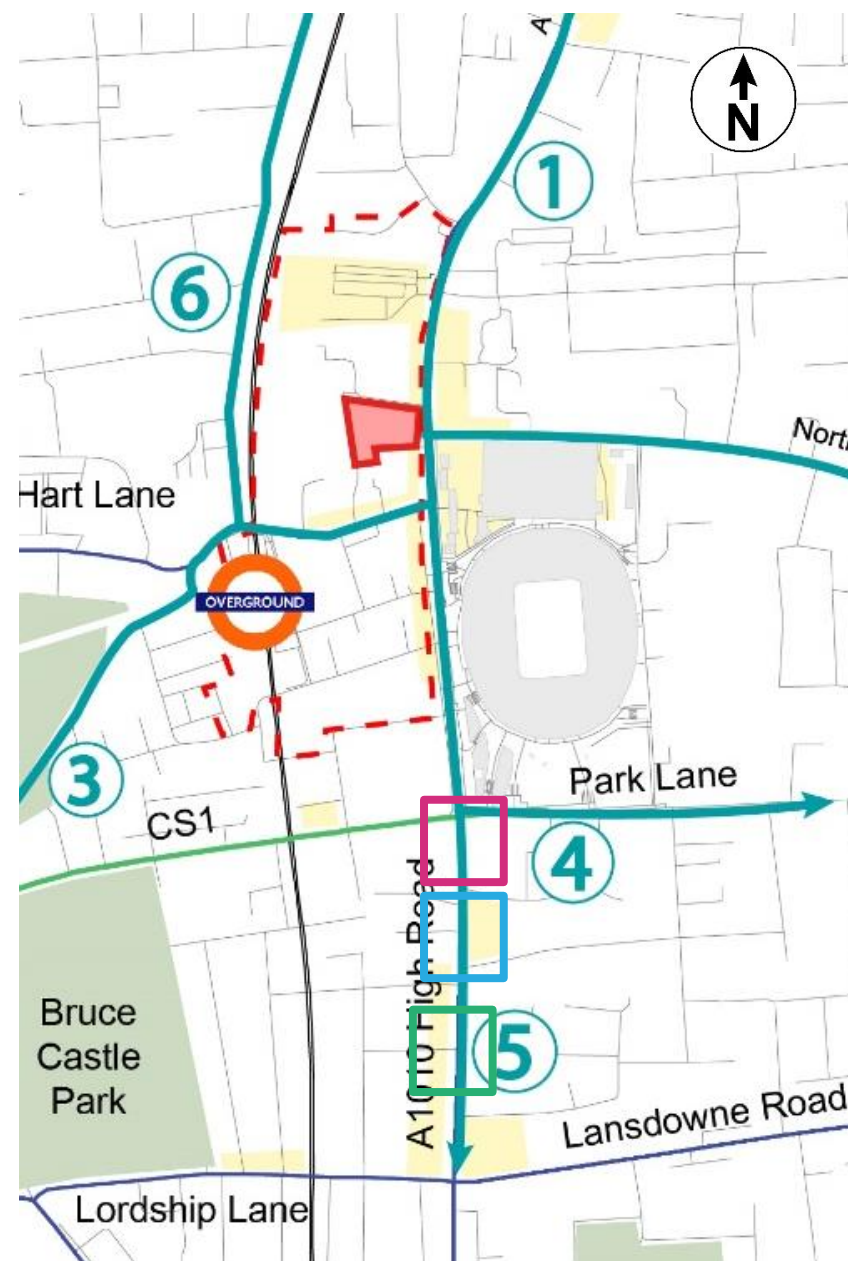
- High Road is observed to have high footfall for most of the day, due to the number of high street shops and active frontages.
- As one of LBH’s main vehicle corridors, High Road is subject to high levels of traffic, and subsequently suffers from air and noise pollution.

Recommendations:

Consideration should be given to any traffic calming and pollution reduction measures that could feasibly be implemented along this route.

4.2.5 Route 5: from the Site to Lordship Lane

The route Lordship Lane runs directly south from the Site along High Road, to the junction with Lordship Lane and Lansdowne Road (c. 850m – 10 mins walk or less than 5 min cycle). The route passes a number of amenities, including retail shops, schools and Tottenham Community Sports Centre, as well as the local library. Lordship Lane and Lansdowne Road provide access to alternative bus routes into Central London. Photographs, observations and recommendations for this route are provided on this page.



Active Travel Route 5



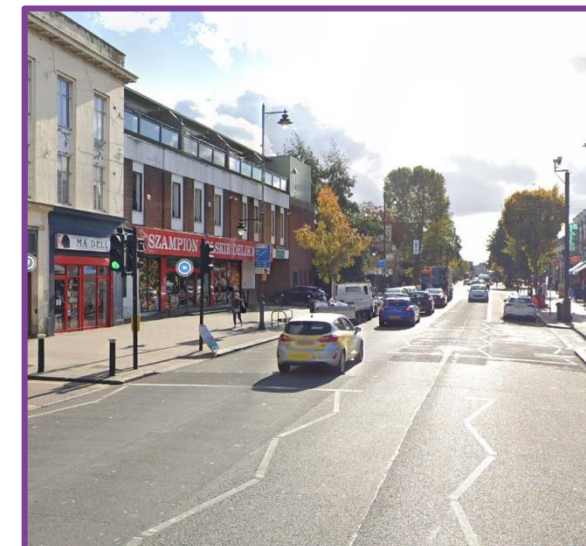
Google Streetview: High Road, looking northbound

Observations for Walking:

- The walking environment along this route is observed to be of high quality, pavements are wide, and surfaces are smooth, in a good state of condition. Movements for people of all abilities appears to be comfortable.
- Pedestrian activity appears to be relatively high and includes people from all walks of life.

Recommendations:

- Based on the above observations, no recommendations are made.



Google Streetview: High Road, looking southbound

Observations for Cycling:

- Advanced stop lines are not provided at signalised pedestrian crossings on this route.
- There are no designated or marked cycle lanes on this route.

Recommendations:

- Consider installing advanced stop lines at all stopping points, to improve cycle safety. In future a designated cycle route on High Road may also be considered.



Google Streetview: High Road, immediately south of Park Lane, looking east

Observations for Healthy Streets:

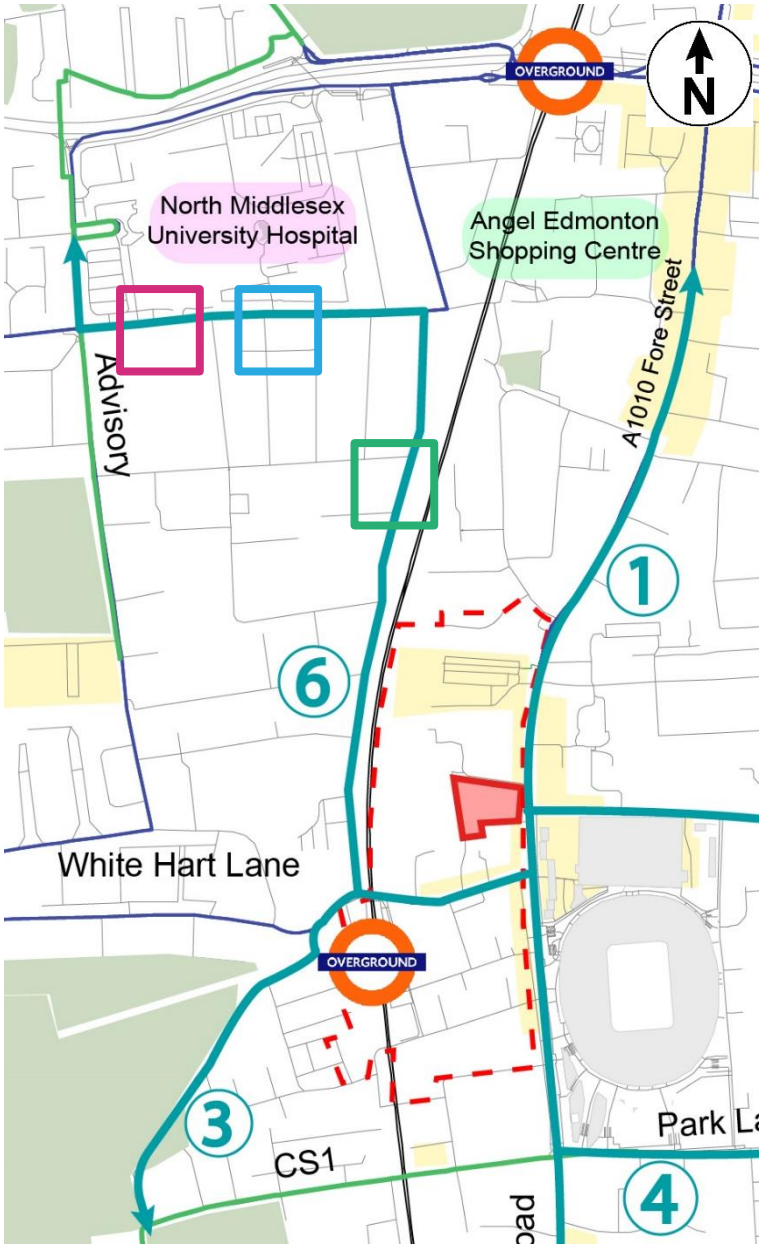
- There are several stretches of pavement along this route which are very wide, but empty of street furniture and lacking vitality and sense of place.
- There is little seating provided for pedestrians, with the exception of bus stops.

Recommendations:

- Consideration should be given to provision of street furniture including seating and planters, to encourage greater street activity, particularly on sections of this route where there are no active frontages.
- Wide pavements provide opportunity for street gardens and al fresco dining outside cafes and restaurants.

4.2.6 **Route 6: from the Site to North Middlesex University Hospital**

The route to North Middlesex University Hospital of the London Borough of Enfield runs west from the Site along White Hart Lane, and then north up Pretoria Road before connecting onto Bridport Road and Bull Lane (around 1.4km – 15-minute walk or five-minute cycle). The amenities along the route include a place of worship, a retirement home, as well as a range of retail shops. Photographs, observations and recommendations for this route are provided on this page.



Active travel route 6



Google Streetview: Pretoria Road, looking northbound

- Observations for walking:**
- The walking environment along this route is observed to be of poor quality, as the pavements have many obstacles and barriers to comfortable pedestrian movement, including bollards and vehicles parked off-road unlawfully.
 - Wayfinding signs directing pedestrians to and from North Middlesex University Hospital are lacking on the majority parts of the route.
- Recommendations:**
- Given what is likely a high level of footfall around this area, consider reducing on footway car parking provision to reduce vehicle dominance.
 - Wayfinding signing to the nearby Hospital would be beneficial.



Google Streetview: Bridport Road, looking eastbound

- Observations for cycling:**
- the cycling environment for this route is acceptable; people travelling by cycle can safely utilise the carriageway as vehicle traffic is not excessive, and the road is in a good state of condition.
 - No designated or marked cycle lanes on this route.
 - A lack of short-stay cycle parking means that people lock their bikes to existing street furniture which can clutter the footway and obstruct pedestrian movements.
- Recommendations:**
- Designated cycle lanes would be beneficial.
 - Install short-stay cycle parking along pavements which are wide enough,



Google Streetview: Bridport Road, looking eastbound

- Observations for Healthy Streets:**
- The streets are dominated by vehicles and on-street parking provision; pavement widths are observed to be quite narrow at several points along this route.
 - Lack of seating for pedestrians, with the exception of bus stops.
- Recommendations:**
- Conduct a review of on-street car parking capacity and usage in the area. Where possible, parking provision could be replaced with wider pavements or street furniture.

4.2.7 Collision data analysis

In accordance with TfL ATZ guidance, accident data for the three-year period to November 2020 has been requested from TfL and reviewed. The study area, along with the recorded collisions, are presented in **Table 6**. The full data records are presented in **Appendix E**.

The data shows that a total of 222 accidents took place within the study area over the 36-month period. The majority of accidents, 189, were of slight severity, while the remaining 33 accidents were of serious severity. No fatal accidents were recorded within the study area over the 36-month period to the end of November 2020.

An analysis of the serious injury accidents involving pedestrians and cyclists has been undertaken to identify potential accidents cluster locations, where two or more serious injury accidents (as defined in TfL’s ATZ assessment instructions) occurred. **Table 6** summarises the location and description of serious injury accidents involving pedestrians and cyclists within the study area over the 36 months period up to the end of November 2020.

The review of the accident data has identified a pattern of incidents involving inebriated pedestrians. Patterns of accidents relating to the highway layout or public realm have not been identified. Therefore, this review does not indicate that changes to the highway network are required to address the pattern of accidents.

4.2.8 Safer Junctions analysis

Outside the Site, TfL is undertaking a ‘Safer Junctions’ programme to reduce collisions and the fear of collisions at 73 junctions across London, in accordance with its Vision Zero approach. The programme aims to improve road junctions on the TfL road network where the greatest numbers of people have been killed or injured while walking, cycling, or riding motorcycles.

None of the 73 junctions which have recently undergone, or been planned to undergo, safety improvements are within proximity to the Site.

Table 6: Serious pedestrian and cycle accident analysis

Link	No. of serious injury accident	Serious injury accidents involving pedestrians and / or cyclists		
		No. of accidents	Location	Description
High Road between White Hart Lane and Langhedge Lane	3	1	High Road south of Roebuck Close	involving a pedestrian stepping into the path of an oncoming motorcycle resulting in serious injury to the pedestrian. The accident was caused by the pedestrian crossing the road masked by a stationary vehicle.
High Road between White Hart Lane and Lansdowne Road	9	2	High Road / White Hart Lane junction	involving an intoxicated pedestrian ignoring the red signal and walking in the path of an oncoming car resulting in a serious injury to the pedestrian
			Lansdowne Road junction	involving a collision between one cyclist and pedestrian resulting in serious injury to the pedestrian. The accident cause is unknown
Fore Street between Langhedge Lane in the south and Fairfield Road in the north	14	6	Fore Street / Cowper Road junction	involving a pedestrian running into the path of a car to cross the road and board a bus resulting in serious injury to the pedestrian. The accident was caused by careless, reckless or in a hurry behaviour of the pedestrian.
			50m to the north of the Fore Street / Smarts Place junction	involving a pedestrian being hit by a car resulting in serious injury to the pedestrian. The accident was caused by the car driver failing to judge the pedestrians’ path or speed and by the pedestrian crossing the road in a careless, reckless or in a hurry manner while the road was masked by a stationary or parked vehicle.
			College Gardens / Fore Street junction	involving a car reversing back into College Gardens when the car hit a pedestrian crossing College Gardens resulting in serious injury to the pedestrian. The accident was caused by the car driver failing to look properly.
			Fore Street / Claremont Street junction	involving a collision between a car and cyclist resulting in serious injury to the cyclist. The cause of accident is unknown for self-reported accidents.
			Fore Street / Colyton Way junction	involving a collision between a reversing car and pedestrian crossing Colyton Way resulting in serious injury to the pedestrian. The accident was caused by the car driver failing to look properly.
			Fore Street near its junction with Cuthbert Road	involving a collision between a pedestrian and car. It is not known how the collision occurred. The accident was caused by the car driver failing to look properly.
White Hart Lane	3	3	White Hart Lane / Pretoria Road junction	involving a car driver spinning at a pedestrian resulting in a serious injury to the pedestrian. The accident was caused by aggressive driving behaviour displayed by the car driver
			Creighton Road west of Pretoria Road	involving a pedestrian stepping out into the path of an oncoming car resulting in a serious injury to the pedestrian
			Creighton Road to the west of its junction with White Hart Lane	involving a collision between a car and pedestrian resulting in serious injury to the pedestrian. The cause of the accident is unknown
Northumberland Park	1	1	Northumberland Park / Willoughby Lane junction	involving a collision between a cyclist and a car resulting in serious injury to the cyclists. No cause of accident is provided for self-reported accidents.
Park Lane	1	0		

5. London-wide network

5.1 Introduction

This chapter sets out the multi-modal trip generation and impact assessment of the proposed development on the Site.

The assessment investigates the number of trips likely to be generated in the morning (08:00 – 09:00) and evening (17:00 – 18:00) peak hours.

TRICS outputs are presented in **Appendix F**.

5.2 Existing development trip generation

The existing development on site consists of high street retail units fronting High Road as well as a private hire venue for with a capacity of around 1,100 venue attendees. Up to 50 car parking spaces are available on site for venue attendees.

No surveys of the existing site have been undertaken as part of this assessment due to the closure of the event venue and retail units forming part of measures introduced to compact the spread of Covid-19.

The existing retail units predominantly serve the wider local community and thus are primarily accessed by active forms of transport and public transport services.

Depending on the type of event hosted at the venue, the venue could generate in excess of 1,100 trips to and from the Site per day when fully booked, accounting for event attendees as well as catering and staffing trips. Corporate event trips would most likely fall within the network peak periods, while private celebrations would most likely generate daytime, evening and weekend trips outside the peak periods.

5.3 Consented development trip generation

The combined multi-modal development trips including residential and commercial trips as well as delivery and serving trips associated with the consented residential and commercial development on Site are shown in **Table 7** for the peak hours.

Table 7: Consented peak hour total multi-modal development trips

Mode	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Rail	3	7	14	6
Bus	4	10	13	9
Taxi	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0
Driving a car or van	1	8	5	3
Passenger in a car or van	1	4	2	1
Cycle	1	1	1	1
Walk	3	12	48	33
D&S vehicles	0	0	2	0
Total	13	42	85	53

5.4 Proposed development trip generation

5.4.1 Student accommodation

The proposed development on the Site will comprise 287 bed rooms for students. The method for calculating person trip rates for student accommodation developments is described in the following sections.

Person trip rates for student accommodation

The TRICS database (version 7.9.4) has been reviewed for comparable sites, with the following criteria selected:

- Surveys from 2017 onwards
- London surveys only
- More than 100 units
- Excluding surveys undertaken during the Covid-19 pandemic

Based on these criteria, a total of six sites are available. The data for the selected TRICS sites are contained in **Table 8**.

Table 8: Available student accommodation TRICS sites

Ref.	Town	Survey Year	No. bedrooms
CN-03-G-01	King’s Cross, Camden	2017	571
HK-03-G-01	Stoke Newington, Hackney	2020	103
HM-03-G-02	Hammersmith, Hammersmith and Fulham	2021	217
KI-03-G-01	Kingston upon Thames, Kingston	2019	200
KI-03-G-02	Kingston upon Thames, Kingston	2019	300
LB-03-G-02	Lambeth, Lambeth	2018	1,100

The resultant person trip rates for the AM and PM peak hours are shown in **Table 9**.

Table 9: Student accommodation peak hour person trip rates (per bedroom)

AM peak hour		PM peak hour	
In	Out	In	Out
0.013	0.107	0.090	0.042

Student accommodation person trips

The student accommodation trip rates in **Table 9** have been applied to the proposed number of rooms to establish the person trip generation of the proposed development. **Table 10** shows the resultant peak hour person trip generation of the proposed student accommodation development on the Site.

Table 10: Student accommodation peak hour person trips

AM peak hour		PM peak hour	
In	Out	In	Out
5	30	26	12

Student accommodation mode share

In order to identify trips by mode of transport, trip rates for each transport mode have been extracted from the selected TRICS sites.

The peak hour trip rates by mode are shown in **Table 11**.

Table 11: Student accommodation trip rates (per bedroom) by mode

Mode	AM peak hour		PM peak hour	
	In	Out	In	Out
Rail (underground, overground, national rail)	0.002	0.035	0.025	0.009
Bus	0.003	0.025	0.024	0.008
Taxi	0	0	0.001	0.001
Motorcycle	0	0	0	0
Car	0	0.001	0	0
Car passenger	0	0.002	0.002	0.001
Cycle	0.002	0.005	0.004	0.001
Walk	0.006	0.039	0.034	0.022
Total	0.013	0.107	0.09	0.042

Student accommodation trips by mode

The trip rates by mode shown in Table 11 are then applied to the proposed number of bedrooms on Site to derive the trips by mode.

The peak hour trips by mode are shown in Table 12.

Table 12: Student accommodation peak hour trips by mode

Mode	AM peak hour		PM peak hour	
	In	Out	In	Out
Rail (underground, overground, national rail)	1	10	7	3
Bus	1	7	7	2
Taxi	0	0	0	0
Motorcycle	0	0	0	0
Car	0	0	0	0
Car passenger	0	1	1	0
Cycle	0	1	1	1
Walk	2	11	10	6
Total	4	30	26	12

5.4.2 Commercial

The uses of the commercial spaces, which are proposed to comprise 238sqm (GEA), have not yet been determined. Retail uses might result in a greater number of trips being attracted to the Site, but the majority of these trips would be:

- pass-by (people stopping at the retail units as they are passing by and can purchase something they need); or
- linked (as part of an onwards journey such as from or to work/education).

Such trips would not be new trips on the transport network and would not have an additional impact on local transport networks.

The potential retail units will predominantly serve the local population. Retail uses, particularly close to public transport facilities, attract pass-by and linked trips and do not therefore generate any new trips on the local transport networks (with the exception of service and delivery trips).

5.5 Delivery and servicing trips

In addition to the above forecast proposed development trips, the proposed scheme will generate vehicular movements related to deliveries and servicing. This section sets out the delivery and servicing trip generation for the proposed development.

The number of delivery and servicing trips likely to be generated by each land use, as well as the type of vehicles that are expected to make the trips, has been established by processing data from TRICS.

5.5.1 Student accommodation

Student accommodation delivery and servicing trips have been derived from the selected TRICS sites shown in **Table 8**.

Table 13 shows the total student accommodation delivery and servicing trip rates by vehicle type for the peak hours.

Table 13: Student accommodation delivery and servicing trip rates (per bedroom)

	AM peak hour (08:00-09:00)		PM peak hour (17:00-18:00)		D&S peak hour (11:00-12:00)	
	In	Out	In	Out	In	Out
OGVs	0	0	0	0	0	0
LGVs	0	0	0	0	0.002	0.003
Total	0	0	0	0	0.002	0.003

The student accommodation delivery and servicing trip rates by vehicle type for the peak hours have been applied to the proposed number of bedrooms on Site. The resultant peak hour delivery and servicing trips are shown in **Table 14**.

Table 14: Student accommodation delivery and servicing trips

	AM peak hour (08:00-09:00)		PM peak hour (17:00-18:00)		D&S peak hour (11:00-12:00)	
	In	Out	In	Out	In	Out
OGVs	0	0	0	0	0	0
LGVs	0	0	0	0	1	1
Total	0	0	0	0	1	1

5.5.2 Commercial

The commercial units fall under the new Land Use Class E and could therefore be used for a variety of uses including office and retail. A retail use will generate a greater number of trips than an office use and the assessment of the commercial uses is therefore based on retail use, specifically pubs and restaurants, to present a worst-case scenario.

Other land use classes including café, restaurant, food stores and convenient stores, have been reviewed in the TRICS database. Either no sites were available that included delivery and servicing counts / trip rates or only up to three sites are available with wide ranging delivery and servicing counts / trip rates.

The likely delivery and servicing trip generation of the proposed commercial development is determined by reviewing the TRICS database for comparable sites in the ‘pub / restaurant’ category, with the following criteria selected:

- London surveys only
- Vehicle surveys
- Surveys between 2014-present
- 220 - 1,123sqm in size
- Town centre, edge of town centre and neighbourhood centre locations.

Based on these criteria, a total of six sites are available, as shown in **Table 15**.

The likely delivery and servicing trips are determined by extracting the trip rates for the selected TRICS sites, shown in

Table 16.

The resultant servicing and delivery trips for the AM and PM peak hours as well as delivery and servicing peak hour are shown in

Table 17.

Table 15: Available pub/restaurant TRICS sites

Ref.	Borough	Survey Year	GFA	Total Daily Arrivals	D&S Daily Trip Rate (per 100sqm GEA)
EN-06-C-01	Enfield	2015	770	19	2.47
HD-06-C-01	Ruislip, Hillingdon	2015	850	10	1.18
HG-06-C-01	Wood Green, Haringey	2014	1000	1	0.10
IS-06-C-01	Canonbury, Islington	2014	350	5	1.43
IS-06-C-02	Clerkenwell, Islington	2016	320	7	2.19
B-06-C-01	Waterloo, Lambeth	2016	220	9	4.09

Table 16: Pub/restaurant peak hour delivery and servicing trip rates (per 100sqm)

	AM Peak Hour		PM Peak Hour		D&S Peak Hour (11:00-12:00)	
	In	Out	In	Out	In	Out
OGVs	0.000	0.118	0.028	0.028	0.094	0.094
LGVs	0.000	0.000	0.171	0.142	0.219	0.157

Table 17: Proposed commercial delivery and servicing trips

	AM Peak Hour		PM Peak Hour		D&S Peak Hour (11:00-12:00)	
	In	Out	In	Out	In	Out
OGVs	0	0	0	0	0	0
LGVs	0	0	0	0	1	1
Total	0	0	0	0	1	1

5.5.3 Total delivery and servicing trips

Table 18 shows the combined student accommodation and commercial delivery and servicing trips of the proposed development.

Table 18: Proposed development total delivery and servicing trips

	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)		D&S Peak Hour (11:00-12:00)	
	In	Out	In	Out	In	Out
OGVs	0	0	0	0	0	0
LGVs	0	0	0	0	2	2
Total	0	0	0	0	2	2

5.5.4 Loading Bay requirement

The delivery and servicing provision of the Site has been designed to accommodate the number of vehicles expected during the peak period of 11:00-12:00. The number and type of loading bay required on Site has been determined by considering the type of vehicle expected during the delivery and servicing peak and the length of time each vehicle is expected to dwell in the bay.

Vehicle dwell times vary depending on vehicle type and the type of goods being delivered or collected or the type of service being carried out.

Based on previous experience including survey work undertaken at a number of locations across London, **Table 19** presents average dwell times which are considered robust for the different vehicle types identified above and types of delivery servicing the different land uses will receive.

Table 19: Delivery and servicing vehicle dwell times

Vehicle Type	Dwell Time	
OGVs	Up to 30 minutes	Average 20 minutes
LGVs	Up to 20 minutes	Average 15 minutes

Applying the dwell times shown in **Table 19** to the expected peak hour deliveries shown in **Table 18** results in a requirement for a loading bay capable of accommodating two delivery vehicles. The loadings bay arrangement provided adjacent to Brunswick Square meets this requirement by providing a loading bay capable of accommodating larger delivery vehicles with a capacity of up to two OGVs / three LGVs per hour.

5.6 Net trip generation

Table 20 shows the peak hour net trip generation of the proposed development compared to the consented trip generation shown in **Table 7**.

Table 20: Net peak hour trips by mode

Mode	AM peak hour		PM peak hour	
	In	Out	In	Out
Rail (underground, overground, national rail)	-2	3	-7	-3
Bus	-3	-3	-6	-7
Taxi	0	0	0	0
Motorcycle	0	0	0	0
Car	-1	-8	-5	-3
Car passenger	-1	-3	-1	-1
Cycle	-1	0	0	0
Walk	-1	-1	-38	-27
Delivery and servicing	0	0	-2	0
Total	-9	-12	-59	-41

As shown, the proposed development is forecast to generate less person trips in the AM and PM peak hour compared to the consented scheme.

In the AM peak hour, the proposed development is forecast to generate:

- 5 less trips undertaken by public transport modes compared to the consented scheme
- 9 less trips undertaken by private car compared to the consented scheme
- 3 less trips undertaken by active travel modes compared to the consented scheme.

In the PM peak hour, the proposed development is forecast to generate:

- 23 less trips undertaken by public transport modes compared to the consented scheme
- 8 less trips undertaken by private car compared to the consented scheme
- 65 less trips undertaken by active travel modes compared to the consented scheme.

5.7 Impact Assessment

Following on from the trip generation assessment, this section assesses the impact of the net development trips on the local transport networks surrounding the Site.

5.7.1 Highway network

As shown in **Table 20**, the proposed development is forecast to generate 9 less car trips in the AM and 8 less car trips in the PM peak hour compared to the consented scheme.

It is considered that the forecast reduction in peak hour traffic flows compared to the consented scheme would have a positive effect on the operation of the local highway network compared to the consented scheme.

5.7.2 Public transport

Rail

As shown in **Table 20**, the proposed development is forecast to generate 1 additional rail trips in the AM and 10 less rail trips in the PM peak hour compared to the consented scheme.

It is considered that the 1 additional net trip generated in the AM peak hour by the proposed development compared to the consented scheme falls within the daily fluctuation of ridership and thus would not result in an adverse effect on the operation of rail services available in the local area of the Site.

It is considered that the 10 less net trips generated by the proposed development in the PM peak hour compared to the consented scheme would have a positive effect on the operation of rail services available in the local area of the Site.

Bus

As shown in **Table 20**, the proposed development is forecast to generate 6 less bus trips in the AM and 13 less bus trips in the PM peak hour compared to the consented scheme.

It is considered that the forecast reduction in peak hour bus trips compared to the consented scheme would have a positive effect on the operation of local bus services.

5.7.3 Walking and cycling

As shown in **Table 20**, the proposed development is forecast to generate 3 less active travel trips in the AM and 65 less active travel trips in the PM peak hour compared to the consented scheme.

It is considered that the forecast reduction in peak hour active travel trips compared to the consented scheme would have a positive effect on the operation of local pedestrian and cycle networks.

6. Draft Delivery and Servicing Management Plan

6.1 Introduction

Proposals for delivery, servicing and refuse collection arrangements are shown in **section 3**.

This chapter sets out the management proposals associated with delivery, servicing and refuse collection of the operational development, in the form of a Delivery and Servicing Management Plan (DSMP).

6.1.1 What is a DSMP?

DSMPs provide a framework for managing all types of freight vehicle movement to and from individual developments. A DSMP is the equivalent of a workplace travel plan for freight. It will ensure that servicing within a development is handled effectively.

The London Freight Plan highlights DSMPs as one of several measures to improve freight and servicing in London.

6.1.2 DSMP objectives

The aim of this DSMP is to ensure that servicing activities taking place within the proposed development are managed properly so that there is minimal disruption to the neighbouring environment. This document is designed to be a useful handbook for future users of the Site, so they are aware of delivery and servicing arrangements and measures that are in place. These arrangements and measures have been designed to ensure that delivery and servicing activities can be undertaken in a sustainable and efficient way. The Chapter is therefore split into separate sections relating to proposals for the student accommodation and the commercial land uses.

The DSMP seeks to meet the following objectives:

- Identify where safe and legal loading can take place
- Ensure delivery activities do not hinder the flow of traffic on the public highway
- Manage deliveries to reduce the number of trips, particularly during peak hours
- Minimise vehicles waiting or parking at loading areas so that there is a continuous availability for approaching vehicles.

DSMPs require on-going monitoring and review to ensure that the objectives are achieved. If these are not being achieved, the DSMP will be refined and adapted to allow for continuous improvements.

The DSMP forms an important element to everyday operations at the proposed development. To ensure that servicing and delivering can be managed without impact on others, this document:

- Identifies and describes the servicing arrangements
- Proposes a management strategy for loading / unloading activities
- Provides an on-going monitoring and review system of the DSMP.

6.1.3 Reference publications

The following publications have been referenced during the production of this report:

National Policy documents:

- Revised National Planning Policy Framework, 2019
- Designing for Deliveries, Freight Transport Association, 2016
- The Waste (England and Wales) Regulations, 2011
- DEFRA Government Review of Waste policy in England, 2011
- BS:5906 Waste Management in Buildings – Code of Practice, 2005.

Regional Policy documents:

- London Plan, 2021
- The Mayor’s Transport Strategy, 2018
- Delivering a road freight legacy, 2013
- Freight and Servicing Action Plan, 2018
- Fleet Operator Recognition Scheme (FORS)
- TfL Guidance for DSPs.

Adopted local policy documents:

- Development Management Plan (2017)
- Site Allocations DPD (2017)
- High Road West Masterplan Framework (2014).

6.2 Delivery and servicing

6.2.1 Vehicle trips

As shown in **Section 5.5**, the proposed development is forecast to generate 0 delivery and servicing arrival trips in the AM peak hour and 1 delivery and servicing arrival trip in the PM peak hour.

6.2.2 Size of delivery vehicles

For the commercial land uses of the development, it is expected that servicing trips will be made using a combination of heavy and light good vehicles. Vehicles up to 8m in length (7.5t gvw) will be permitted to make commercial deliveries The assumed turnaround time, by vehicle type, is shown in **Table 21**.

The PBSA land use is expected to have deliveries / servicing undertaken by vehicles that range from small (e.g. utilities services) to large deliveries (e.g. moving in / out) in vehicles up to 8m in length (7.5t gvw).

Table 21: Vehicle types and turnaround times

Vehicle Type	Vehicle	Characteristics	Turnaround Time (mins)
LGV – Light Goods Vehicle		3.5 tonne, vehicle length 6m	20
MGV – Medium Goods Vehicle		7.5 tonne, vehicle length 8m	30

6.2.3 Servicing arrangements

Considering the forecast delivery and servicing trip generation and assumed dwell times, the proposed development requires two loading bays to accommodate the peak delivery and servicing demand. Vehicle tracking for delivery and servicing vehicles accessing and egressing the loading bay are shown on Arup drawing 278880-ARP-PW-XX-DR-T-000017.

6.2.4 Nature of the goods to be delivered

It is expected that deliveries for the proposed development will include:

- Mail (external Post Office deliveries, courier operations and internal deliveries)
- Equipment and furniture deliveries
- Facilities Management / service / maintenance engineer visits
- Food and beverage supplies (e.g. beverages, ambient, chilled and frozen food produces, general goods)
- Building services.

Goods are likely to be delivered to the development in pallets, boxes or roll cages depending on the type of goods being delivered and the delivery organisation.

The list above is indicative of deliveries to student accommodation and commercial facilities. Certain users will have their own specific goods and material requirements. The Facility Management (FM) team will be responsible for revising the DSMP within 12 months of occupation to provide details of these deliveries.

6.3 Procurement and servicing strategy

Student delivery and servicing trips are likely to be made on an ad-hoc basis. The measures provided as part of the procurement and servicing strategy therefore focus more on the commercial land uses.

6.3.1 Commercial

Overview

The objective of the servicing strategy is to employ initiatives that reduce the number of weekly delivery and servicing trips in similar developments around London and so achieving:

- Fewer commercial vehicle visits during the working day;
- Improved safety for pedestrians and cyclists through reducing vehicle movements;
- Improved air quality through reduced vehicle emissions; and
- Reduced noise from commercial vehicles.

It is intended to implement the following measures to reduce the impact of servicing on the local environment:

- Use a booking-in service to control the flow of vehicles and for loading bay management;
- Consider the re-timing of deliveries; and
- Provide information to delivering firms and tenants, for example by undertaking delivery point assessments.

Additional measures, that could reduce the number of daily deliveries, and will be considered if the initial management regime does not effectively manage deliveries, are:

- Developing stock optimisation techniques such as just-in-time purchasing, increasing the size of orders, or bunching orders so that they arrive at the same time every week;
- Considering the introduction of a nominated carrier scheme (a scheme whereby a single delivery company is selected by the purchaser to deliver all their goods from all their suppliers therefore potentially reducing the number of individual delivery vehicle trips made to the Site); and

- Promoting collection of personal deliveries on the way home from work, or when out and about (e.g. from click and collect locations), as opposed to having packages delivered to the development.

Booking-in System

Consideration will be given to providing a booking-in system for the commercial occupiers to use to schedule deliveries to the development. The most efficient are web-based systems that allow suppliers and their logistics providers to book loading bay slots. However, methods such as spreadsheets and diaries are used for developments with a small number of deliveries. It is anticipated that deliveries will be allocated a slot (20 minutes for a 6-metre long vehicle and 30 minutes for an 8-metre long vehicle). Drivers arriving late will be instructed to re-book an alternative delivery time.

Re-timing of Deliveries

Working with the booking-in system, consideration will be given to scheduling deliveries to avoid the highway peak periods and unsociable hours, so that the movements of commercial vehicles occur at times of the day when their impact on the local road network is reduced. When scheduling limited out-of-hours deliveries, suppliers and their delivery agents will be expected to conform to TfL's Code of Practice for Quieter Deliveries. Suppliers and the FM team will ensure that adverse impacts on local residents are avoided.

Delivery Point Assessment

Consideration will be given to providing a Delivery Point Assessment (DPA) to assist suppliers. This document provides drivers with clear instructions on where and how to access the development to avoid causing disruption to other road users and pedestrians. The content of these guidance notes would include the following:

- Outline of the correct route to the delivery premises;
- Provision of a detailed parking map of the area, including restrictions;
- Risk rating for manoeuvring;
- Risk rating for loading;
- Advice to the driver about any special restrictions; and
- Health and safety risks to their employees and third parties.

Streamlining Procurement

The commercial occupiers will be encouraged to engage in collective procurement for consumables such as office supplies and catering. Purchasing goods and services from a small, carefully selected choice of suppliers would reduce the amount of deliveries to the proposed development, as some deliveries will be combined.

Benefits of this include reducing the number of supplier vehicles on the road network.

The commercial occupiers will also be encouraged to order non-perishable goods and materials in quantities that will fully utilise their storage capability. This has the potential to reduce the frequency of deliveries from certain suppliers.

Training of Staff

Members of the FM team associated with the delivery and servicing management of the Site will be required to undertake appropriate training. This is to ensure that all team members are aware of the requirements of the DSMP, so they can implement them effectively.

6.3.2 Student accommodation

Use of Social Media / Digital Platforms

The FM team will be encouraged to use social media or a digital platform to communicate with students of the proposed development i.e. a Facebook page, intranet site or Twitter account.

An intervention like this for the proposed development could be used to discuss deliveries, their consolidation/timing and the DSMP with students of the development.

6.4 Goods receipt and distribution

In terms of the day-to-day management of incoming goods and consignments, it is proposed that the FM team be responsible for the following:

- Communication and liaison with each commercial occupier;
- Periodically observing the delivery process to ensure that goods are transferred safely, directly and legally;
- Monitoring misuse, unsafe or illegal use of the loading areas by the suppliers and taking action if necessary;
- Reducing or consolidating the number of suppliers by identifying opportunities to share the same supplier base among the different occupiers of the development; and
- Retaining records for a rolling 12-month period to inform any future discussions that may be required with LBH.

6.4.1 Goods Receipt and Delivery Process

Student accommodation

The driver will be responsible for the unloading and loading of goods from the vehicles and transfer up to student accommodation. The entrance lobby of each core will be provided with letter boxes.

Commercial

The driver will be responsible for the unloading and loading of goods from the vehicles. The commercial units will be serviced by approaching the individual units externally at ground floor level.

6.5 Waste Management Strategy

The waste management strategy for the Site is set out in detail in the Waste Management Plan, a standalone document which forms a part of the planning submission.

6.6 Review and monitoring

The DSMP is intended to be a ‘live’ document and will be updated frequently. The following sub-sections set out how the plan will be reviewed and maintained.

6.6.1 Records of Delivery and Servicing Activities

As outlined above, consideration will be given to providing a booking-in system for the commercial occupiers to use to schedule deliveries to the development. This system will provide a record of commercial delivery and servicing activities on site.

To capture the volume of delivery and servicing activities associated with the student element of the Site, the FM team will be responsible for undertaking surveys of deliveries and servicing activities on site to gain a better understanding of this. Key data to be collected during the surveys includes:

- Date, time and duration;
- Vehicle types and type of carried goods;
- Arrival and departure times; and
- Company and / or driver contact details.

An initial survey of servicing activity will be undertaken within 12 months of first occupation of the development, with any additional surveys and their frequency to be discussed and agreed with LBH.

6.6.2 Delivery and Servicing Management Plan

The DSMP will be implemented in stages, aligning with first occupation of each phase of the proposed development. It will be developed into a full DSMP following results of the first delivery and servicing survey after occupation of the development. The developer and FM team will work with the occupiers to ensure that the DSMP is implemented and developed over time.

The FM team will use information and feedback from the suppliers, students and retailers to conduct an annual review of this DSMP. This review will assess the efficiency of the DSMP to meet the objectives of minimising the environmental impact on the surrounding area and providing servicing arrangements for the development which meet road management and safety requirements.

Where necessary, changes to the DSMP will be made to reflect the findings of any review.

It is proposed that the implementation of the development’s Travel Plan and the DSMP is brought together where possible. The Travel

Plan and DSMP are interlinked documents and it is proposed that the management of the DSMP will be the responsibility of the FM team.

6.6.3 Contact Details

- General Enquiries – (To be confirmed prior to occupation)
- FM Team – (To be confirmed prior to occupation)
- General Manager – (To be confirmed prior to occupation)

6.7 DSMP Statement

This DSMP must be complied with by all occupiers of the proposed development. The FM team will work in conjunction with LBH to review the DSMP on a regular basis. Any amendments made thereafter must be approved by LBH and complied with by all occupiers of the proposed development.

7. Conclusion

The proposals for the Site comprise of a student accommodation development providing 287 single-bed rooms. Ancillary retail units and ancillary student spaces will be provided at ground floor level. The scheme will provide ground level cycle parking facilities designed with London Cycle Design Standards and Safe by Design principles.

In accordance with TfL’s Healthy Streets TA guidance, a summary table is provided below which sets out the key transport impacts and issues, and the proposed solutions and mechanisms.

The proposed development is in keeping with the TfL Healthy Streets agenda and will significantly improve the public realm on the Site. The development is policy compliant with a minimal impact on the local transport network, compared to the existing development on the Site, and should be supported by LBH.

Table 22: TA summary

	Key transport impacts / issues	Solutions / mechanisms
Site and surroundings	The Site lies immediately to the east of High Road and is bound by residential and commercial development to the north and south, and Peacock Industrial Estate to the west. The Site is surrounded by a comprehensive network of footways that form part of the existing urban fabric. Wide footways are provided on High Road providing direct access to the commercial units fronting it. The Site has a PTAL rating ranging from 4 to 5 and is easily accessible by walking, cycling and public transport.	The proposed development has been designed to significantly improve the pedestrian and cycle permeability of the Site, providing a high-quality low trafficked environment for pedestrian and cyclists. Pedestrian routes along the northern boundary of the Site will comprise no less than 2m wide footways adjacent to vehicle corridors. Cycle parking facilities will be provided, in line with London Plan (2021) standards and LCDS to encourage active travel. The development will provide wheelchair accessible car parking only in line with a PTAL of 4 to 5.
Active Travel Zone	The ATZ has identified a number of key destinations within a 20-minute cycle of the Site. The identified routes highlight how well connected the Site is to the public transport network as well as leisure, educational, cultural and commercial amenities.	Public realm improvements and increased permeability will improve the Site’s connectivity with the surrounding existing walking and cycle routes as well as amenities and public transport facilities. Recommended active travel routes to / from key destinations in the wider area would be promoted through information and wayfinding.
London-wide network	The development proposals are forecast to generate a reduction in trips by all modes and compared to the consented land uses.	No mitigation is deemed necessary as the reductions by individual modes would have no perceptible impact on the operation of the local transport networks.
Construction	The Site is well located to the strategic highway network. The outline CLP, included as Appendix B to this TA, shows that the number of construction vehicles are expected to be low. The CLP forecasts a peak of around 18 vehicle per day during the peak period of construction (Q1 2025), which equates to approximately two vehicles per hour or one vehicle every 30 minutes.	The outline CLP identifies measures to support sustainable construction. The Site is well located in relation to the strategic highway network and trips from and to the Site will have a minimal impact. The primary construction access and egress route to the Site for demolition and construction HGV’s will follow the TLRN until the final approach to the Site where High Road and White Hart Lane are used for access.

Drawings

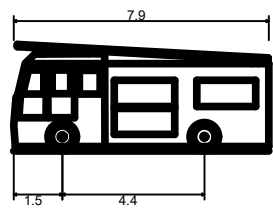
Drawing 1: 278880-ARP-PW-XX-DR-T-000015 – fire tender vehicle tracking

Drawing 2: 278880-ARP-PW-XX-DR-T-000016 – refuse vehicle tracking

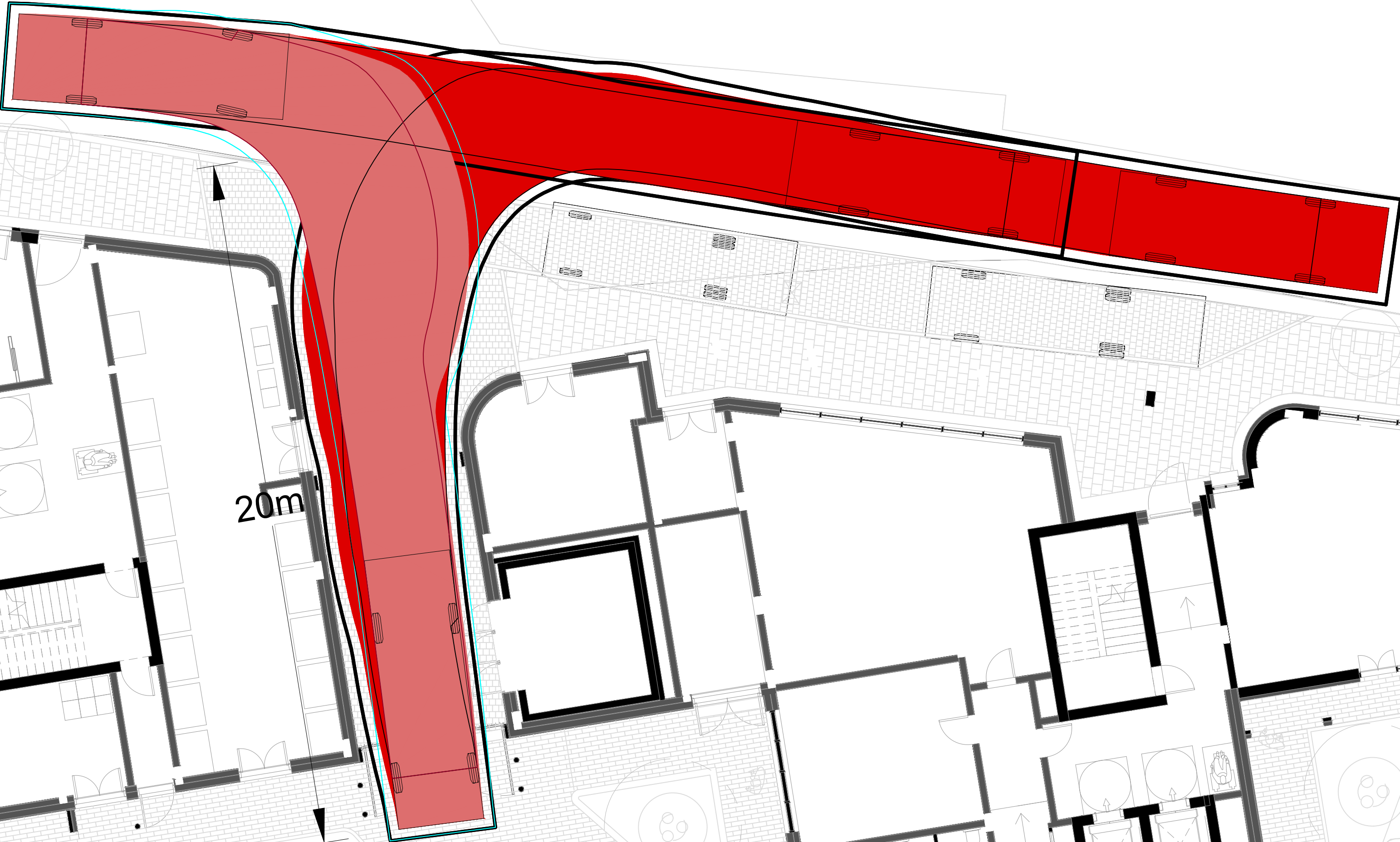
Drawing 3: 278880-ARP-PW-XX-DR-T-000017 – loading bay vehicle tracking

A1
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A B C D E F G H I J K L M N



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m



P02	10/08/23	DB	NN	SB
P01	23/07/23	SB	NN	SB

Rev	Date	By	Chkd	Appd
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Client
Tottenham Hotspur Football
& Athletic Co Ltd

Project Title
Printworks

Drawing Title
Swept path analysis
Fire Tender

Scale at A1 1:100
Role Transport
Suitability - For planning

Arup Job No 278880-00	Rev P02
Name 278880-ARP-PW-XX-DR-T-000015	



Phoenix 2-23W (with Elite 2 6x2 RS chassis)	10.520m
Overall Length	2.530m
Overall Width	3.211m
Overall Body Height	0.416m
Min Body Ground Clearance	2.530m
Track Width	4.00s
Look to look time	7.500m
Kerb to Kerb Turning Radius	

P02	10/08/23	DB	NN	SB
P01	23/07/23	SB	NN	SB

Rev	Date	By	Chkd	Appd
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Client
Tottenham Hotspur Football & Athletic Co Ltd

Project Title
Printworks

Drawing Title
**Swept path analysis
Refuse Vehicle**

Scale at A1
1:100

Role
Transport

Suitability
- For planning

Arup Job No
278880-00

Rev
P02

Name
278880-ARP-PW-XX-DR-T-000016



7.5t Box Van	8.010m
Overall Length	2.100m
Overall Width	3.558m
Overall Body Height	0.351m
Min Body Ground Clearance	2.064m
Track Width	4.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	

7.5t Panel Van	7.210m
Overall Length	2.192m
Overall Width	2.544m
Overall Body Height	0.316m
Min Body Ground Clearance	1.865m
Track Width	4.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	

P02	10/08/23	DB	NN	SB
P01	23/07/23	SB	NN	SB

Rev	Date	By	Chkd	Appd

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Client

Tottenham Hotspur Football
& Athletic Co Ltd

Project Title

Printworks

Drawing Title

Swept path analysis
Loading Bay

Scale at A1

1:200

Role

Transport

Suitability

- For planning

Arup Job No	Rev
278880-00	P02
Name	
278880-ARP-PW-XX-DR-T-000017	