



CONSTRUCT

**TRAFFIC MANAGMENT PLAN /
CONSTRUCTION LOGISTIC
PLAN**

1-6 Crescent Mews, N22 7GG

Rev 0 (18.07.23)

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1 INTRODUCTION

X Construct is instructed by HWDW to provide a Construction Logistics Plan to accompany the Construction Phase Plan in relation to a proposed redevelopment at 1-6 Crescent Mews, London N22 7GG. The site lies within the administrative boundary of the London Borough of Haringey (LBH).

The site is currently a commercial cul-de-sac to the rear of Crescent Road, some 450m to the northwest of Alexandra Palace railway station. The site is roughly triangular in shape and bound to the north by the railway line. To the south the site is bound by residential and small commercial units fronting Crescent Road and Palace Gates Road, and to the west by residential units fronting Dagmar Road.

The project involves the demolition of the existing buildings, retention of slab level, perimeter wall along the northern boundary of site, and wall adjacent to Dagmar Road gardens, and redevelopment of the site to provide two 3 storey blocks fronting Crescent Mews, a 1 storey block adjacent to Dagmar Road and a 4-storey building to the rear comprising 30 residential units (Use Class C3). Externally there will be 3 disabled car parking spaces, associated landscaping and cycle parking within the development and a new paved and landscaped lane at the front of the development with street lighting. Also included will be the installation of vehicle and pedestrian access gates at entrance to mews and the erection of boundary treatment to the rear of the commercial units.

This Construction Logistics Plan (CLP) has been prepared following pre-application discussions with the LBH, which identifies the need to prepare a suitable outline Construction Logistics Plan to accompany the planning application. The information set out within this CLP aligns closely with the planned construction works and procedures and provides a considered approach to how the potential impact of construction related traffic would be minimised and mitigated against. In preparing this plan particular consideration has been given to TfL's 'Construction Logistics Plan Guidance' document published in June 2017.

2 SITE DETAILS

2.1. Site Location.

The site, shown in Fig 1, is located at 1-6 Crescent Mews, N22 7GG, a commercial cul-de-sac to the rear of Crescent Road, some 450m to the northwest of Alexandra Palace railway station. The site is roughly triangular in shape and bound to the north by the railway line. To the south the site is bound by residential and small commercial units fronting Crescent Road and Palace Gates Road, and to the west by residential units fronting Dagmar Road.



Fig 1: The Site

Crescent Mews is a cul-de-sac providing access to the site from Crescent Road. Crescent Road is a single carriageway road with a 5-tonne overnight weight-limit between midnight and 08:00, and 18:30 to midnight. Crescent Road falls within the Alexandra Palace Controlled Parking Zone (CPZ) for approximately 135m at its southern end, between its junctions with Victoria Road and Palace Gates Road. There is traffic calming in the form of speed tables, and on-street parking for most of the length of the road. Within the CPZ this is controlled Monday – Friday from 12:00 to 14:00 or otherwise Pay & Display for one hour and no return within 1 hour. The junction of Crescent Mews and Crescent Road is a narrow priority junction adjacent to the junction of Crescent Road and Palace Gates Road, as shown in Fig 2.



Fig 2 Access to Crescent Road from Crescent Mews

3 ACCESSIBILITY CREDENTIALS

In order to establish the potential for construction staff to travel by sustainable modes, a review of the existing transport infrastructure and services within the vicinity of the site is provided within this section of the Plan.

3.1. Walking and Cycling

There are footways on both sides of Crescent Road leading to nearby shops and services to the west of the site and similarly on both sides of Palace Gates Road providing access to local bus stops and the station. There are segregated footways across the railway bridge, providing a separate route for pedestrians removed from traffic and cyclists.

Public cycle parking is available on Crescent Road near to the site access, comprising 3 Sheffield stands with space for 6 cycles and there are 5 cycle storage spaces at Alexandra Station. At the junction of Bedford Road/Buckingham Road/Crescent Road there is a pedestrian island to facilitate crossing between bus stops on Bedford Road, as shown in Fig 3.



Fig 3 Pedestrian Island at the junction of Bedford Road/Buckingham Road/ Crescent Road

3.2. PTAL Assessment

Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of a site. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 is the lowest. The TfL PTAL calculator indicates a PTAL rating of 3 at the site, indicating that the level of public transport accessibility is moderate. It should be noted; however, that the site straddles two PTAL areas and for the 2021 PTAL score, the eastern half of the site becomes PTAL level 4, see Appendix A.

3.3. Bus Accessibility

The nearest bus stops to the site are located on Bedford Road, 140m or 200m south of the site at their closest and furthest points respectively. These stops are served by the W3 bus route. Additional bus stops are located 330m from the site on Buckingham Road at the front of Alexandra Palace rail station.

The table below demonstrates that there are frequent bus services within walking distance of the site providing a sustainable transport link to a range of destinations including public transport hubs. These services, their routes and frequencies are summarised in the table (Table 3.1), whilst the bus stop locations and services are shown diagrammatically in Fig 4.

Service	Route	Peak Hour Frequency		
		Weekday	Saturday	Sunday
Services from Bedford Road				
W3	Northumberland Park to Finsbury Park Station	4-7 Mins	9-12 Mins (AM) 6-10 mins (PM)	9-13 Mins
Services from Alexandra palace station				
184	Turnpike Lane Bus Station- Chesterfield Road	7 – 11 Mins	10-16 Mins (AM)	184

Table 3.1 Local Bus Routes and Frequencies

3.4. Rail Accessibility

Alexandra Palace Station operates Great Northern Line services to destinations including Welwyn Garden Hertford North, Moorgate and Stevenage. These services and their frequency at peak hour are outlined in Table 3.2.

Service	Peak Hour Frequency			Journey Time
		Weekday	Saturday	
Welwyn Garden City	3-5 p/h	2 p/h	4 p/h	30 Mins
Hertford North	4 p/h	2 p/h	1 p/h	32 Mins
Moorgate	8 p/h	4 p/h	1-2 p/h	22 Mins
Stevenage	2-4 p/h	1 p/h	2 p/h	43 Mins

Table 3.2 Rail Services and their Frequencies

3.5. London Underground Services

Wood Green London Underground station is additionally located approximately 1.1km east of the site or a 14-minute walk. Cycle journey times comprise some 4-7 minutes. Wood Green is served by the Piccadilly Line and benefits from night tube services. This station is accessible via both the W3 and the 184-bus service with journey times of approximately 5 minutes. Wood Green station provides links to central London and Heathrow airport.

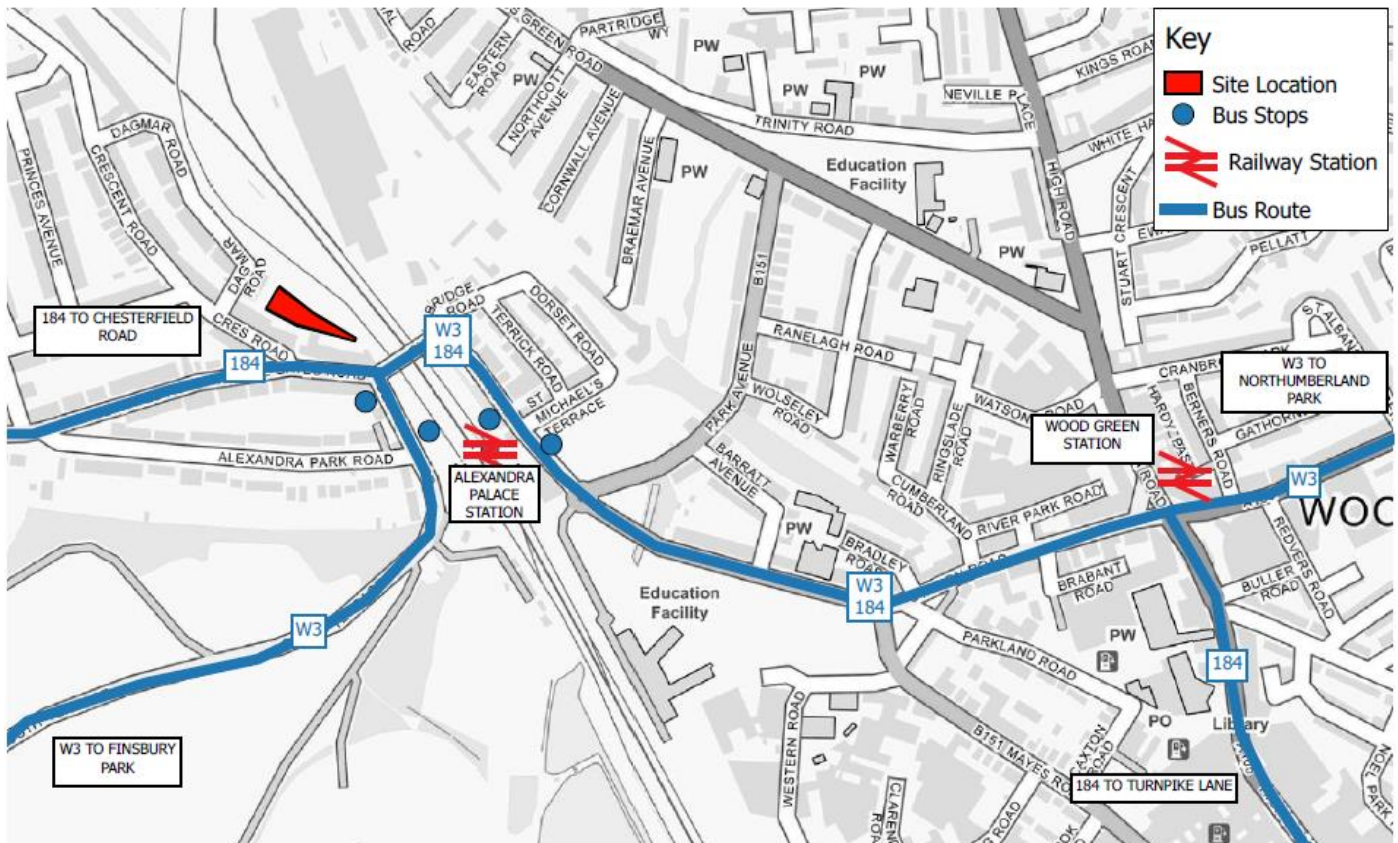


Fig 4. Rail and Bus Stop Locations

3.6. Car Club Schemes

Zipcar operate a car club space near to the site on Clyde Road, some 430m to the northwest from the site access.

3.7. Parking Beat Surveys

Parking beat surveys were undertaken by Nationwide data Collection (NDC). The parking beat survey data is included as Appendix B, whilst the defined locations are shown below on Figure 5.

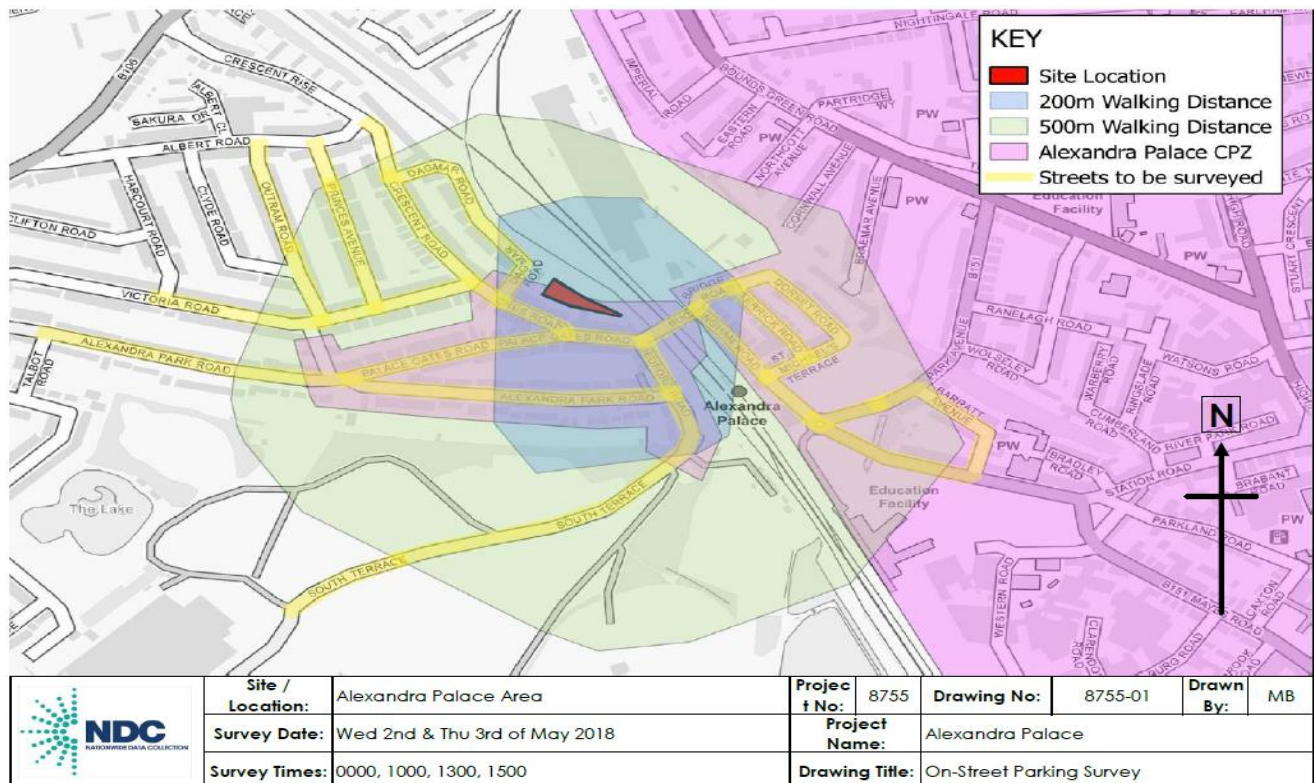


Fig 5. On Street Parking Survey

The results of the survey reveal that Alexandra Park Road shows the most parking stress, with high levels of occupancy overnight and the most instances of vehicles parked on dropped kerbs. There were no recorded instances of parking on double yellow lines or zig-zag markings, which suggests that the parking restrictions are effective.

The results of the survey confirm that there is a total capacity for 167 cars to park on street within 200m of the site, of which 4 are disabled bays, 104 are permit holder spaces within the CPZ, and 53 spaces are shared use spaces. In total, the survey showed that an average of some 68 available spaces were available within 200m of the site, including 2 disabled spaces. When the overnight parking is analysed, it shows that there are some 104 of 167 legal parking places occupied, or a spare capacity of 38%. This equates to some 63 spaces available for overnight parking within 200m of the site.

3.8. Accessibility Summary

In summary, X Construct consider that the accessibility credentials of the site are excellent, as highlighted by the site's current PTAL score, providing construction staff and visitors to the site with numerous opportunities to travel by sustainable modes. It is anticipated that the extensive range of public transport services will act as the primary mode of transport for travel to/from the site.

4 CONSTRUCTION PROGRAMME AND METHODOLOGY

4.1. Overview

The construction works are proposed to commence in October 2023, lasting for approximately 18 months. The schedule of construction activity is expected to be as follows:

- Site set-up, clearance and demolition;
- Piling works
- Substructure works
- Superstructure
- Landscaping
- Building services, fit-out and commissioning;

4.2. Construction Programme

Figure 6 below summarises an indicative programme of works based on the TfL Construction Logistics Planning Tool (Appendix C), highlighting the approximate duration of key phases of the project.

Construction phase	Start	End
Site setup and Demolition	Oct-2023	Jan-2024
Basement Excavation and Piling	Jan-2024	Mar-2024
Sub-structure	Mar-2024	Jun-2024
Super-structure	Jun-2024	Jan-2025
Cladding	Jan-2025	Mar-2025
Fit-out, testing and commissioning	Jan-2025	Mar-2025

Figure 6: Construction Programme

4.3. Construction Methodology

The site is triangular in shape and works will be contained on two sides by the existing walls with the remaining side by the site hoarding. Prior to any works commencing it is proposed that a site hoarding is installed along the curtilage of the site works to prevent unauthorised access to the construction areas of the site and to warn of the potential dangers of construction zones. Gates would be installed across the frontage of the site to ensure safe access is maintained.

The proposed site setup would not affect the existing footways adjacent to the site along Crescent Road, Dagmar Road and Palace Gates Road would be retained open at all times. Temporary lighting would also be provided across the site, as necessary. The site would be designed appropriately to ensure that there is no requirement for skips or vehicles to be located on the public highway and no transfer of materials occurs off site other than that delivered by scheduled vehicles. Any unauthorised deliveries would be refused by the Site Contractor.

The extent of hoarding does not require any temporary traffic management measures on the public highway. Should this be required X Construct would agree this in advance with the LBH Highways, in accordance with their licencing procedures.

The construction methodology is designed to contain the works within the compound, negating the requirement to access Network Rail's land to the northern boundary. The sequence of works will commence with the demolition of the existing structures, followed by piling and ring beam substructure works. The superstructure will be in a traditional brick and block style with the outer masonry skin laid overhand to the boundary of the railway line. Scaffold would only be required within the compound and lifting will be facilitated via a 20m telehandler.

The Construction Phase Plan details the health and safety risks associated with the construction phase of the project and the control measures that will be implemented to minimise risks or where possible, eliminate them. The project will be registered with the Considerate Constructors scheme and contact details of the key stakeholders of the development including the Construction Manager shall be made available to all relevant authorities and clearly detailed at the front of the site for the duration of the development.

4.4. Proposed Working Hours

Construction works on the site will typically commence and finish at the following times:

- Monday to Friday 8.00am - 6.00pm
- Saturday 8.00am - 1.00pm
- No Sunday, bank holiday or public holiday working

Under no circumstances will works outside of these hours be undertaken, unless otherwise agreed in advance with LBH.

5 SITE ACCESS

5.1. Considerations and Challenges

There are some notable constraints associated with the construction works at the site as follows:

- The constrained delivery vehicle capabilities via the passage to Crescent Mews
- The proximity of the adjacent uses.

X Construct is committed to carrying out these works in the most practicably sustainable manner. Given the site's location adjacent to the wider highway network and that the adjacent properties would remain operational throughout the proposed construction process, the need to minimise the impact associated with the construction works is fully recognised and the proposed construction works have been considered on this basis within this CLP.

X Construct will be responsible for the monitoring of all construction works and traffic movements and ensuring no disruption to the neighbouring uses, as well as passing vehicles, pedestrians and cyclists at all times.

5.2. Vehicular Access

Figure 7 below demonstrates the proposed construction setup for the site and vehicular and pedestrian access arrangements. Pedestrians will be required to access via the eastern gates via Palace Gates Road, thus avoiding contact with vehicles accessing from the south off Crescent Road.

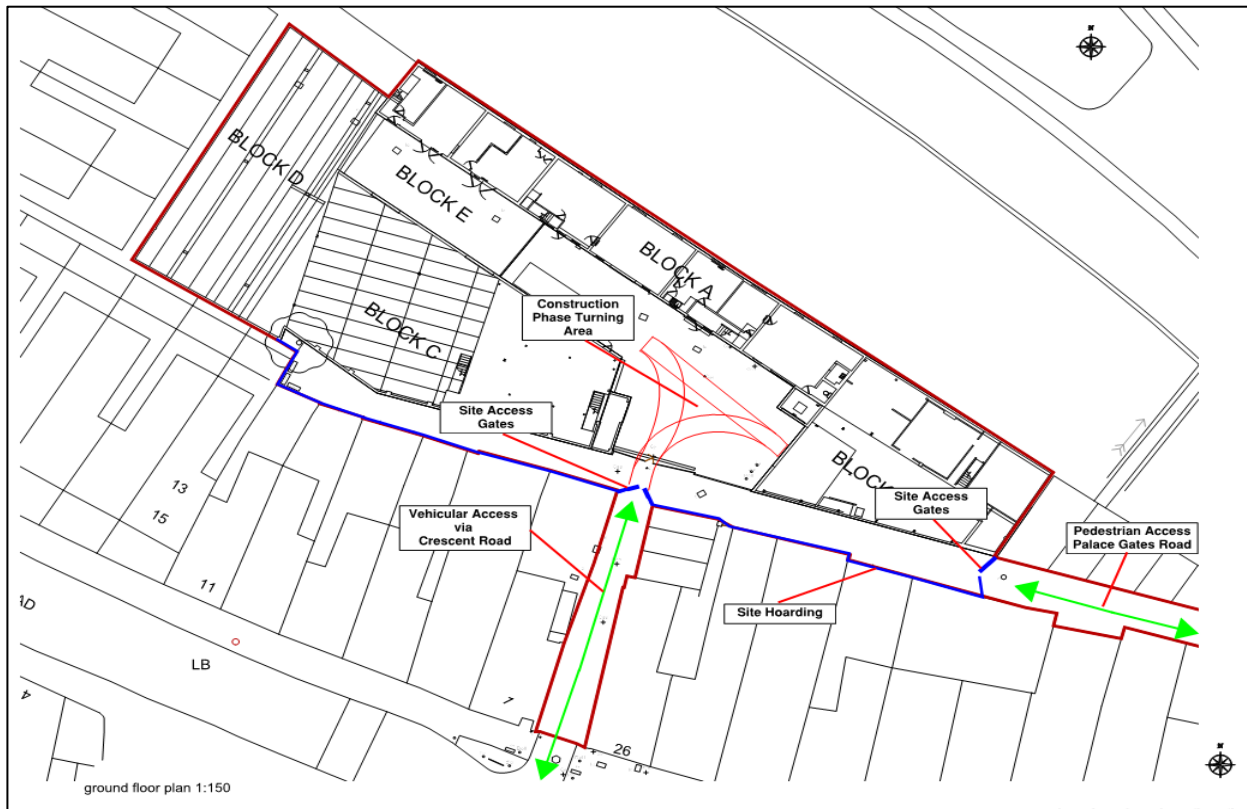


Figure 7: Site Access During Construction Phase



Fig 8: Site Access Post Superstructure Works

Following the completion of the superstructure works vehicular access on site will need to be restricted to smaller vehicles given the reduction in available space on site to manoeuvre. Figure 8 shows this restriction, which would still allow for 3.5t to 7.5t vehicles to access site.

5.3. Vehicle Routing

The vehicle routing strategy is shown in Fig 9 below. It illustrates how vehicles would access and egress (green arrows) the site to and from the local strategic highway network (green line).



Fig 9: Proposed Construction Vehicle Access Route

These proposed vehicle access routes would cause minimal disruption to the local highway network, particularly the residential areas.

Delivery drivers will be notified of the proposed access arrangements and routing strategy prior to their scheduled delivery time, in order to ensure vehicles, adhere to the agreed routes and access arrangements. Traffic Marshals shall be on hand at all times to assist vehicle manoeuvring as required.

5.4. Loading/Unloading & Storage of Materials

Deliveries will be on a 'just in time' basis with all deliveries needing to be booked in 48 hours prior to the day of delivery. This will assist in the minimum number of materials being stored within the site at any one time and improve delivery efficiency. The delivery of the materials will be received at the front of the site via the passage to Crescent Mews and immediately transferred into the appropriate part of the site.

Any storage of materials on-site will need to be constantly reviewed as work progresses and the site conditions change to ensure that all materials are accommodated on the site and not on the highway. Loading or unloading at any other time on weekdays or at other locations not stated within this document will in no instances be acceptable, unless otherwise agreed with the Council in advance.

During scheduled delivery times, suitably qualified traffic marshals will control the flow of traffic to enable the safe passage of pedestrians and vehicles on the entrance to the passage to Crescent Mews. All construction deliveries would be booked in advance with the Construction Manager and undertaken in a timely fashion to ensure only one delivery vehicle arrives at the site at any given time. Through the use of a delivery schedule, the number of construction deliveries each day would be restricted in order to minimise impact on the adjacent highway network.

All vehicle manoeuvres and loading/unloading would be assisted by a trained Traffic Marshal. Traffic Marshals would be situated at the front of the site at all times when construction vehicles are expected to undertake deliveries to direct vehicles, pedestrians and cyclists in the locality. When heavy plant and vehicles need to enter and exit the site to and from the highway, appropriate supervision will be provided to control the flow of pedestrians and vehicular traffic around the stationary vehicle. Traffic marshals / banksmen will support the movement of heavy plant and vehicles.

6 STRATEGIES TO REDUCE IMPACT

6.1. Traffic Management

The TfL Construction Logistics Planning tool has been used to provide an estimate of construction traffic associated with each phase of construction. A summary is provided in Table 6.1, whilst the TfL CLP Tool is attached at Appendix C. The number of vehicle trips during each phase of construction is indicative and based on information provided within the detailed CLP prepared to accompany the previous planning application for the site.

Monitoring of the above elements will be undertaken by a Construction Manager throughout the programme of works to ensure the safety of all those within the curtilage of the site, the neighbouring residential properties and users of the public highway, at all times. The above elements will be amended, with additional mitigation processes put in place, as required, as the construction programme evolves.

The appointed Construction Manager will ensure that all vehicles accessing and egressing the site adhere to the agreed strategies highlighted within this CLP. In order to minimise congestion on local roads and inconvenience to third parties the following principles are proposed:

- Deliveries will only be permitted within the specified hours set out in this document to minimise impact on pedestrians and cyclists.
- All deliveries will be booked in advance and managed by the Construction Manager, in liaison with the relevant supplier/construction company, in order to ensure that only one delivery vehicle arrives and/or departs the site at any given time.
- A delivery schedule will be prepared and kept up to date by the Construction Manager. The delivery schedule will detail the anticipated time of the delivery, contact details for the supplier, the type of delivery (i.e., plant, materials, scaffolding) and the size of vehicle anticipated.
- Any deliveries not booked in may be turned away at the Contractor's expense.
- All deliveries will be supported by traffic marshals, as appropriate, to ensure the safe passage of materials to and from the site, without impacting on highway safety and other road users.
- Vehicles being off-loaded with goods at the site shall switch off their engines to avoid nuisance to the adjacent uses and to prevent dust generation.

- The contractor will sweep the roads and footpaths on the local highway network as required on a daily basis to remove any spoil or debris deposited on the highway resulting from the construction period.
- Co-ordination, if required will take place with other construction sites / businesses if found to be necessary when larger vehicles are required to deliver to site.
- Any vehicle attempting to deliver outside these hours will be moved on and will only be permitted to return to site within the delivery hours noted above.
- X Construct will request all delivery drivers to telephone ahead of arrival to site so that the necessary steps can be made to enable a smooth and efficient operation.
- Traffic Marshal's will be informed and will be ready for arrival of the delivery, anticipating the type of delivery and the unloading method to be utilised.

A wheel washing facility could be implemented at the front of the site to prevent the spread of dirt and mud onto the local highway network. The Construction Manager would ensure all construction vehicles depart the site in a clean and tidy manor and operatives would sweep the local highway clean on a daily basis or as required.

The operation of the construction site will comply with the Construction Logistics and Community Safety (CLOCS) and Freight Operators Recognition Scheme (FORS) initiatives.

- Deliveries are not to be made outside the site perimeter onto public footpaths.
- There is no parking available on site for operatives or visitors. The site is easily accessible via public transport, as discussed in Section 3 of this report, and use of these services will be encouraged amongst all operatives and visitors. The X Construct will provide designated lockers / storage areas on the site for tools and equipment in order to make sustainable travel on a daily basis more convenient for staff and operatives.
- Parking for intermittent and short-term visitors must be accommodated on the local highway network and comply with all appropriate parking restrictions and conditions.
- A weekly review of forthcoming deliveries will be undertaken at a Logistics Progress meeting and the deliveries for the coming week will be agreed with the Construction Manager in advance.

For clarity Table 6.1 summarises the points made above, splitting them into committed, proposed and considered measures, in line with TfL's requirements for a 'medium' impact scheme.

Planned Measures Checklists	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries	x		
Re-timing for out of hours deliveries		x	
Use of holding areas and vehicle call off areas			x
Use of logistics and consolidation centres			x
Vehicle Choice	x		
Measures to encourage sustainable Freight			
Freight by Water			x
Fright by Rail			x
Material Procurement Measures			
DfMA and off-site manufacture			x
Re-use of Materials on site		x	
Smart Procurement		x	

Table 6.1: Planned Measures Checklist Table (TfL CLP Guidance for Medium Impact Schemes)

In contrast to the TfL guidance (Table 6.1), it is noted that the production of a 'delivery schedule' will be a committed measure to ensure that there is no overlap with delivery vehicles, no unscheduled deliveries and the public highway is kept as free flowing as possible. As a result of this the 'use of a holding area or vehicle call off area' will be considered but not proposed given that there is unlikely to be any unscheduled deliveries.

6.2. Staff Travel Plan

No car parking provision will be provided on-site for staff, given the availability of public transport services within the local area. As discussed in Section 2 of this report, there are frequent bus and rail services available from within close proximity of the site. In order to encourage the use of sustainable travel and reduce reliance upon private car use by construction staff, a number of travel planning measures will be considered by the Main Contractor. The following principles will be followed:

- Use of local suppliers, as far as reasonably possible, to reduce distance travelled and associated vehicle emissions;
- Use of local labour / operatives who are more likely to reside within the local area and therefore travel by sustainable modes, as far as reasonably possible;
- Providing operatives with timetable bus/rail information, if requested;
- The potential to provide lockers on-site for tools and materials of construction staff will be explored by the Main Contractor to make sustainable travel more convenient;
- An induction programme for all staff, making them aware of the limited parking available and convenient access via sustainable modes. Car sharing will also be encouraged as a suitable alternative.

7 ESTIMATED VEHICLE MOVEMENTS

7.1. Proposed Construction Vehicle Movements (TfL CLP Tool)

The TfL Construction Logistics Planning tool has been used to provide an estimate of construction traffic volume associated with each phase of construction. A summary is provided in Table 7.1 below, whilst the TfL CLP Tool is attached at Appendix C. The number of vehicle trips during each phase of construction is indicative and based on information provided within the detailed CLP prepared to accompany the previous planning application for the site.

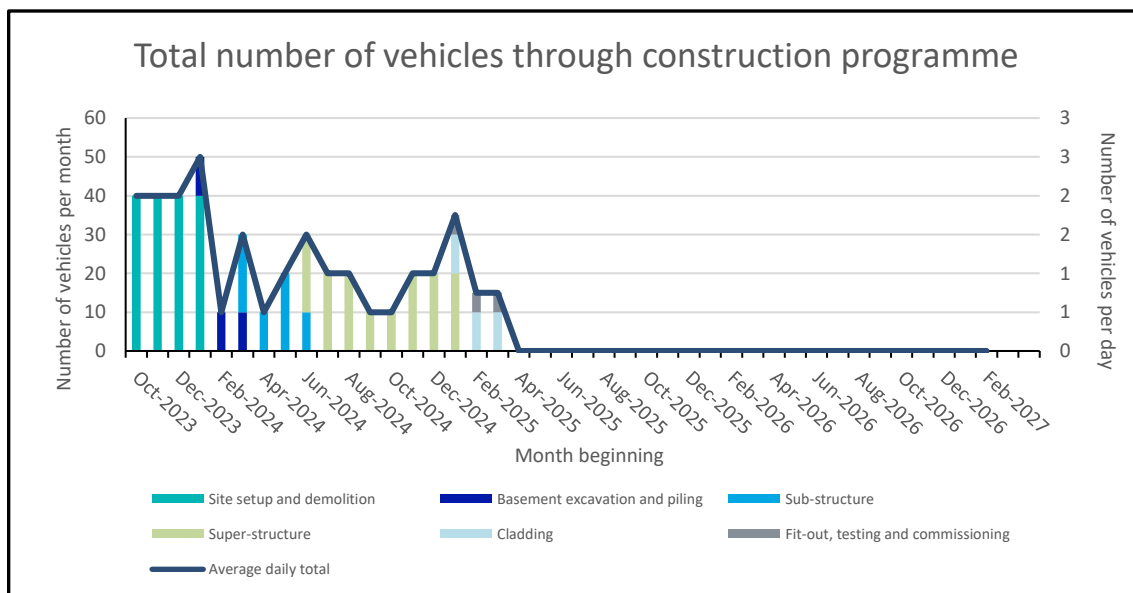


Table 7.1: Construction Traffic Volume (TfL CLP Tool)

The following tables (Tables 7.2 and 7.3) indicate the daily and monthly numbers of vehicles during the peak phases.

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q4 2023 - Q1 2024	40	2
Basement excavation and piling	Q1 2024 - Q1 2024	10	1
Sub-structure	Q1 2024 - Q2 2024	20	1
Super-structure	Q2 2024 - Q1 2025	20	1
Cladding	Q1 2025 - Q1 2025	10	1
Fit-out, testing and commissioning	Q1 2025 - Q1 2025	5	0
Peak period of construction	Q1 2024 - Q1 2024	50	3

Table 7.2: Number of Vehicles in Peak Phase (TfL CLP Tool)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q4 2023 - Q1 2024	50	3
Basement excavation and piling	Q1 2024 - Q1 2024	50	3
Sub-structure	Q1 2024 - Q2 2024	30	2
Super-structure	Q2 2024 - Q1 2025	35	2
Cladding	Q1 2025 - Q1 2025	35	2
Fit-out, testing and commissioning	Q1 2025 - Q1 2025	35	2

Table 7.3: Number of Vehicles in Peak Phase (inc possible overlap of subsequent phases) (TfL CLP Tool)

As shown, the proposed development is anticipated to generate on average 2 / 3 deliveries over the course of a typical day and a maximum of 3 deliveries over the course of the construction process. This would occur during the early stages of works only and is a relatively low volume.

All construction deliveries would be managed by the Construction Manager to ensure that simultaneous deliveries do not occur.

8 IMPLEMENTING, MONITORING AND UPDATING

8.1. Overview

The Construction Manager will own and manage the implementation of this document. The following highlights the key roles for this position:

- Ensure a site-specific risk assessment is carried out for all traffic activities (arrival, departure, (un)loading, movement, maintenance);
- Ensure a project induction is available to all staff and drivers, which shows key routes, restrictions etc;
- Monitor and review health and safety performance of all parties;
- Ensure there are adequate emergency procedures in place for all foreseeable events i.e., traffic issues, spills, medical evacuation, fire, and traffic management control;
- Provision of materials / equipment to support the strategy;
- Provision of competent resources;
- Facilitate deliveries and management of delivery / logistics strategy; and
- On-going review and updating of this Plan as the project develops and site conditions change.

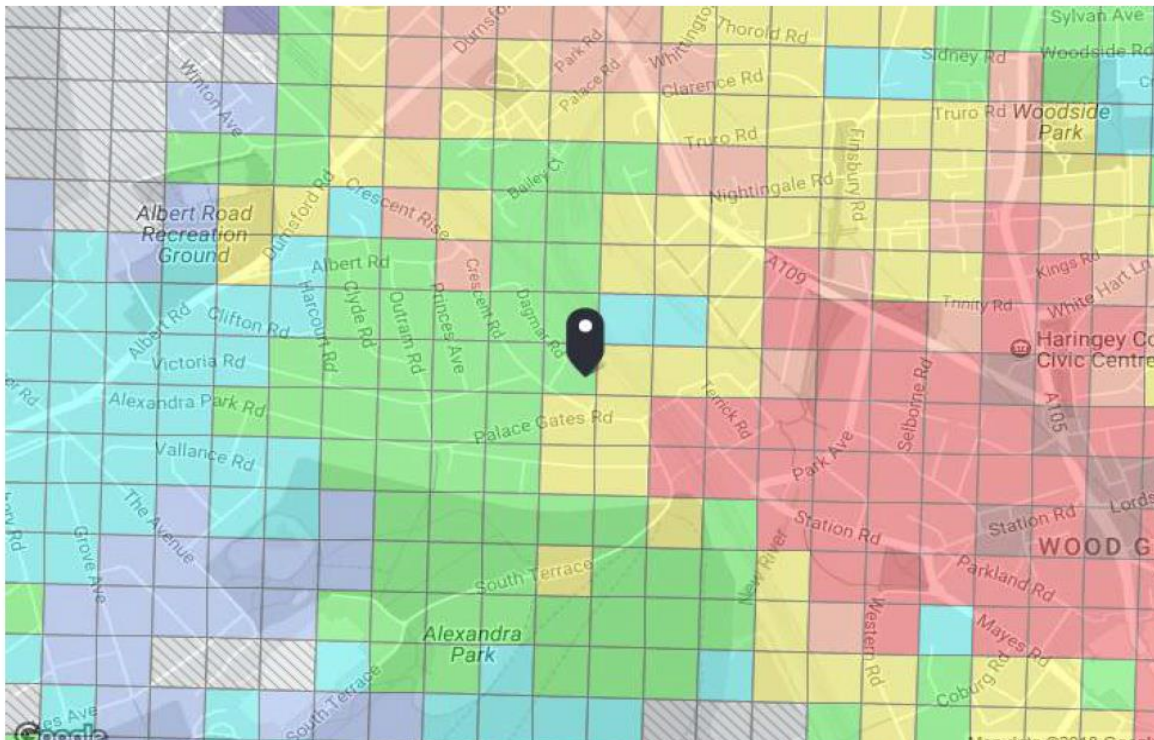
8.2. Reporting & Review

The Construction Manager will liaise with construction companies and suppliers on a regular basis with respect to incoming deliveries and with regard to any changes to delivery schedules. The Construction Manager will review the full CLP regularly and as conditions change. Records of any updates/revisions will be maintained by the Construction Manager.

All records will be held on file, on site, including all certificates and inspection records for all plant, equipment, and lifting etc. that are required for traffic management and construction.

9 APPENDICES

9.1. Appendix A - PTAL Report



PTAL output for 2021 (Forecast) 3

N22 7GG
London N22 7GG, UK
Easting: 530077, Northing: 190622

Grid Cell: 134917

Report generated: 01/03/2018

This information is produced using forecasting tools and is subject to uncertainty

Calculation Parameters

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

Map key - PTAL

0 (Worst)
1b
3
5
6b (Best)

1a
2
4
6a

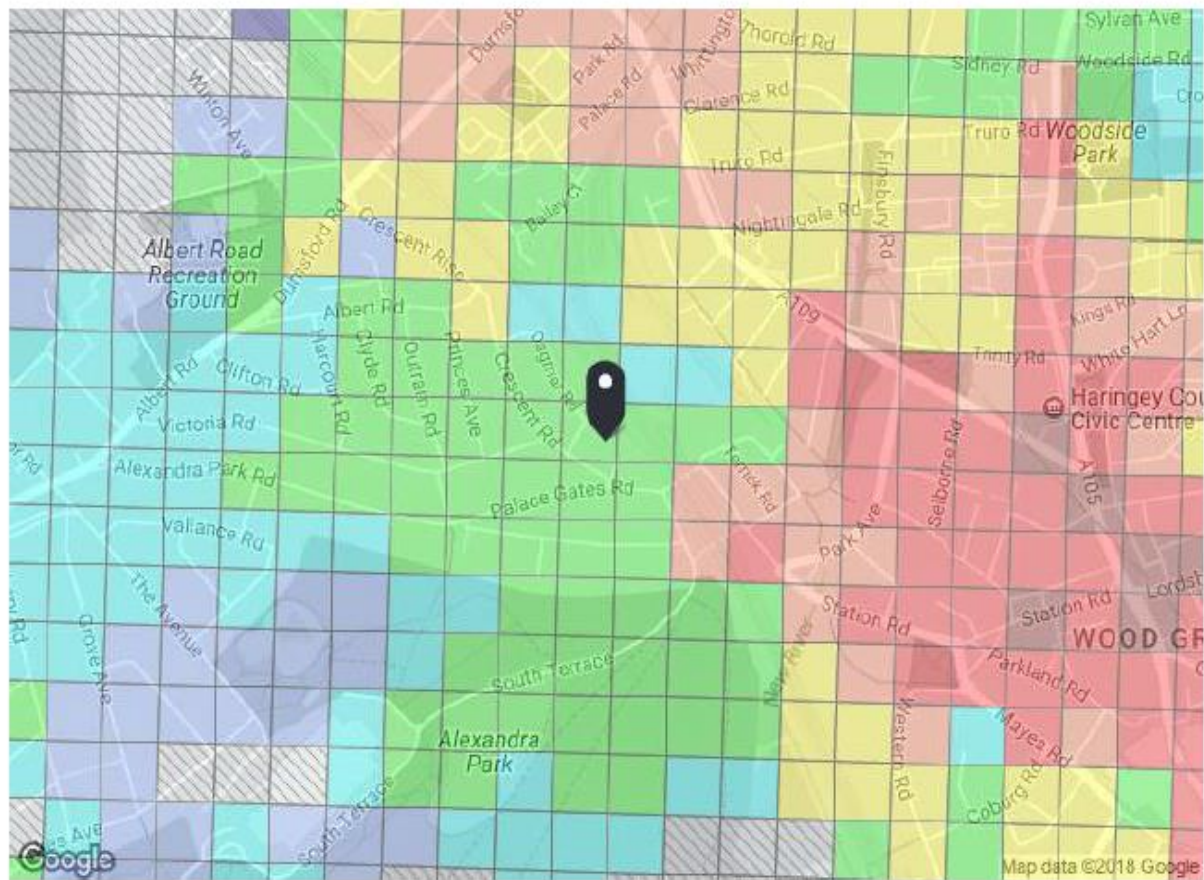
Map layers

PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	PALACE GATES ROAD	184	162.66	7.24	2.03	6.14	8.17	3.67	1	3.67
Bus	ALEX PALACE STN WSIDE	W3	309.25	11.9	3.87	4.52	8.39	3.58	0.5	1.79
Rail	Alexandra Palace	'HFDN-MRGT E3/4'	442.45	2	5.53	15.75	21.28	1.41	0.5	0.7
Rail	Alexandra Palace	'HFDN-MRGT E5/6'	442.45	0.67	5.53	45.53	51.06	0.59	0.5	0.29
Rail	Alexandra Palace	'WLWYNGC-MRGT E11/12'	442.45	2	5.53	15.75	21.28	1.41	0.5	0.7
Rail	Alexandra Palace	'GORDONH-MRGT E9/10'	442.45	4	5.53	8.25	13.78	2.18	1	2.18
Rail	Alexandra Palace	'MRGT-HFDN E3/4'	442.45	2	5.53	15.75	21.28	1.41	0.5	0.7
Rail	Alexandra Palace	'MRGT-GORDONH E9/10'	442.45	2	5.53	15.75	21.28	1.41	0.5	0.7
Rail	Alexandra Palace	'MRGT-WLWYNGC E11/12'	442.45	2	5.53	15.75	21.28	1.41	0.5	0.7
Rail	Alexandra Palace	'WELWYNGC-TATNHMC E13'	442.45	2	5.53	15.75	21.28	1.41	0.5	0.7
Rail	Alexandra Palace	'TATNHMC-WELWYNGC S73'	442.45	2	5.53	15.75	21.28	1.41	0.5	0.7
Rail	Alexandra Palace	'MSTONEE-CAMBDGE K81'	442.45	2	5.53	15.75	21.28	1.41	0.5	0.7
Rail	Alexandra Palace	'CAMBDGE-MSTONEE E23'	442.45	2	5.53	15.75	21.28	1.41	0.5	0.7

Total Grid Cell AI: 14.23



**PTAL output for Base Year
3**

N22 7GG
London N22 7GG, UK
Easting: 530077, Northing: 190622

Grid Cell: 134817

Report generated: 07/02/2018

Calculation Parameters

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

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

9.2. Appendix B – Parking Beat Survey Information



8755 / Alexandra Palace

May 2018

Parking Survey

Street: 200m			Vehicles Parked (vol)								Occupancy (%)								Len (m)	
Street:	Restriction	Range	Day								May-2018	Occupancy (%)								
			Wed	Wed	Wed	Wed	Thu	Thu	Thu	Thu		Wed	Wed	Wed	Wed	Thu	Thu	Thu		Thu
			02/05	02/05	02/05	02/05	03/05	03/05	03/05	03/05		02/05	02/05	02/05	02/05	03/05	03/05	03/05		03/05
			00:00	10:00	13:00	15:00	00:00	10:00	13:00	15:00	Capacity	00:00	10:00	13:00	15:00	00:00	10:00	13:00	15:00	
Double Yellow	Bedford Road	200	0	0	0	0	0	0	0	0	11	0%	0%	0%	0%	0%	0%	0%	0%	80.40
Double Yellow	Service Road	200	0	0	0	0	0	0	0	0	5	0%	0%	0%	0%	0%	0%	0%	0%	42.30
Double Yellow	Alexandra Park Road	200	0	0	0	0	0	0	0	0	1	0%	0%	0%	0%	0%	0%	0%	0%	28.20
Dropped Kerb	Bedford Road	200	0	0	0	0	0	0	0	0	2	0%	0%	0%	0%	0%	0%	0%	0%	25.30
Dropped Kerb	Service Road	200	0	0	0	0	0	0	0	0	2	0%	0%	0%	0%	0%	0%	0%	0%	21.60
Dropped Kerb	Alexandra Park Road	200	0	0	0	0	0	0	0	0	1	0%	0%	0%	0%	0%	0%	0%	0%	28.10
Disabled Bay	Bedford Road	200	1	1	0	2	1	1	1	2	3	33%	33%	0%	67%	33%	33%	33%	67%	21.80
Shared Use	Bedford Road	200	5	11	10	11	4	8	7	9	18	28%	61%	56%	61%	22%	44%	39%	50%	97.20
Shared Use	Service Road	200	1	4	3	4	2	4	4	3	8	13%	50%	38%	50%	25%	50%	50%	38%	40.00
Bus Stop	Bedford Road	200	0	0	0	0	0	0	0	0	6	0%	0%	0%	0%	0%	0%	0%	0%	39.30
Permit Holders Only	Bedford Road	200	3	2	1	4	2	3	2	2	6	50%	33%	17%	67%	33%	50%	33%	33%	31.20
Permit Holders Only	Alexandra Park Road	200	5	7	4	9	10	7	6	7	13	38%	54%	31%	69%	77%	54%	46%	54%	75.60
Single Yellow	Alexandra Park Road	200	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	2.70
Double Yellow	All	200	0	0	0	0	0	1	1	0	78	0%	0%	0%	0%	0%	1%	1%	0%	536.30
Dropped Kerb	All	200	0	0	1	0	0	0	1	0	16	0%	0%	6%	0%	0%	0%	6%	0%	197.80
Disabled Bay	All	200	2	2	0	3	2	2	2	3	4	50%	50%	0%	75%	50%	50%	50%	75%	26.80
Shared Use	All	200	21	35	29	33	22	30	27	30	53	40%	66%	55%	62%	42%	57%	51%	57%	279.50
Bus Stop	All	200	0	0	0	0	0	0	0	0	6	0%	0%	0%	0%	0%	0%	0%	0%	39.30
Permit Holders Only	All	200	77	63	49	71	80	60	56	65	104	74%	61%	47%	68%	77%	58%	54%	63%	574.90
Single Yellow	All	200	4	1	0	3	0	1	1	1	6	67%	17%	0%	50%	0%	17%	17%	17%	67.30



Sheet: 500m			Vehicles Parked (vol)									Occupancy (%)								
Day			Wed	Wed	Wed	Wed	Thu	Thu	Thu	Thu	May-2018	Wed	Wed	Wed	Wed	Thu	Thu	Thu	Thu	
			02/05	02/05	02/05	02/05	03/05	03/05	03/05	03/05		02/05	02/05	02/05	02/05	03/05	03/05	03/05	03/05	
Street:	Restriction	Range	00:00	10:00	13:00	15:00	00:00	10:00	13:00	15:00	Capacity	00:00	10:00	13:00	15:00	00:00	10:00	13:00	15:00	Len (m)
Double Yellow	Bedford Road	500	0	0	0	0	0	0	0	0	27	0%	0%	0%	0%	0%	0%	0%	0%	169.60
Double Yellow	Service Road	500	0	0	0	0	0	0	0	0	5	0%	0%	0%	0%	0%	0%	0%	0%	42.30
Double Yellow	South Terrace	500	0	0	0	0	0	0	0	0	56	0%	0%	0%	0%	0%	0%	0%	0%	280.40
Double Yellow	Alexandra Park Road	500	0	0	0	0	0	0	0	0	3	0%	0%	0%	0%	0%	0%	0%	0%	57.30
Double Yellow	Alexandra Avenue	500	0	0	0	0	0	0	0	0	4	0%	0%	0%	0%	0%	0%	0%	0%	32.70
Dropped Kerb	Bedford Road	500	0	0	0	0	0	0	0	0	2	0%	0%	0%	0%	0%	0%	0%	0%	25.30
Dropped Kerb	Service Road	500	0	0	0	0	0	0	0	0	2	0%	0%	0%	0%	0%	0%	0%	0%	21.60
Dropped Kerb	South Terrace	500	0	0	0	0	0	0	0	0	3	0%	0%	0%	0%	0%	0%	0%	0%	21.50
Dropped Kerb	Alexandra Park Road	500	6	4	5	3	4	3	4	4	24	25%	17%	21%	13%	17%	13%	17%	17%	302.60
Dropped Kerb	Alexandra Avenue	500	0	0	0	0	0	0	0	0	1	0%	0%	0%	0%	0%	0%	0%	0%	11.10
Disabled Bay	Bedford Road	500	1	1	0	2	1	1	1	2	3	33%	33%	0%	67%	33%	33%	33%	67%	21.80
Disabled Bay	Alexandra Park Road	500	4	1	4	2	4	3	2	3	4	100%	25%	100%	50%	100%	75%	50%	75%	22.70
Shared Use	Bedford Road	500	5	11	10	11	4	8	7	9	18	28%	61%	56%	61%	22%	44%	39%	50%	97.20
Shared Use	Service Road	500	1	4	3	4	2	4	4	3	8	13%	50%	38%	50%	25%	50%	50%	38%	40.00
Bus Stop	Bedford Road	500	0	0	0	0	0	0	0	0	6	0%	0%	0%	0%	0%	0%	0%	0%	39.30
Unrestricted	South Terrace	500	12	26	26	19	10	27	27	20	33	36%	79%	79%	58%	30%	82%	82%	61%	180.10
Unrestricted	Alexandra Park Road	500	34	32	32	26	32	31	31	28	30	113%	107%	107%	87%	107%	103%	103%	93%	195.20
Permit Holders Only	Bedford Road	500	3	2	1	4	2	3	2	2	6	50%	33%	17%	67%	33%	50%	33%	33%	31.20
Permit Holders Only	Alexandra Park Road	500	61	51	36	50	61	40	37	48	87	70%	59%	41%	57%	70%	46%	43%	55%	496.10
Permit Holders Only	Alexandra Avenue	500	22	15	14	17	20	13	12	16	24	92%	63%	58%	71%	83%	54%	50%	67%	127.60
Single Yellow	Alexandra Park Road	500	1	1	-	-	2	-	-	-	0	100%	100%	-	-	100%	-	-	-	53.30
Single Yellow	Alexandra Avenue	500	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	1.70
Zig Zag	Alexandra Park Road	500	0	0	0	0	0	0	0	0	2	0%	0%	0%	0%	0%	0%	0%	0%	27.00
Double Yellow	All	500	0	0	0	0	0	1	1	0	242	0%	0%	0%	0%	0%	0%	0%	0%	1602.60
Dropped Kerb	All	500	10	7	9	6	9	7	9	9	63	16%	11%	14%	10%	14%	11%	14%	14%	793.40
Disabled Bay	All	500	14	9	8	12	14	9	7	12	17	82%	53%	47%	71%	82%	53%	41%	71%	102.00
Shared Use	All	500	30	44	37	40	31	36	30	31	68	44%	65%	54%	59%	46%	53%	44%	46%	369.40
Bus Stop	All	500	0	0	0	0	0	0	0	0	17	0%	0%	0%	0%	0%	0%	0%	0%	97.20
Unrestricted	All	500	226	232	227	217	227	234	232	222	267	85%	87%	85%	81%	85%	88%	87%	83%	1445.10
Permit Holders Only	All	500	267	200	162	207	264	193	169	199	357	75%	56%	45%	58%	74%	54%	47%	56%	1964.50
Single Yellow	All	500	6	5	6	8	3	4	1	6	61	10%	8%	10%	13%	5%	7%	2%	10%	450.60
Zig Zag	All	500	0	0	0	0	0	0	0	0	41	0%	0%	0%	0%	0%	0%	0%	0%	259.50



Street: Tot		Vehicles Parked (vol)									Occupancy (%)								Len (m)
Street:	Day	Wed	Wed	Wed	Wed	Thu	Thu	Thu	Thu	May-2018	Wed	Wed	Wed	Wed	Thu	Thu	Thu	Thu	
		02/05	02/05	02/05	02/05	03/05	03/05	03/05	03/05		02/05	02/05	02/05	02/05	03/05	03/05	03/05	03/05	
Restriction		00:00	10:00	13:00	15:00	00:00	10:00	13:00	15:00	Capacity	00:00	10:00	13:00	15:00	00:00	10:00	13:00	15:00	
Double Yellow	Bedford Road	0	0	0	0	0	0	0	0	27	0%	0%	0%	0%	0%	0%	0%	0%	169.6
Double Yellow	Service Road	0	0	0	0	0	0	0	0	5	0%	0%	0%	0%	0%	0%	0%	0%	42.3
Double Yellow	South Terrace	0	0	0	0	0	0	0	0	114	0%	0%	0%	0%	0%	0%	0%	0%	579.2
Double Yellow	Alexandra Park Road	0	0	0	0	0	0	0	0	3	0%	0%	0%	0%	0%	0%	0%	0%	61
Double Yellow	Alexandra Avenue	0	0	0	0	0	0	0	0	4	0%	0%	0%	0%	0%	0%	0%	0%	32.7
Dropped Kerb	Bedford Road	0	0	0	0	0	0	0	0	2	0%	0%	0%	0%	0%	0%	0%	0%	25.3
Dropped Kerb	Service Road	0	0	0	0	0	0	0	0	2	0%	0%	0%	0%	0%	0%	0%	0%	21.6
Dropped Kerb	South Terrace	0	0	0	0	0	0	0	0	3	0%	0%	0%	0%	0%	0%	0%	0%	27.8
Dropped Kerb	Alexandra Park Road	7	6	7	3	5	4	5	4	32	22%	19%	22%	9%	16%	13%	16%	13%	411.4
Dropped Kerb	Alexandra Avenue	0	0	0	0	0	0	0	0	1	0%	0%	0%	0%	0%	0%	0%	0%	11.1
Disabled Bay	Bedford Road	1	1	0	2	1	1	1	2	3	33%	33%	0%	67%	33%	33%	33%	67%	21.8
Disabled Bay	Alexandra Park Road	5	2	4	3	5	3	2	4	5	100%	40%	80%	60%	100%	60%	40%	80%	28.3
Shared Use	Bedford Road	5	11	10	11	4	8	7	9	18	28%	61%	56%	61%	22%	44%	39%	50%	97.2
Shared Use	Service Road	1	4	3	4	2	4	4	3	8	13%	50%	38%	50%	25%	50%	50%	38%	40
Bus Stop	Bedford Road	0	0	0	0	0	0	0	0	6	0%	0%	0%	0%	0%	0%	0%	0%	39.3
Unrestricted	South Terrace	18	50	52	40	18	52	52	44	62	29%	81%	84%	65%	29%	84%	84%	71%	341.9
Unrestricted	Alexandra Park Road	78	74	74	56	75	70	74	69	75	104%	99%	99%	75%	100%	93%	99%	92%	456.4
Permit Holders Only	Bedford Road	3	2	1	4	2	3	2	2	6	50%	33%	17%	67%	33%	50%	33%	33%	31.2
Permit Holders Only	Alexandra Park Road	61	51	36	50	61	40	37	48	87	70%	59%	41%	57%	70%	46%	43%	55%	496.1
Permit Holders Only	Alexandra Avenue	22	15	14	17	20	13	12	16	24	92%	63%	58%	71%	83%	54%	50%	67%	127.6
Single Yellow	Alexandra Park Road	1	1	-	-	2	-	-	-	0	100%	100%	-	-	100%	-	-	-	53.3
Single Yellow	Alexandra Avenue	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	1.7
Zig Zag	Alexandra Park Road	0	0	0	0	0	0	0	0	2	0%	0%	0%	0%	0%	0%	0%	0%	27
Double Yellow	All	0	0	0	0	0	1	1	0	318	0%	0%	0%	0%	0%	0%	0%	0%	2033
Dropped Kerb	All	11	9	11	7	10	8	10	9	74	15%	12%	15%	9%	14%	11%	14%	12%	967.1
Disabled Bay	All	16	11	9	14	16	10	8	14	20	80%	55%	45%	70%	80%	50%	40%	70%	119.6
Shared Use	All	32	46	38	41	33	38	32	34	71	45%	65%	54%	58%	46%	54%	45%	48%	387.3
Bus Stop	All	0	0	0	0	0	0	0	0	29	0%	0%	0%	0%	0%	0%	0%	0%	163.6
Unrestricted	All	379	398	398	366	383	398	398	384	453	84%	88%	88%	81%	85%	88%	88%	85%	2446.7
Permit Holders Only	All	287	216	174	222	284	202	178	211	381	75%	57%	46%	58%	75%	53%	47%	55%	2092.1
Single Yellow	All	6	5	6	8	4	4	1	6	65	9%	8%	9%	12%	6%	6%	2%	9%	489.6
Zig Zag	All	0	0	0	0	0	0	0	0	41	0%	0%	0%	0%	0%	0%	0%	0%	259.5

9.3. Appendix C - – TfL Construction Logistics Planning Tool

CONSTRUCTION LOGISTICS PLANNING TOOL (INPUTS)													
USER INPUTS													
Development name:		HWDW											
Landowner:		HWDW											
Principal contractor:		X Construct											
Site address:		1-6 Crescent Mews, N22 7GG											
Site postcode:		TBC											
Consolidation centre postcode:		Building											
Type of project:		New build											
Type of construction:		Structures to be demolished											
State of current site:		20											
Number of working days per month:													
Gross floor area (sqm)		A1 Retail	A3 Retail	A5 Retail	A1 Office	B2/B8 as B1 Supply	B2/B8 as B1 Distribution	D1 Warehouse distribution	D2 Warehouse	Hum	Other	Total	
New/additional floor area	100											100	
Refurbished floor area													
Total	100	0	0	0	0	0	0	0	0	0	0	100	
Construction phase	Schedule (mm/yyyy)												
	Start month	End month											
Site setup and demolition	Oct-2023	Jan-2024											
Basement excavation and piling	Jan-2024	Mar-2024											
Sub-structure	Mar-2024	Jun-2024											
Super-structure	Jun-2024	Jan-2025											
Cladding	Jan-2025	Mar-2025											
Fit-out, testing and commissioning	Jan-2025	Mar-2025											
Construction phase	Schedule		Duration (Number of months)	Month number	Oct-2023	Nov-2023	Dec-2023	Jan-2024	Feb-2024	Mar-2024	Apr-2024	May-2024	Jun-2024
	Start month (mm/yyyy)	End month (mm/yyyy)			1	2	3	4	5	6	7	8	9
Site setup and demolition	Oct-2023	Jan-2024	4	1	40	40	40	40					
Basement excavation and piling	Jan-2024	Mar-2024	3	4				10	10				
Sub-structure	Mar-2024	Jun-2024	4	6						20	10	20	10
Super-structure	Jun-2024	Jan-2025	6	9									20
Cladding	Jan-2025	Mar-2025	3	10									
Fit-out, testing and commissioning	Jan-2025	Mar-2025	3	10									
Monthly total					40	40	40	50	10	30	10	20	30
Average daily total					2	2	2	3	1	2	1	1	2
Construction phase	Vehicle type			Total									
	a 3.5t	3.5t - 7.5t	a 7.5t										
Site setup and demolition	20%	30%	50%	100%									
Basement excavation and piling	10%	20%	70%	100%									
Sub-structure	10%	20%	70%	100%									
Super-structure	10%	20%	70%	100%									
Cladding	25%	75%	0%	100%									
Fit-out, testing and commissioning	50%	50%	0%	100%									
Construction phase	Input hourly distribution of vehicles on typical day												
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00
Site setup and demolition	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	10%	20%	20%
Basement excavation and piling	0%	0%	0%	0%	0%	0%	0%	0%	10%	20%	20%	20%	10%
Sub-structure	0%	0%	0%	0%	0%	0%	0%	0%	10%	20%	20%	20%	10%
Super-structure	0%	0%	0%	0%	0%	0%	0%	0%	10%	20%	20%	20%	10%
Cladding	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	10%	20%	20%
Fit-out, testing and commissioning	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	10%	20%	20%
Construction phase	No. of vehicles in peak month (Jan-2024)												
	a 3.5t	3.5t - 7.5t	a 7.5t	Total									
Site setup and demolition	8	20	20	48									
Basement excavation and piling	1	2	7	10									
Sub-structure	0	0	0	0									
Super-structure	0	0	0	0									
Cladding	0	0	0	0									
Fit-out, testing and commissioning	0	0	0	0									
Total	9	22	27	58									