

NORTHUMBERLAND DEVELOPMENT PROJECT **HOTEL**

S73 APPLICATION

TRANSPORT ASSESSMENT ADDENDUM UPDATE

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1. Introduction

1.1 Overview

This Transport Assessment Addendum (TAA) has been prepared by Ove Arup and Partners Ltd. ('Arup') on behalf of Tottenham Hotspur Property Company Limited ("THFC"). (the 'Applicant'). It provides transport advice in support of an application for minor material amendments to the London Borough of Haringey ('LBH') made under Section 73 ('S73') ('S73 Application') of the Town and Country Planning Act 1990 (as amended), following the grant of planning permission for the Northumberland Park Development Project ('NDP') ('the Site') on 15 April 2016 (LPA ref HGY/2015/3000).

This TAA should be read in conjunction with the Major Event Day (MED) Transport Assessment (Sept 2015) and the Non-Major Event Day (NMED) Transport Assessment (Sept 2015), both produced by Tim Spencer & Co., in support of the updated proposals for the Site submitted in 2015. The Transport Assessment documents prepared by Tim Spencer & Co. detail the existing access conditions, the transport strategy, and the demand forecasts at and around the Site on both major event days and non-major event days.

This document should also be read in conjunction with the series of technical notes prepared by Tim Spencer & Co. which supplement the MED and NMED Transport Assessments. The technical notes were prepared in response to comments on the planning application from Transport for London (TfL), Haringey Council, and the Greater London Authority (GLA).

A Framework Travel Plan (FTP) has been prepared to support this planning application, which is included in Appendix A of this TAA.

1.2 Proposed Development

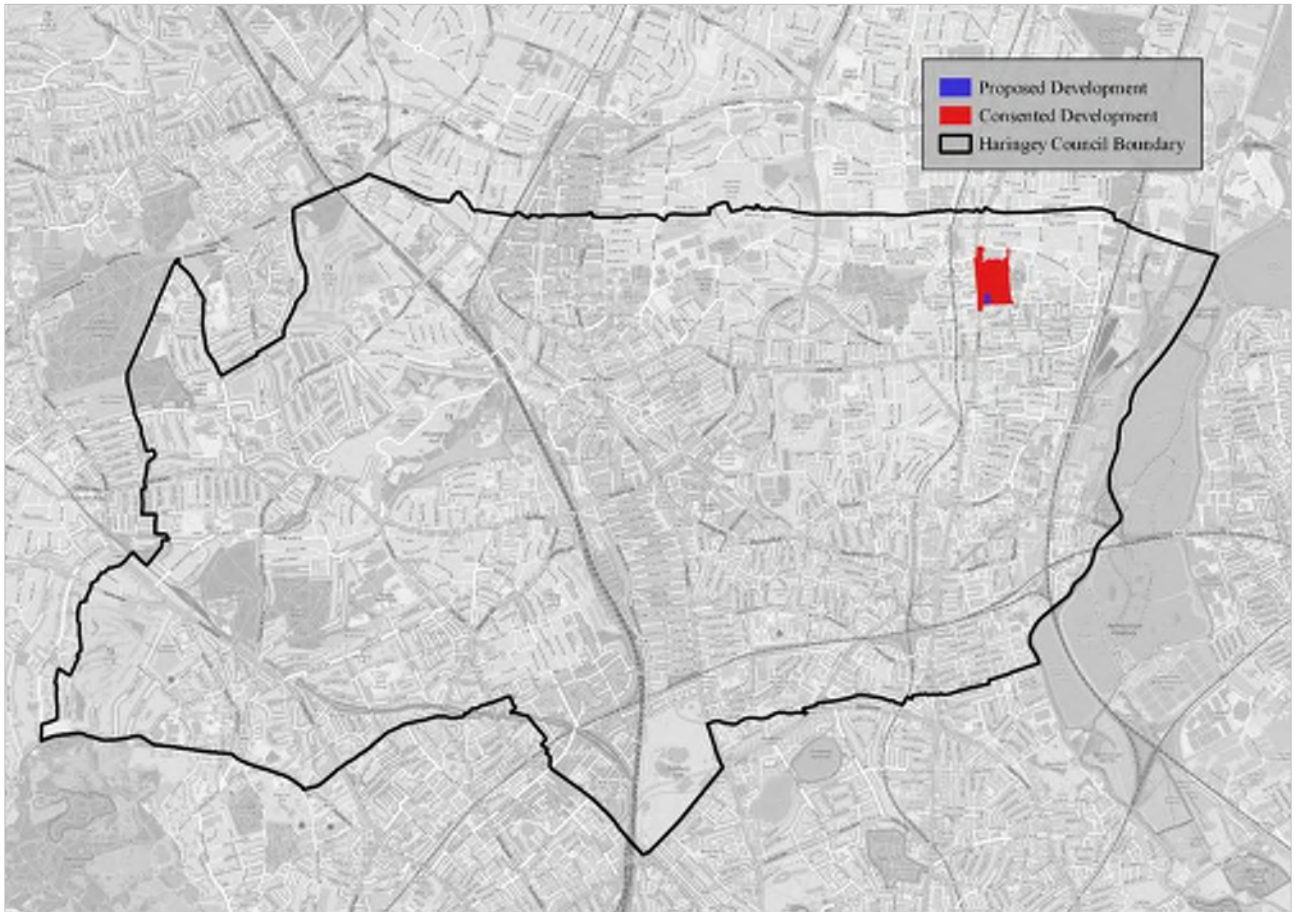
The proposed amendments to the Plot 3 Hotel (the 'Proposed Development') are described as follows:

"Application under Section 73 of the Town and Country Planning Act for variations to Condition A4 (Approved Plans) and (Condition A7) of the hybrid planning permission HGY/2015/3000 (as amended) for the proposed demolition and comprehensive redevelopment of the Northumberland Park Development Project (the amendments consist of a revision to the design, height and maximum floorspace at Plot 3 Hotel and other changes)."

A summary of the consented scheme is set out in section 1.3.

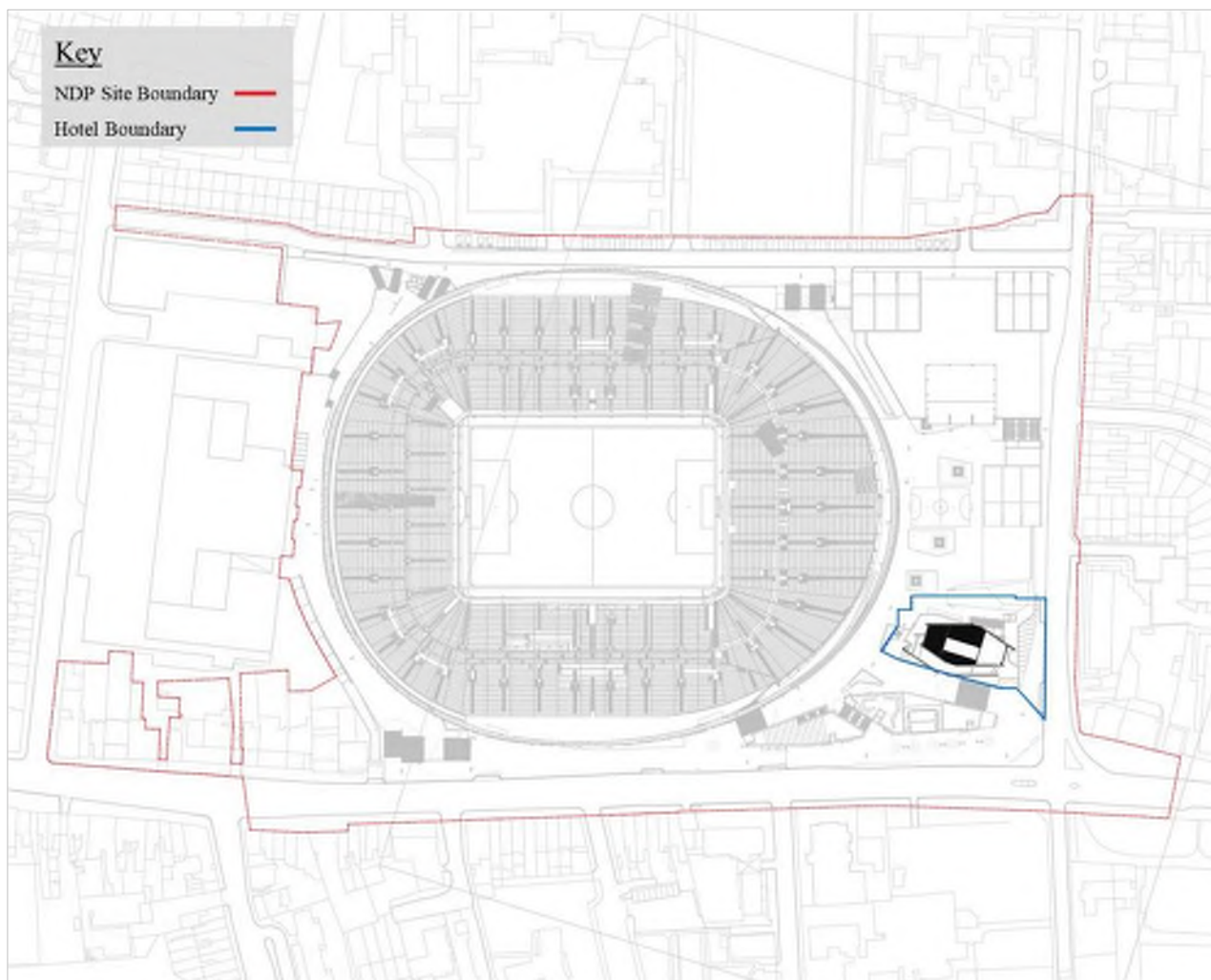
Figure 1:1 shows the location of the Site within the wider context. The Site is situated in the northeast of the London Borough of Haringey (LBH), with the London Borough of Enfield and the London Borough of Waltham Forest each a short distance from the Site to the north and to the east, respectively.

Figure 1:1 Site location



The planning application boundaries are shown in Figure 1:2; the masterplan boundary is shown in red; the Plot 3 boundary is shown in blue.

Figure 1.2: Proposed Development location within the NDP Site



This planning application relates to Plot 3 (Hotel) only. The proposed changes to Plot 3, compared to the consented arrangements for Plot 3, include the following:

- Changes to the building form and layout;
- Increase to the height of the building from 23 to 29 storeys; and
- A total increase in the site wide hotel floorspace to 28,323sqm GIA.

Table 1.1 summarises the land use allocation, and the unit total and floorspace associated with each land use, of the Proposed Development. The consented development included 180 hotel bedrooms and 49 residential units for the Plot 3 Hotel, this unit allocation is proposed to remain unchanged.

The proposed GIA for the hotel land use is 16,696sqm GIA and for the residential land use is 11,627sqm GIA. The consented and proposed number of rooms and units are shown in Table 1.2.

Table 1.1: Proposed Development land use allocation

Land Use	Use Class	Units (consented and proposed)
Hotel	C1	180 bedrooms
Dwellings	C3-C4	49 residential units

1.3 Planning history

The original planning application proposing the development of the hotel was approved on the 20th of September 2011 (planning reference: HGY/2010/1000). The hybrid planning application was approved on the 15th of April 2016 (planning reference: HGY/2015/3000) which comprised the following, as set out in the Decision Notice (April 2016). Details of the consented plans are as follows:

“Proposed demolition and comprehensive phased redevelopment of stadium (Class D2) with hotel (Class C1), Tottenham Experience (sui generis), sports centre (Class D2); community (Class D1) and / or offices (Class B1); housing (Class C3); and health centre (Class D1); together with associated facilities including the construction of new and altered roads, footways; public and private open spaces; landscaping and related works. Details of appearance and landscape are reserved in relation to the residential buildings and associated community and / or office building. Details of appearance and scale are reserved in relation to the sports centre building. Details of appearance are reserved in relation to the health centre building. Proposal includes the demolition of 3 locally listed buildings and includes works to a Grade II Listed building for which a separate Listed Building application has been submitted (Ref: HGY/2015/3001). The proposal is EIA development.”

This full planning application was approved in conjunction with a listed building application, also approved on the 15th of April 2016 (planning reference: HGY/2015/3001), which comprised the following, as set out in the Decision Notice (April 2016):

“Listed building consent for internal and external works to No.744 High Road, all in connection with the use of the building for ancillary museum uses associated with a separate planning application for the Northumberland Development Project”.

The consented quantum of Plot 3 is shown in Table 1.2.

Table 1.2: Consented hotel scheme

Land Use	Use Class	Units
Hotel	C1	180 bedrooms
Dwellings	C3-C4	49 serviced apartments

Source: Decision Notice (2016)

2. Policy and guidance

2.1 Overview

Key strategic and policy documents, such as The London Plan, have been published and updated since the submission of the planning application for the Site. A review of the most recent and relevant transport policy has therefore been undertaken, to ensure compliance and consistency with policy standards and best-practice.

This section illustrates the national, regional, and local policy context that underpins the transport principles and objectives that have been considered for the Proposed Development.

2.2 National planning policy

2.2.1 National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government (MHCLG), 2023)

The NPPF was adopted in 2012 and revised in September 2023. It sets out the Government's planning policies for England and how these should be applied and provides a framework within which locally-prepared plans for housing and other development can be produced. At its heart the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).

With specific reference to transport, the NPPF states that *“transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- *The potential impacts of development on transport networks can be addressed;*
- *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.”*

The NPPF states that *“all developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”*

2.3 Regional policy

2.3.1 London Plan (2021)

The London Plan (2021) was adopted in March 2021. The London Plan (2021) is part of the statutory development plan and aims to ensure that London's transport is easy, safe, and convenient for everyone and actively encourages more walking and cycling.

Many points in the London Plan support the principle of connectivity in London. For instance, in Chapter 1: Planning London's Future – Good Growth, under the heading 'Building strong and inclusive communities', Paragraph 1.1.4 states:

“Delivering good quality, affordable homes, better public transport connectivity, accessible and welcoming public space, a range of workspaces in accessible locations, built forms that work with local heritage and

identity, and social, physical and environmental infrastructure that meets London's diverse needs is essential if London is to maintain and develop strong and inclusive communities."

Policy T1 notes that development proposals should target 95% of all trips in Central London (90% in Inner London and 75% in Outer London) to be made by foot, cycle, or public transport by 2041. It states that:

"All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport network and supporting infrastructure are mitigated."

2.3.2 Mayor's Transport Strategy (2018)

The Mayor's Transport Strategy (MTS) was published in March 2018 and compared to previous versions places a greater focus on walking, cycling and healthy streets. The strategy states the future of London's transport system depends on a modal shift to increased cycling and walking. This can be achieved by improving street environments to make walking and cycling the most attractive modes for short journeys. Walking and cycling are also more space efficient modes than the car, providing a long-term solution to London's congestion problems.

The key target in the MTS is for 80% of Londoners' trips to be on foot, by cycle or public transport by 2040. The quality of London's streets defines the quality of their journey and 80% of trips in London solely occur on its streets. The process for improving London's streets is the 'Healthy Streets' approach which contains ten indicators, all of which can be attributed to benefiting the walking and cycling environment.

2.4 Local policy

2.4.1 Haringey Transport Strategy (Haringey Council, 2018)

The Haringey Transport Strategy (2018) was formally adopted in March 2018 and sets out the overall transport strategy for the London Borough of Haringey (LBH). Haringey Council set out a vision to deliver:

"a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all."

The Transport Strategy identifies four key transport outcomes which will help to achieve the Council's vision for the transport offering in the Borough:

- *A public transport network that is better connected, has greater and more efficient capacity and is more accessible, supporting our growth ambitions;*
- *Active travel the default choice, with more people choosing to travel by walking or cycling;*
- *An improved air quality and a reduction in carbon emissions from transport; and*
- *A well maintained road network that is less congested and safer.*

2.4.2 Haringey Development Management Development Plan Document (DPD) (Haringey Council, 2017)

The Haringey Development Management DPD (2017) was formally adopted in July 2017 and sets out the planning policies to help determine which developments are granted planning permission in Haringey.

Policy DM31: Sustainable Transport of the DPD states that:

"The Council will require the submission of a Travel Plan and a Transport Assessment/ Statement in support of development proposals in accordance with the Transport for London thresholds."

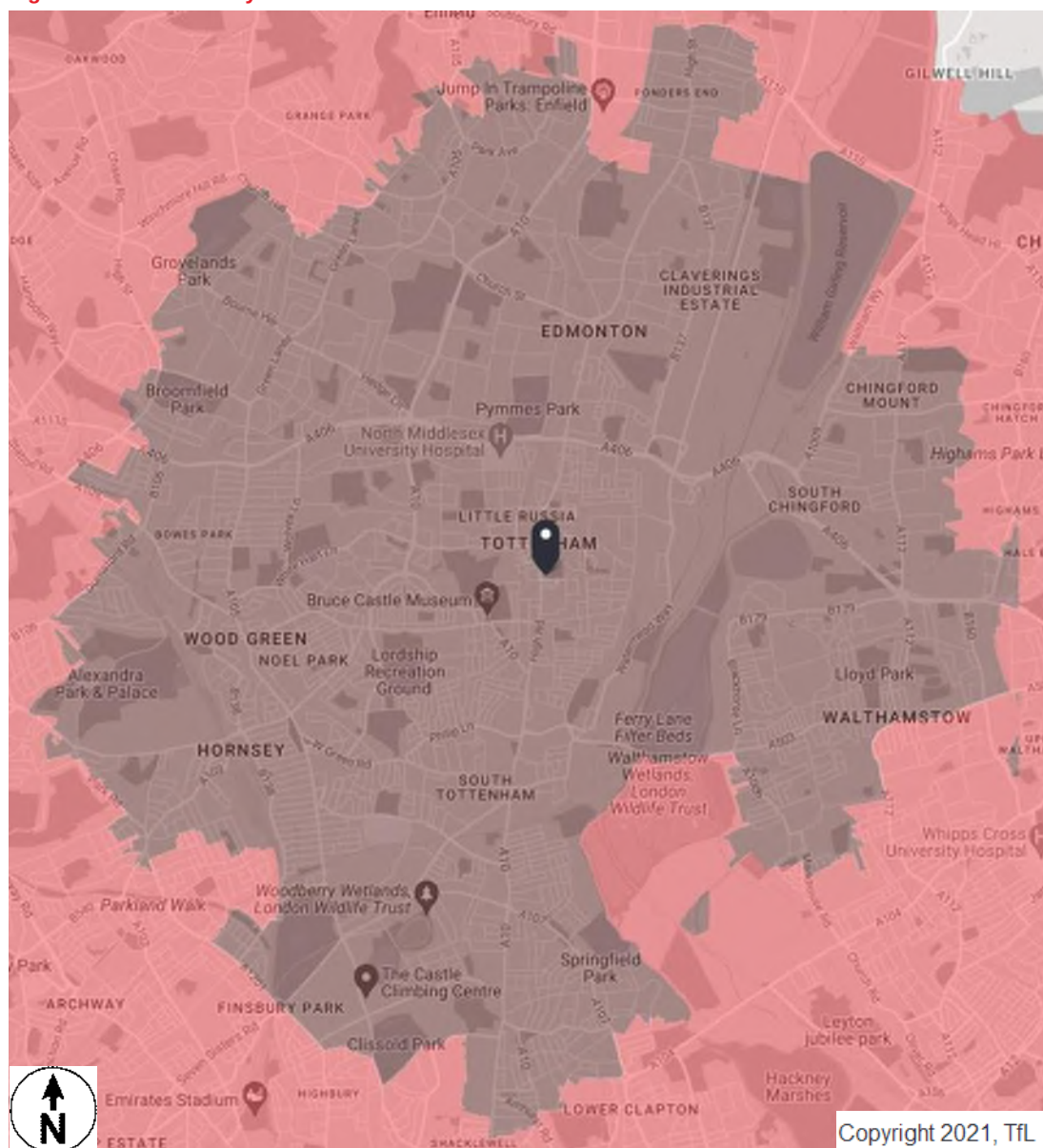
3. Active Travel Zone (ATZ) Assessment

The ATZ assessment is an important component of the Healthy Streets approach. Its purpose is to appraise the important active travel routes to and from a site to nearby public transport interchanges and key destinations, and to identify where gaps or shortcomings exist.

The ATZ is defined as a 20-minute cycle distance from a site, representing a comfortable and realistic time people might be willing to travel without the use of a motor vehicle. Figure 3:1 shows the 20-minute cycling extent from the Site. In accordance with the ATZ guidance, this ATZ assessment outlines a series of observations along the identified active travel routes and, where relevant, provides recommendations as to how active travel conditions could be improved, and on which routes these improvements should be prioritised. It should be noted that any recommendation identified are opportunities for the local authority to review and consider. They are not specifically linked to the Proposed Development.

The ATZ assessment has been undertaken upon request from Greater London Authority (GLA) in line with TfL's ATZ Guidance. GLA requested that a night time assessment should be undertaken. Night-time ATZ assessment does not form part of the ATZ assessment requirements set out by TfL. The guidance states that ATZ site visit should be undertaken in the interpeak period.

Figure 3.1: 20-minute cycle isochrone from the Site



In line with the categories set out in the TfL guidance, the most relevant key destinations and those that are most likely to be accessed using active transport modes from the Site are identified in Table 3.1.

Table 3.1: Key destinations from the Site

Categories	Key Destinations
Public transport stops	Tottenham Hotspur Football Club (Stop N)
Public transport stations	White Hart Lane Station, Northumberland Station
London's current and future London-wide strategic cycle network	Cycleway 1
Town centres	High Road
Parks	Bruce Castle Park

Categories	Key Destinations
Schools	St Francics Roman Catholic School
Hospitals/doctors	North Middlesex University Hospital
Places of worship	St Pauls' Tottenham, Tottenham Baptist Church

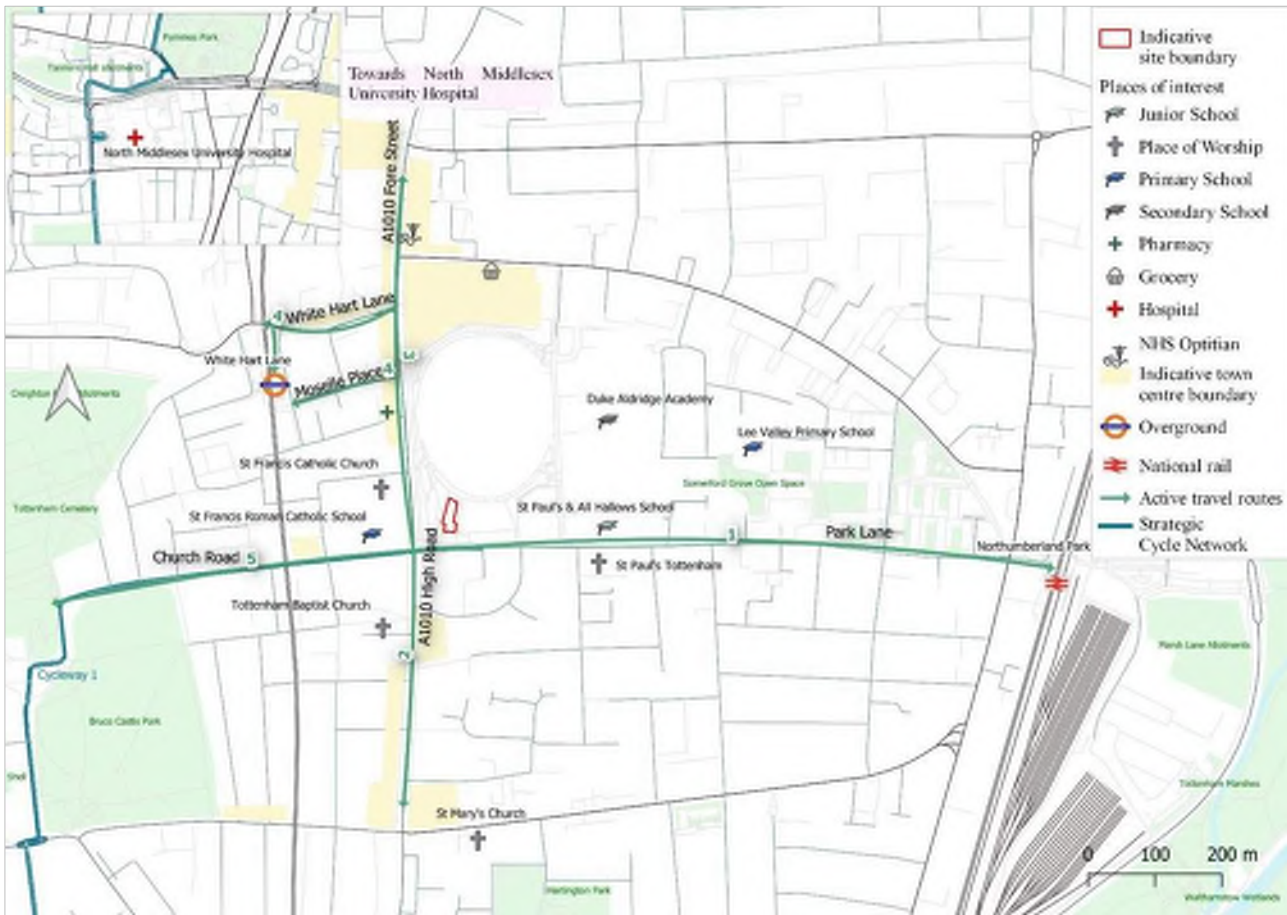
3.1 Key active travel routes

Based on the key destinations identified, five key routes have been identified for this ATZ assessment to capture the key destinations that are most likely to attract travel trips by occupants of the Site (see Figure 3:2 and Table 3.2).

Table 3.2: Key active travel routes and key destinations

Routes	Directions	Key Destinations
1	East/west along Park Lane	Northumberland Park Station, St Paul's & All Hallows Junior School, St Paul's Church, Lea Valley Primary School, Duke's Aldridge Academy
2	North/south along A1010 High Road, south of Park Lane junction	Tottenham Baptist Church, St Mary's Church
3	North/south along A1010 High Road, north of Park Lane junction	St Francis Catholic Church, Tottenham Health Centre, Pharmocare, Tottenham Post Office, D H Burns Opticians
4	North/south along A1010 High Road; Moselle Place; White Hart Lane; Love Lane	St Francis Catholic Church, Tottenham Health Centre, Pharmocare, White Hart Lane Station
5	East/west along Church Road	St Francis de Sales Junior School, Bruce Castle Park

Figure 3.2: Key active travel routes

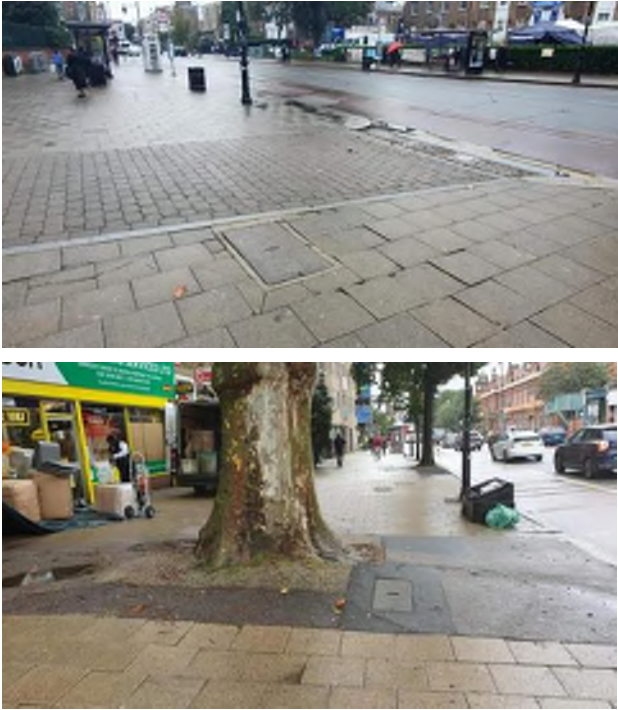
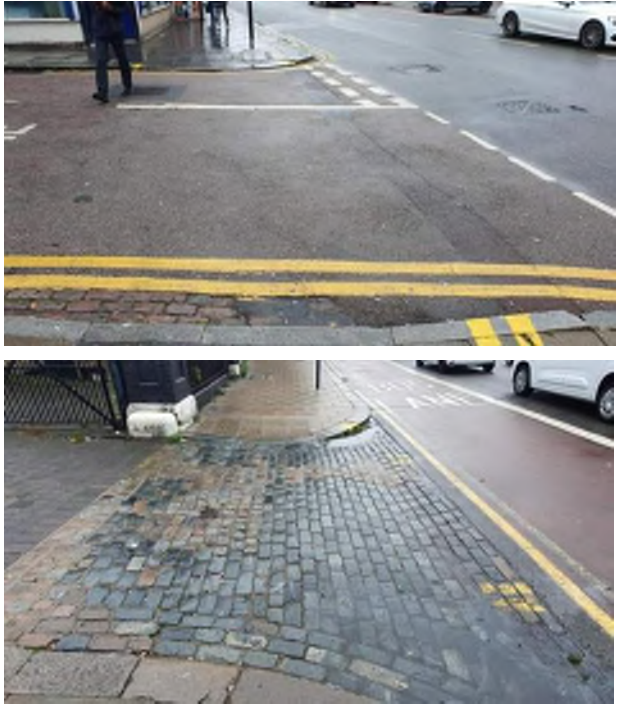


3.1.1 Route 1 – Towards Northumberland Park Station via Park Lane

Photographs 1 – Park Lane vehicle interaction points	Photographs 2 – Park Lane pinch points
	

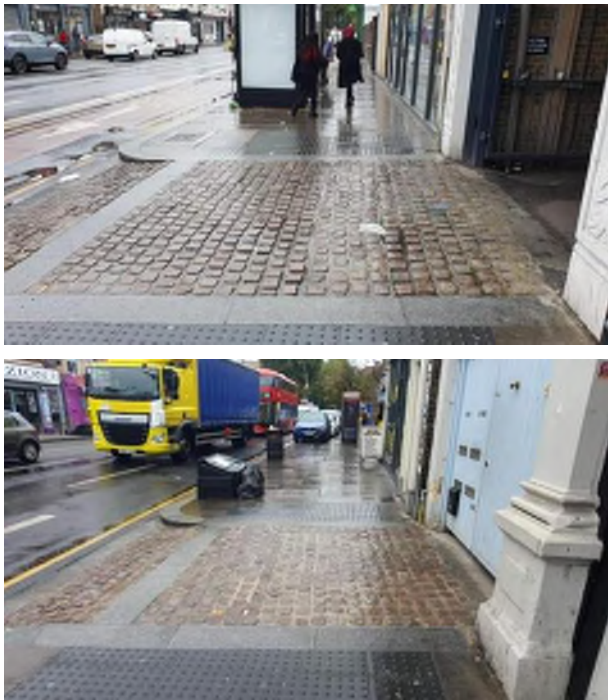
Photographs 1 – Park Lane vehicle interaction points	Photographs 2 – Park Lane pinch points
Observations Dropped kerb crossings are provided where Park Lane intersects with other roads and where there are vehicle interaction points. These crossings in the vicinity of the Site and the vicinity of Northumberland Park Station are high quality, but there are crossing points in between which have surfacing or drainage issues and may cause difficulty for some footpath users. Healthy Streets Indicators • People choose to walk, cycle and use public transport • Pedestrians from all walks of life • Not too noisy Recommendations Improve surfacing of footpaths and crossings where necessary, and maintain quality of dropped kerb crossings.	Observations Footpaths are provided on Park Lane which are wide enough to accommodate all potential users, however, there are several pinch points on the footpath caused by unnecessary or excessive street furniture – primarily bollards – and overgrown vegetation. Healthy Streets Indicators • People choose to walk, cycle and use public transport • Pedestrians from all walks of life • Not too noisy Recommendations Remove unnecessary or excessive street furniture and maintain vegetation to prevent overgrowth.

3.1.2 Route 2 – Southbound on A1010 High Road from Park Lane-Church Road intersection

Photographs 1 – High Road	Photographs 2 – High Road vehicle interaction points
 Observations Footpaths on this route are wide and generally of a good quality, adequately facilitating movement for	 Observations Tactile paving and formalised crossing systems are in place where necessary on this route, which

Photographs 1 – High Road	Photographs 2 – High Road vehicle interaction points
all potential users. Not identified as a significant issue at present, however the impact of the large tree (see photo) on the quality of the footpath should be monitored to identify and prevent future deterioration of footpath quality. Additionally, the high-traffic environment and lack of dedicated cycle infrastructure may deter cycle users from choosing this route. Healthy Streets Indicators • People choose to walk, cycle and use public transport • Pedestrians from all walks of life • Easy to cross • Things to see and do • Shade and shelter Recommendations Monitor and maintain the route to ensure the footpath is of high quality. Consider introducing improved cycling infrastructure to improve safety for cycle users.	allows for easy and safe crossing at vehicle interaction points. However, cobbled and uneven surfacing on the route (see photos) may cause difficulty for users with restricted mobility and may pose as a trip hazard. Healthy Streets Indicators • People choose to walk, cycle and use public transport • Pedestrians from all walks of life • Easy to cross • Things to see and do • Shade and shelter Recommendations Cobbled surfacing, or uneven surfacing of any kind, should be re-surfaced with flat and smooth surfacing to ensure the route is accessible and traversable for all potential users.

3.1.3 Route 3 – Northbound on A1010 High Road towards Fore Street

Photographs 1 – High Road	Photographs 2 – High Road
	

Photographs 1 – High Road	Photographs 2 – High Road
	
Observations Footpaths on this route are sufficiently wide and generally of a good quality. There are minor levels of street clutter (telephone boxes, store advertising boards, etc) which have the potential to cause pinch points on the footpath. Additionally, the high-traffic environment and lack of dedicated cycle infrastructure may deter cycle users from choosing this route. Healthy Streets Indicators • People choose to walk, cycle and use public transport • Pedestrians from all walks of life • Easy to cross • Things to see and do • Shade and shelter Recommendations Remove or re-position unnecessary street furniture. Consider introducing improved cycling infrastructure to improve safety for cycle users.	Observations Tactile paving and formalised crossing systems are in place where necessary on this route, which allows for easy and safe crossing at vehicle interaction points. However, cobbled surfacing on the route (see photos) may cause difficulty for users with restricted mobility and may pose as a trip hazard, particularly as the route connects the Site with several healthcare amenities. Healthy Streets Indicators • People choose to walk, cycle and use public transport • Pedestrians from all walks of life • Easy to cross • Things to see and do • Shade and shelter Recommendations Cobbled surfacing, or uneven surfacing of any kind, should be re-surfaced with flat and smooth surfacing to ensure the route is accessible and traversable for all potential users.

3.1.4 Route 4 – Towards White Hart Lane Station via A1010 High Road

Photographs 1 – Moselle Street / Moselle Place	Photographs 2 – Moselle Street / Moselle Place
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Photographs 1 – Moselle Street / Moselle Place



Observations

The most direct route from the Site to White Park Lane Station is via Moselle Place and Moselle Street, however there is street furniture (bollards and lampposts) on Moselle Place and Moselle Street that would prevent or restrict the use of this direct route for some potential users.

There are also vehicle interaction points on this section of the route where there is not tactile paving at crossings, and kerb crossings are not dropped – this will also prevent or restrict use of this direct route. Additionally, there may be safety concerns on this direct route at night or during the winter months; it is a quiet route with a number of openings and turns.

There are high quality footpaths and public realm on the remainder of this route, in the area around the station and the area connecting the Site with Moselle Place. There are high quality footpaths and public realm on the route to the station via White Park Lane, however this route is less direct.

Healthy Streets Indicators

- People choose to walk, cycle and use public transport
- Not too noisy

Recommendations

Photographs 2 – Moselle Street / Moselle Place



Observations

There were non-permanent pinch point issues on Moselle Place and Moselle Street which were preventable – notably individual cases of poorly parked vehicles which overran onto the footpath, and rental cycles parked on narrow sections of the footpath. These temporary obstacles would prevent or restrict the movement of this route for some users.

To a lesser extent, there were also minor levels of vegetation overgrowth which extended onto the footpath, reducing the perceived / useable footpath width.

Healthy Streets Indicators

- People choose to walk, cycle and use public transport
- Not too noisy

Recommendations

Enforce parking rules to reduce obstructions to footpaths. Maintain vegetation to prevent overgrowth.

Photographs 1 – Moselle Street / Moselle Place	Photographs 2 – Moselle Street / Moselle Place
Remove or re-position unnecessary street furniture; widen or re-arrange footpath layout to circumvent obstacles. Consider introduction of additional infrastructure or equipment – such as safety mirrors, street lighting, CCTV – to mitigate safety concerns.	

3.1.5 Route 5 – Towards Bruce Castle Park via Church Road

Photographs 1 – Church Road	Photographs 2 – Church Road
	
Observations Church Road is a low-traffic route with footpaths on either side of the road, and a friendly route for cycles (as it forms part of Cycleway 1 on TfL’s strategic cycle network). There are sufficiently wide footpaths on this route to accommodate all potential users, however narrowly spaced street furniture on the route (see bottom photo) may restrict movement of some users. The pedestrian crossing at the Church Road-James Place intersection is not aligned with the pedestrian desire line (see top photo), which may encourage some users to attempt an unsafe crossing. Otherwise, the crossing facilities at this intersection are adequate. Healthy Streets Indicators • People choose to walk, cycle and use public	Observations There are points on the route (see top photo and bottom photo) where the footpath surfacing is poor quality, uneven, and inconsistent. This may cause issues for users with restricted mobility. Additionally, there are vehicle interaction points on the route where there is not tactile paving. These vehicle interaction points see low levels of traffic, however there is nonetheless an increased risk to vulnerable footpath users. Healthy Streets Indicators • People choose to walk, cycle and use public transport • Easy to cross • People feel safe

Photographs 1 – Church Road	Photographs 2 – Church Road
transport • Easy to cross • People feel safe • Not too noisy Recommendations Remove excessive street furniture. Consider narrowing the vehicle turning space at the Church Road-James Place intersection and re-align the crossing with the pedestrian desire line.	• Not too noisy Recommendations Re-surface cobbled or uneven surfacing with flat and smooth surfacing. Introduce tactile paving at any vehicle interaction points.

3.2 Night-time ATZ assessment

A high-level night-time ATZ assessment has been undertaken in response to TfL’s request. The scope of the night-time ATZ assessment is identical with the area shown in Figure 3:2.

Route 1 leads to Northumberland Park station. Park Avenue is a residential road with mainly active frontages. Adequate street lighting is provided along the whole length of the route and around Northumberland Park station, which is the main destination along this route. The presence of residential properties means the route is overlooked.

Route 2 leads to destinations along the A1010 High Road. Amenities along the High Road are considered to be destinations of residential trips, resulting in high footfall during the day and some footfall in the evening hours. Adequate street lighting is provided along this route ensuring that people travelling through feel safe in the evening hours. High Road is a busy road which is served by bus routes as such there is activity throughout much of the evening and early hours.

Route 3 continues along the A1010 High Road in the northbound direction. Similarly to Route 2, this route has high footfall during the day and some footfall in the evening hours. Adequate street lighting is provided along this route ensuring that people travelling through feel safe in the evening hours.

Route 4 leads to White Hart Lane station. It mainly includes the High Road, with the exception of Moselle Place, which provides connection between the station and the High Road. This street lacks adequate lighting which may lower the perceived level of safety in the evening hours at this location. The provision of adequate street lighting along with CCTV should be considered at this location to mitigate safety concerns.

Route 5 leads to the nearby open space; therefore, this route may not be well used by future Site users in the evening hours. There is some street lighting provided, however some sections lack active frontage which may lower the perceived level of safety in the evening hours at this location. The provision of adequate street lighting should be considered at this location to mitigate safety concerns.

3.3 Collision data analysis

The Mayor’s Transport Strategy (2018) focuses on achieving vision zero objectives which seek to eliminate all fatalities and serious injuries from London’s transport network by 2041. Data has been obtained from CrashMap for the years 2019-2021 inclusive. There was a total of 79 incidents in the vicinity of the Site; 74 were categorised as slight, five were categorised as serious, and there were no fatalities.

Figure 3:3 shows the collision data obtained from CrashMap in the vicinity of the Site. A cluster of incidents on the A1010 High Road and on White Hart Lane is present in the data, particularly at junctions. The location and details of the four serious incidents are as follows:

- One collision resulting in serious injuries for a cyclist on Fore Street, between Alpha Road and Claremont Street on 25 June 2019.
- Another collision resulting in serious injuries for cyclist to the south of the Fore Street/ Clarendon Street junction on 20 June 2019.
- One collision resulting in serious injuries for a cyclist on the A1010 High Road between Cedar Road and Ruskin Road on 14 July 2021.
- One collision resulting in serious injuries for a pedestrian adjacent to the junction of the A1010 High Road/ Lansdowne Road on 7 July 2020.

No fatal injuries involving a pedestrian or cyclist were recorded within the study area within indicated time period.

The data do not show a clear pattern resulting from deficiencies in the design of the junctions. The incidents that have been identified can be attributed to driver/rider behaviour.

Figure 3:3: Collision data (Years 2019-2021 inclusive)



Source: reproduced from CrashMap (<https://www.crashmap.co.uk>)

4. Development proposals

4.1 Access arrangements

The transport network conditions in the area surrounding the Site are generally unchanged since 2015; the consented Transport Assessment documents prepared by Tim Spencer & Co. should therefore be referred to for details on the Site location context and the access conditions to the Site. Further details of the transport network conditions and the PTAL rating of the Site are provided in Appendix A – Framework Travel Plan.

This section focuses on the changes in the design and arrangement of the Proposed Development compared to the consented Plot 3 plans.

4.1.1 Pedestrian access

Three street-level pedestrian entrances are proposed from Park Lane, in contrast to the single building entrance in the consented plans. The proposed street-level access points include separate entrances to the hotel lobby, to the residential lobby, and a back-of-house entrance. Pedestrian access to the proposed scheme is shown in Figure 4:1.

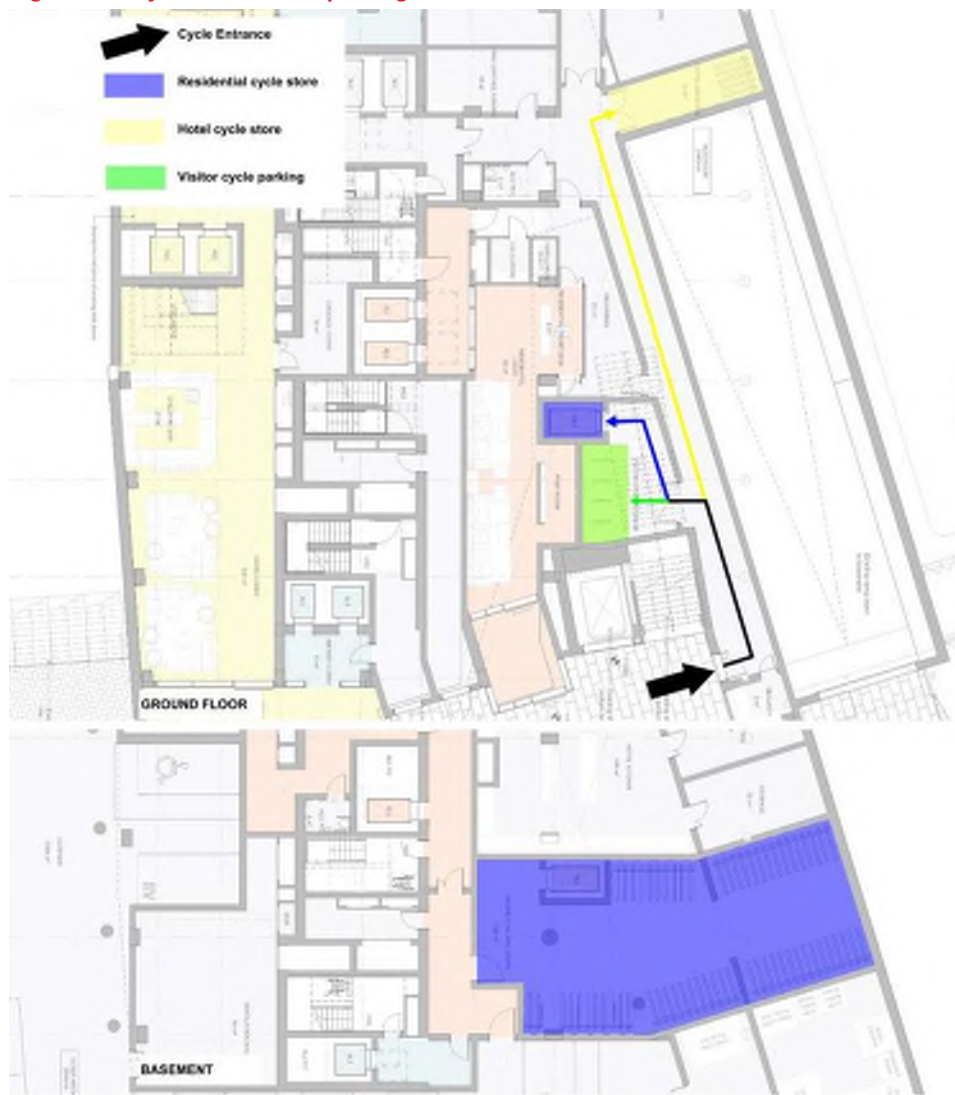
4.1.2 Cycle access

Cycle access to the hotel is shown in Figure 4:2. Access to the cycle parking area is taken via the back-of-house access. Short-stay cycle parking for visitor and long-stay cycle parking for hotel employees and guests will be located on the ground floor and will be accessed from this point; concierge service will be provided for hotel guests. Residential cycle parking is provided at the basement level; the cycle lift is proposed to be located adjacent to the visitors cycle parking area on the ground floor. Key dimensions for the cycle access are shown in Appendix C.

Figure 4:1: Pedestrian access



Figure 4.2: Cycle access and parking



4.1.3 Vehicle access

Access arrangements to the car parking area in the basement of the hotel will remain unchanged via the constructed ramped access provided immediately to the east of the hotel.

4.2 Cycle parking provision

The London Plan (2021) specifies minimum long-stay and short-stay cycle parking standards according to land use class. The minimum cycle parking standards of the land use classifications relevant to the development are detailed in Table 4.1.

Table 4.1: Minimum cycle parking standards

Land Use Class	Long-stay	Short-stay
C1 - Hotels	1 space per 20 bedrooms	1 space per 50 bedrooms
C3-C4 – Dwellings	1 space per studio or 1-person 1-bedroom dwelling 1.5 spaces per 2-person 1-bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

The Non-Major Event Day Transport Assessment for the Site proposed 12 cycle parking spaces for the hotel. The cycle parking for the Proposed Development has been increased to be in line with the current London Plan (2021) standards and with London Cycle Design Standards (LCDS). The proposed scheme will provide 104 long-stay and eight short-stay cycle parking spaces for all land uses located on the ground floor. A breakdown of the proposed cycle parking provision is shown in Table 4.2.

Table 4.2: Proposed cycle parking provision

Use	Long-stay	Short-stay
Hotel	10	4
Residential	96	4
Total	106	8

A total of 5% of the long stay cycle parking or 6 be suitable for accommodating cargo bikes and adapted cycles, which is in line with the LCDS requirements. These spaces are proposed to be located below the tier of rack, opposite the bike lift, as shown in Figure 4:2.

4.3 Car parking provision

The consented scheme included 76 car parking spaces at basement level, and these have been constructed as part of the wider NDP. The increase in the cycle parking and changes in the Proposed Development reduce the number of car parking spaces provided in the basement. Seven wheelchair accessible spaces and 57 standard spaces will be retained. The retention of the 64 car parking spaces was discussed with the London Borough of Haringey transport officers during the pre-application process, and it was deemed acceptable. Electric vehicle charging will be provided to 20% of the spaces as active charging facilities and the remaining 80% will have passive provision meaning that all spaces can be upgraded to provide electric vehicle charging if there is demand. The consented scheme identified 53 of the spaces as spaces for the hotel with the remainder (23 spaces) for the residential. As the overall number of spaces has reduced a pro-rata reduction in the provision for the two uses would equate to 45 spaces for the hotel and 19 spaces for the residential units. Of these five wheelchair accessible spaces would be provided for the residential units with two provided for the hotel.

The car parking provision will be kept under review as the scheme progresses through the remaining design stages.

4.4 Delivery and servicing

The 2015 consented scheme for the masterplan includes the provision of one inset bay and one on-street loading bay on Park Lane and two inset bays on Worcester Avenue, as shown in Figure 4:3. The landscape plan of the consented scheme showing the bays is included in Appendix B of this report. No changes to the on street bay on Park Lane or the inset bays on Worcester Avenue are proposed. The consented scheme envisaged a proportion of the servicing activity taking place within the basement level. Due to clear height restrictions and travel distances this is no longer practicable.

Figure 4:3: 2015 consented scheme



Source: adapted from the consented masterplan landscape drawing

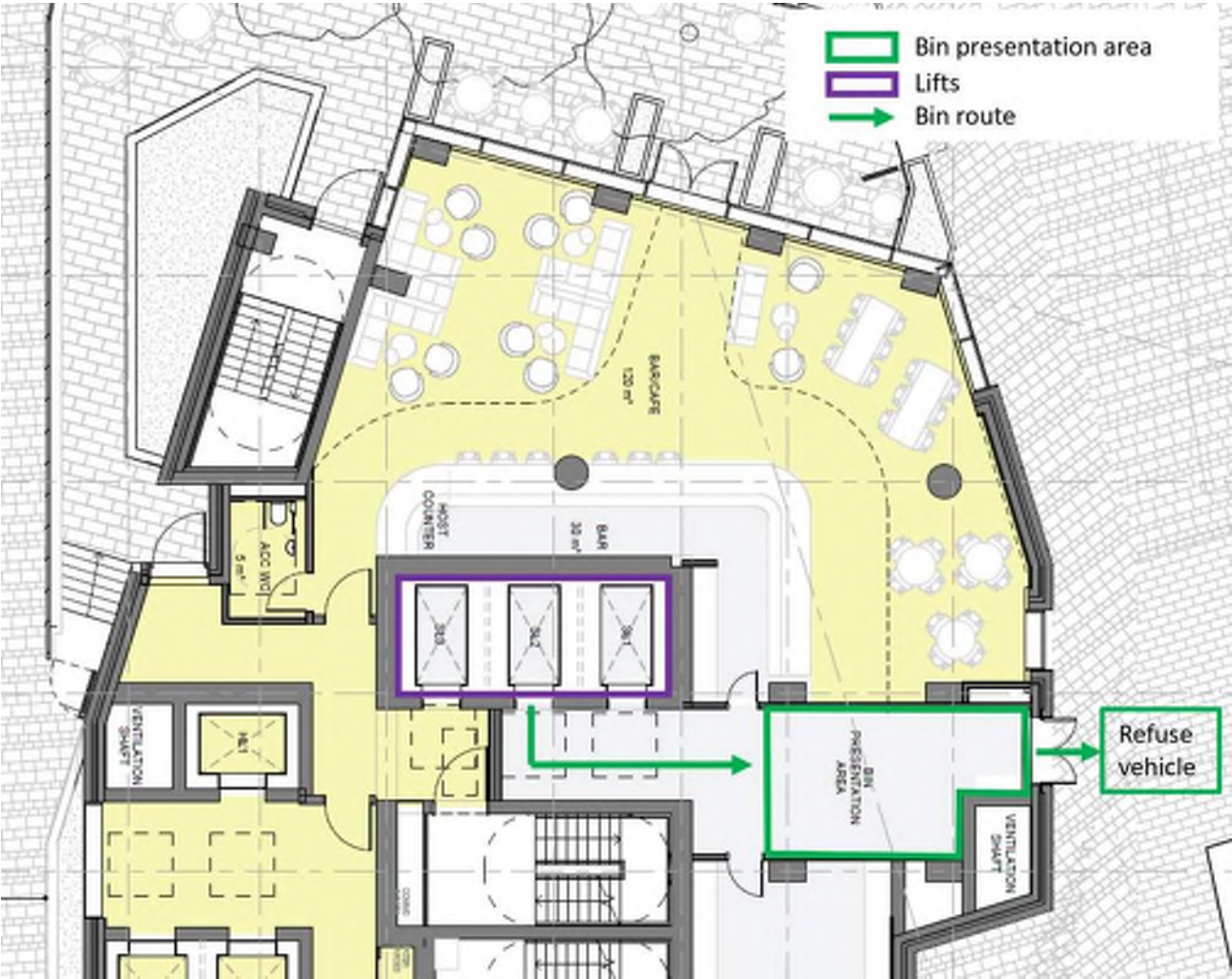
Servicing and delivery patterns have changed considerably in the period since the wider NDP consent was granted. Increases in working from home and the use of sustainable vehicles (electric and cargo bike) has altered where and when people receive deliveries. Particularly for residential developments, the number of deliveries delivered to homes has increased (with a commensurate decrease in deliveries to workplaces) and the vehicles making those deliveries are increasingly electric vans and cargo bikes. A total of three loading bays are required to cater for the peak demand. Two bays for 8m long, 7.5t vehicles and one for 6m long vans. The demand for these bays is set out in Table 5.3. The strategy has considered the opportunities for consolidation. Consolidation for the residential element is not practicable. The hotel is also unlikely to have significant opportunities for consolidation. Perishable goods such as fresh food and flowers cannot be consolidated although it is expected that any flower change overs would be made in a single trip. Similarly, it is also likely that any clean laundry deliveries would be combined with collection of laundry for cleaning.

The plaza area also provides space for cargo bikes to pull in under the canopy. Such trips are most likely to be made to the residential component of the development and are therefore not expected to be significant in number.

The servicing strategy for the development considers the needs of the residents as well as the Hotel. Space for coaches and taxis to drop off and pick up is required alongside the space required for deliveries. Not all of these movements can be accommodated on the plaza area to the front of the hotel adjacent to Park Lane. The consented scheme included an inset loading bay on the footway of Park Lane. The changes to delivery and servicing patterns mean that this would not provide adequate capacity for the development. Introducing on street loading has been discussed with Officers and this is not considered practicable in this location.

The bin presentation area on the first floor is shown in Figure 4:5.

Figure 4:5: Bin presentation area



5. Travel demand

5.1 Hotel

The consented Non-Major Event Day Transport Assessment prepared in 2015 detailed the trip generation of the hotel and the serviced apartments during the weekday peak hours. The NMA that amended the service apartments to residential did not identify any changes to the trips generated.

The proposed number of hotel and residential units is unchanged from the unit total proposed when the 2015 trip generation was undertaken and an updated trip generation assessment for the development has not therefore been undertaken.

A summary of the trip generation assessment for the hotel land use is provided in Table 5.1 and Table 5.2 provides the data for the residential units. A copy of the full hotel trip generation assessment prepared by Tim Spencer & Co. for the 2015 Transport Assessment is provided in Appendix E of this Transport Assessment Addendum.

Table 5.1: Trip rates and total person trips across all modes – 180-bedroom hotel

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Consented person trip rate per hotel room	0.13402	0.40206	0.53608	0.42783	0.1701	0.59793
Total trips (180 hotel rooms)	24	72	96	77	31	108

Table 5.2: Trip rates and total person trips across all modes – 49 residential units

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Consented person trip rate per dwelling	0.10204	0.5714	0.6735	0.4694	0.2449	0.7143
Total trips (49 residential units)	5	28	33	23	12	35

5.2 Restaurant and bar

The Proposed Development includes a Club, which consists of a bar, restaurant and pool terrace. The Club will serve as ancillary to the proposed hotel and be open for use for the hotel guests as well as residents and guests of the residential properties. As such it would not attract new trips in its own right.

5.3 Delivery and servicing

Delivery and servicing trip generation was undertaken by Buro Happold. The estimated peak hour delivery and servicing is shown in Table 5.3. The majority of hotel deliveries are expected to be made by 8m long, 7.5t vehicles. The residential deliveries would be made by a variety of vehicle types comprising the occasional 8m long vehicle, cargo bikes, powered two wheelers and pre-dominantly vans of circa 6m in length.

Table 5.3: Delivery and servicing

Land use	Total estimated number of vehicles (veh/day)*	Assumed peak timeframe	Assumed % of total trips during the peak hours	Estimated peak number of vehicles (veh/hour)*
Hotel	12 – 16	Morning (6am – 12)	60%	1 – 2
Residential	14 – 18	Morning (6am – 12)	40%	1 – 2
Total				2 – 4

*Buro Happold

The daily trip generation broken down to delivery types for both land uses was provided by Buro Happold and shown in Table 5.4.

Table 5.4: Types of deliveries

Estimated number of deliveries/ vehicle visits		
Land use	Type of deliveries	Estimated number of vehicles per day
Hotel	Housekeeping	3-4 vehicles /day
	Maintenance/servicing	1-2 vehicles /day
	Linen	2 vehicles /day
	Catering	4-5 vehicles /day
	Waste collections	2 – 3 vehicles /day
Residential	Couriers	6 – 10 vehicles /day
	Groceries	3 vehicles /day
	Maintenance	2 vehicles /day
	Move in-out	1 vehicles /day (on selected days)
	Waste collections	2 vehicles /day (on selected days)

*Buro Happold

5.4 Transport impact

The 2015 TA provides a detailed impact assessment of the scheme. Based on the peak hour trip generation presented in this chapter, the increase in floor area would not increase the travel demand as the number of hotel rooms and residential units will remain unchanged. Therefore, the proposed scheme is not expected to have any impact on the surrounding transport network beyond what is described in the 2015 TA.

5.5 Construction

A Construction Environmental Management Plan (CEMP) is secured in the 2015 consent under Planning Condition D2 which states:

“The construction of the Plot 3 development above ground (and excluding any temporary landscaping proposals) shall not commence until a CEMP in relation to the construction works for the Plot 3 development have been submitted to and approved by the Council and construction of the development shall be carried out in accordance with the approved Plan.”

6. Conclusions

This Transport Assessment Addendum has been prepared to support the Minor Material Amendments planning application for the Plot 3 (Hotel) development within the NDP. The Site has full planning permission; the current application is related to the Plot 3 (Hotel) development only.

The proposal seeks to change the form and layout of the building as well as increasing the height. The number of hotel rooms and residential units remain unchanged.

The proposal includes 104 long-stay and eight short-stay cycle parking spaces for both land uses. Long-stay cycle parking for the residential land use will be provided within the basement; for the hotel element this will be provided on the ground floor. Short-stay cycle parking is proposed to be located on the ground floor. The proposed scheme will retain 64 car parking spaces of which seven will be wheelchair accessible.

A Framework Travel Plan has been produced to support this planning application.

As there is no change proposed in the number of hotel rooms or residential units; therefore, the trip generation of the Proposed Development is expected to be the same as the consented trip generation. The Club which comprises a bar, restaurant and a pool terrace is proposed as ancillary to the hotel, therefore it is not expected to be a trip attractor on its own.

The Proposed Development is expected to generate up to four delivery and servicing trips in the peak hour for both land uses. Deliveries and servicing for the residential land use will take place from the front of the hotel accessed via Park Lane. Delivery and servicing of the hotel land use will be split between the basement and the podium; car-derived vans will be used for smaller deliveries via the basement and any other delivery and refuse collection will take place at the designated loading area on the podium.

The Travel demand chapter demonstrates that the proposed scheme will not generate more trips on the transport network than the consented hotel scheme, therefore the impact assessment set out in the 2015 TA remains relevant to this proposal.

Appendix A

Framework Travel Plan

NORTHUMBERLAND DEVELOPMENT PROJECT **HOTEL**

S73 APPLICATION

FRAMERWORK TRAVEL PLAN

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1. Introduction

1.1 Overview

This Framework Travel Plan (FTP) has been prepared by Ove Arup and Partners Ltd. ('Arup') on behalf of Tottenham Hotspur Property Company Limited ("THFC") (the 'Applicant'). It provides transport advice in support of an application for minor material amendments to the London Borough of Haringey ('LBH') made under Section 73 ('S73') ('S73 Application') of the Town and Country Planning Act 1990 (as amended), following the grant of planning permission for the Northumberland Park Development Project ('NDP') ('the Site') on 15 April 2016 (LPA ref HGY/2015/3000).

This FTP should be read in conjunction with the Transport Assessment Addendum which has been prepared by Arup to support this planning application, as well as the Major Event Day (MED) Transport Assessment (Sept 2015) and the Non-Major Event Day (NMED) Transport Assessment (Sept 2015), both produced by Tim Spencer & Co., which were produced in support of the updated proposals for the Site submitted in 2015.

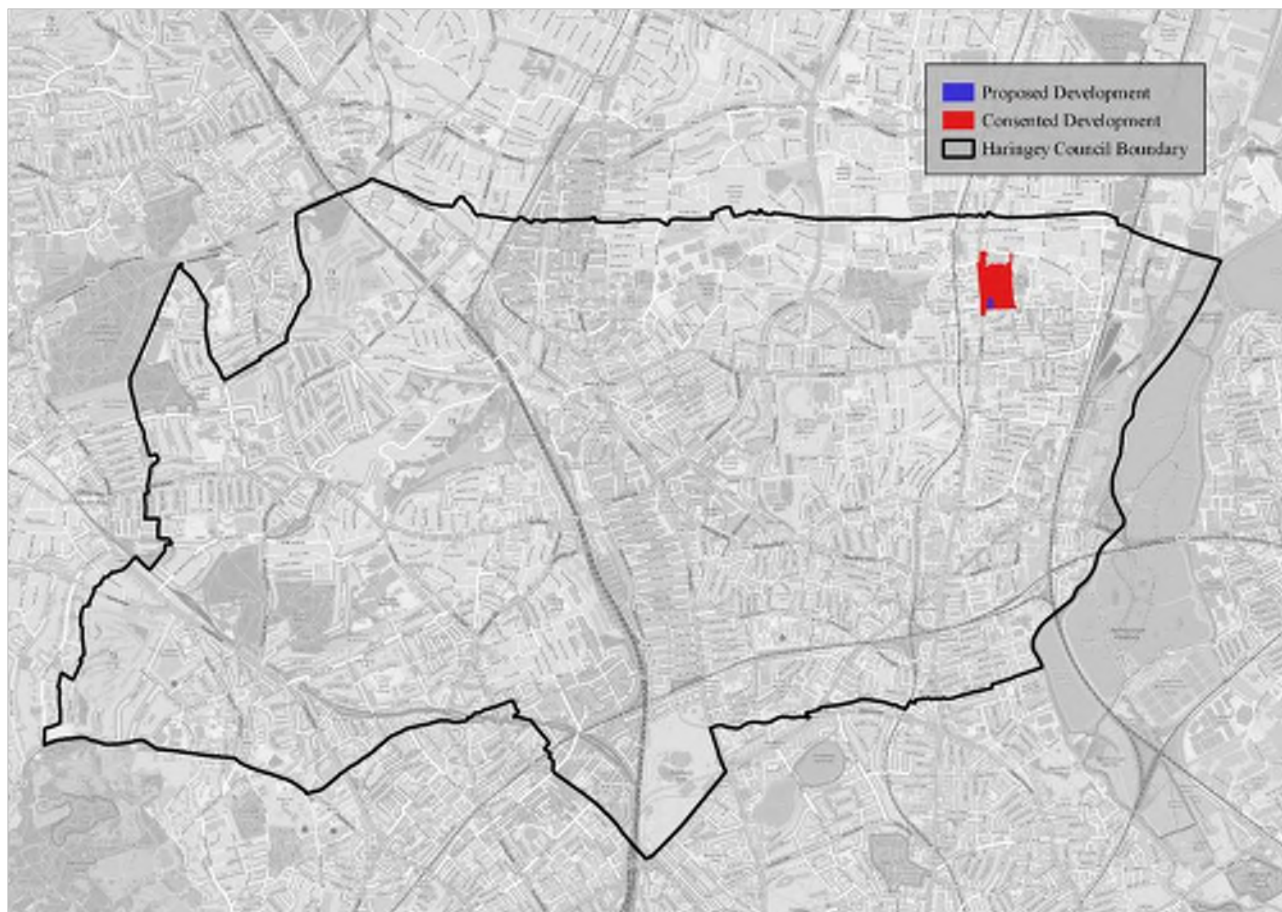
1.2 Proposed Development

The proposed amendments to the Plot 3 Hotel (the 'Proposed Development') are described as follows:

"Application under Section 73 of the Town and Country Planning Act for variations to Condition A4 (Approved Plans) and (Condition A7) of the hybrid planning permission HGY/2015/3000 (as amended) for the proposed demolition and comprehensive redevelopment of the Northumberland Park Development Project (the amendments consist of a revision to the design, height and maximum floorspace at Plot 3 Hotel and other changes)."

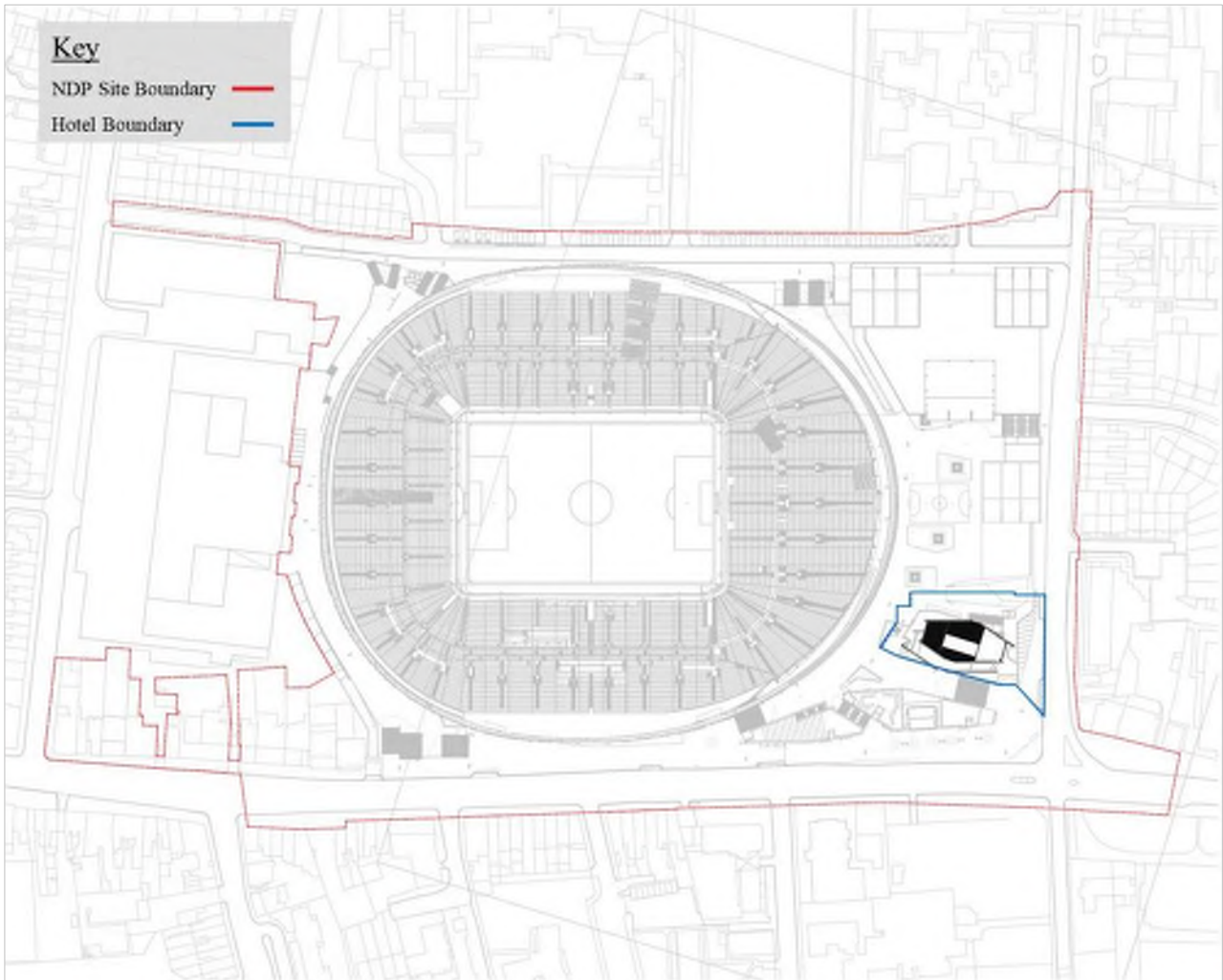
Figure 1.1 shows the location of the Site within the wider context. The Site is situated in the northeast of the London Borough of Haringey (LBH), with the London Borough of Enfield and the London Borough of Waltham Forest each a short distance from the Site to the north and to the east, respectively.

Figure 1.1: Site location



The planning application boundaries are shown in Figure 1.2; the masterplan boundary is shown in red; the Plot 3 boundary is shown in blue.

Figure 1.2: Proposed Development location within the NDP Site



This planning application relates to Plot 3 (Hotel) only. The proposed changes to Plot 3 include the following elements:

- Changes to the building form and layout;
- Increase to the height of the building from 23 to 29 storeys; and
- A total increase in the site wide hotel floorspace to 27,378 sqm.

Table 1 summarises the land use allocation, and the unit total and floorspace associated with each land use, of the Proposed Development. The consented development included 180 hotel bedrooms and 49 serviced apartments for the Plot 3 Hotel, this unit allocation is proposed to remain unchanged.

Table 1: Proposed Development land use allocation

Land Use	Use Class	Units (consented and proposed)
Hotel	C1	180 bedrooms
Dwellings	C3-C4	49 serviced apartments

1.3 Scope of Travel Plan

The overall objective of a Travel Plan is to outline practical measures and initiatives which organisations can adopt to reduce the impact of their travel on the environment and to encourage the use of sustainable modes of transport by staff and visitors.

The scope of this FTP covers all land uses within the Proposed Development and therefore considers all aspects of travel behaviour to, from and within the Site, such as:

- Travel to / from work;
- Business travel;
- Visitor travel; and
- Travel for leisure purposes.

The Travel Plan will be a live document; and it will be actively promoted with occupiers. As a live document it will be reviewed and revised over time as detailed in Section 7.

This FTP has been prepared in accordance with current Department for Transport (DfT) and Transport for London (TfL) guidance and considers the accessibility and existing conditions of the Site. The FTP outlines a long-term strategy with a clear set of objectives and targets. As a living document it will require monitoring, review, and revision over the course of the development.

1.4 Timescales

In line with TfL guidance, it is proposed that future occupiers will develop their own Travel Plans based on this FTP, which will need to be consistent with the wider targets and requirements of the overall FTP.

A baseline travel survey for the residential development will be undertaken within six months of first occupation, or at 75% occupation, whichever occurs first, to confirm the baseline mode shares set out in this FTP. A baseline survey for the hotel development will also be undertaken within six months of first occupation. Subsequent travel surveys will take place on the first, third and fifth anniversaries of the baseline travel surveys.

1.5 Travel Plan structure

The remainder of this FTP is structured as follows:

- Section 2 sets out national, regional, and local Travel Plan policies;
- Section 3 provides a description of the Site context and access;
- Section 4 provides details of the Travel Plan management;
- Section 5 sets out the Travel Plan aims and objectives;
- Section 6 describes Travel Plan measures and initiatives, and
- Section 7 describes the Travel Plan monitoring and review and includes the provisional Action Plan.

2. Travel Plan policy and guidance

2.1 Overview

Key strategic and policy documents, such as The London Plan, have been published and updated since the submission of the planning application for the Site. A review of the most recent and relevant transport policy has therefore been undertaken, to ensure compliance and consistency with policy standards and best-practice.

This section illustrates the national, regional, and local policy context that underpins the approach to travel planning that has been developed for the Proposed Development.

2.2 National planning policy

2.2.1 National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government (MHCLG), 2021)

The NPPF was adopted in 2012 and revised in July 2021. It sets out the Government's planning policies for England and how these should be applied and provides a framework within which locally-prepared plans for housing and other development can be produced. At its heart the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).

With specific reference to transport, the NPPF states that *“transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- *The potential impacts of development on transport networks can be addressed;*
- *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.”*

The NPPF states that *“all developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”*

2.2.2 Good Practice Guidelines: Delivering Travel Plans Through the Planning Process (DfT, 2009)

This document sets out the actions that can be taken in producing high-quality Travel Plans. The guidelines aim to help those creating and implementing Travel Plans understand the process involved and outlines good practice steps for achieving successful and sustainable Travel Plans.

2.3 Regional policy

2.3.1 London Plan (2021)

The London Plan (2021) was adopted in March 2021. The London Plan (2021) is part of the statutory development plan and aims to ensure that London's transport is easy, safe, and convenient for everyone and actively encourages more walking and cycling.

Many points in the London Plan support the principle of connectivity in London. For instance, in Chapter 1: Planning London's Future – Good Growth, under the heading 'Building strong and inclusive communities', Paragraph 1.1.4 states:

“Delivering good quality, affordable homes, better public transport connectivity, accessible and welcoming public space, a range of workspaces in accessible locations, built forms that work with local heritage and identity, and social, physical and environmental infrastructure that meets London’s diverse needs is essential if London is to maintain and develop strong and inclusive communities.”

Policy T1 notes that development proposals should target 95% of all trips in Central London (90% in Inner London and 75% in Outer London) to be made by foot, cycle, or public transport by 2041. It states that:

“All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport network and supporting infrastructure are mitigated.”

2.3.2 Mayor’s Transport Strategy (2018)

The Mayor’s Transport Strategy (MTS) was published in March 2018 and compared to previous versions places a greater focus on walking, cycling and healthy streets. The strategy states the future of London’s transport system depends on a modal shift to increased cycling and walking. This can be achieved by improving street environments to make walking and cycling the most attractive modes for short journeys. Walking and cycling are also more space efficient modes than the car, providing a long-term solution to London’s congestion problems.

The key target in the MTS is for 80% of Londoners’ trips to be on foot, by cycle or public transport by 2040. The quality of London’s streets defines the quality of their journey and 80% of trips in London solely occur on its streets. The process for improving London’s streets is the ‘Healthy Streets’ approach which contains ten indicators, all of which can be attributed to benefiting the walking and cycling environment.

2.4 Local policy

2.4.1 Haringey Transport Strategy (Haringey Council, 2018)

The Haringey Transport Strategy (2018) was formally adopted in March 2018 and sets out the overall transport strategy for the London Borough of Haringey (LBH). Haringey Council set out a vision to deliver:

“a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all.”

The Transport Strategy identifies four key transport outcomes which will help to achieve the Council’s vision for the transport offering in the Borough:

- *A public transport network that is better connected, has greater and more efficient capacity and is more accessible, supporting our growth ambitions;*
- *Active travel the default choice, with more people choosing to travel by walking or cycling;*
- *An improved air quality and a reduction in carbon emissions from transport; and*
- *A well maintained road network that is less congested and safer.*

2.4.2 Haringey Development Management Development Plan Document (DPD) (Haringey Council, 2017)

The Haringey Development Management DPD (2017) was formally adopted in July 2017 and sets out the planning policies to help determine which developments are granted planning permission in Haringey.

Policy DM31: Sustainable Transport of the DPD states that:

“The Council will require the submission of a Travel Plan and a Transport Assessment/ Statement in support of development proposals in accordance with the Transport for London thresholds.”

3. Site context and access

3.1 Pedestrian network

The Site is surrounded by a comprehensive network of footways that form part of the existing suburban streets. This includes Park Lane, which provides access to the Site. Park Lane has wide, high-quality footways on the northern side; good quality footway is also present on the southern side. This network provides pedestrians with easy access to local amenities on High Road, public transport services and a wide range of commercial uses, including leisure and retail, and public amenities. Several pedestrian crossings are located in vicinity of the Site. The nearest signalised crossing is located near Park Lane's junction with High Road.

3.2 Cycle network

The Site benefits from access to two strategic cycle routes; Cycleway 1 and National Cycle Network Route 1 (NCN Route 1).

Cycleway 1 is a high-quality route with signs and road markings, as well as sections of dedicated lanes segregated from the vehicle carriageway. It can be accessed from the Site within one minute via High Road and runs south from the Site 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. The rest of the local cycle network surrounding the Site comprises the existing streets and pathways. Advanced stop lines are provided at each arm of High Road junction with Park Lane and Church Road.

3.3 Public transport

3.3.1 Public Transport Accessibility Level (PTAL)

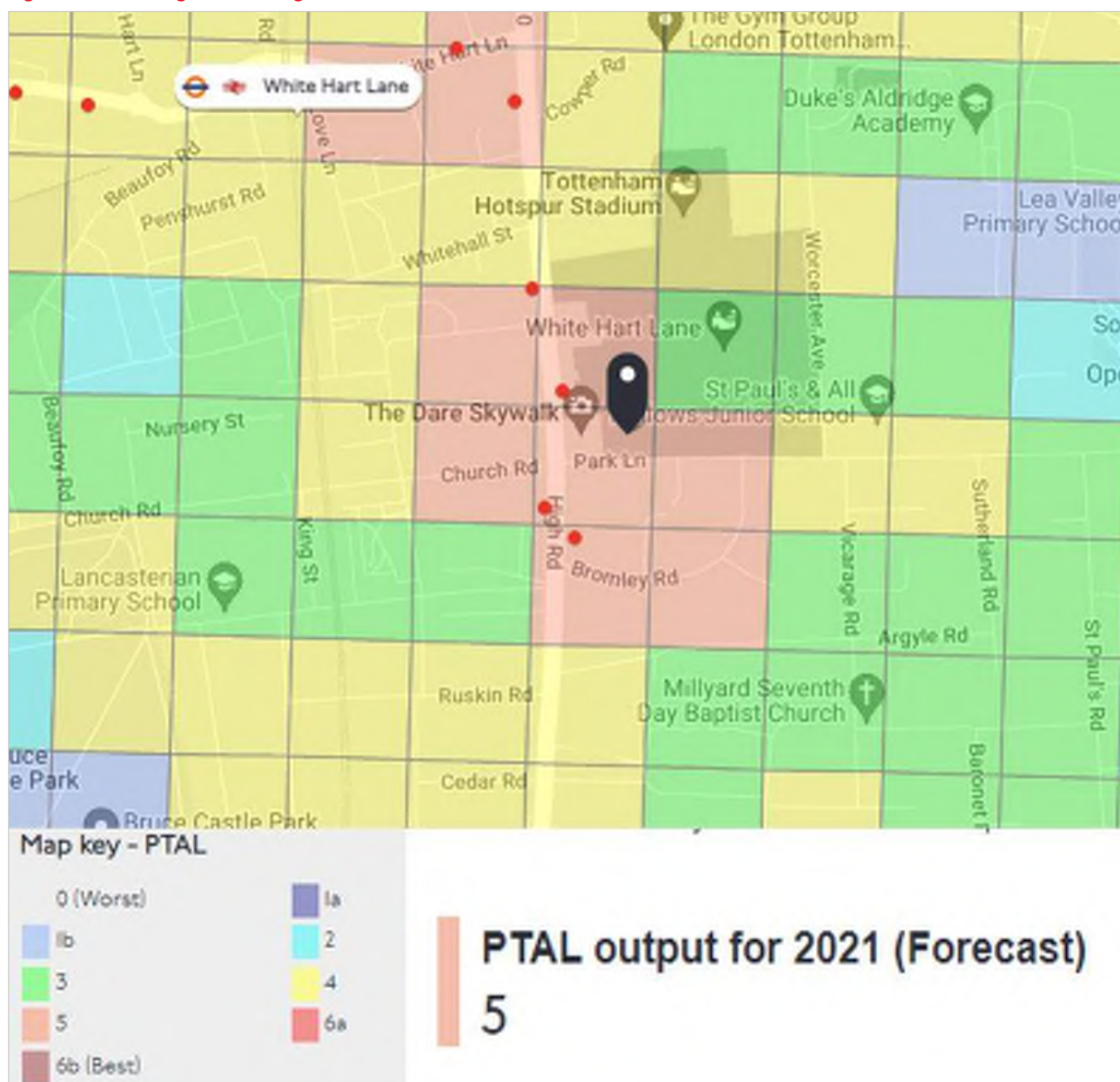
The existing public transport accessibility of the Site has been assessed using the Public Transport Accessibility Level (PTAL) methodology. This methodology has been adopted by the GLA and TfL as a means of quantifying and comparing accessibility by public transport for a given site in London. The PTAL 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 TfL's WebCAT online database, the Site has a PTAL rating of 5, indicating a very good public transport accessibility and a high scoring on the PTAL grading. Figure 3.1 shows the Site location and its surrounding PTAL rating.

Figure 3.1: Existing PTAL rating



3.3.2 Bus services

The Site is served by a number of bus routes, which are shown in Table 2. The nearest bus stop to the Site is located adjacent to the wider Site and is served all by four bus routes, which provide connection to underground and rail services at Finsbury Park Station and Northumberland Park.

Table 2: 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

Bus Stop Location	Service	Destination	Service Frequency
High Road	349	Stamford Hill – Ponders End	7-12 Minutes
White Hart Lane	W3	Finsbury Park Station – Northumberland Park	4-12 Minutes

3.3.3 Rail services

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

- London Overground - White Hart Lane: 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: National Rail Greater Anglia services operating between Stratford and either Bishops Stortford or Hertford East. The station is unstaffed but there is provision for ten secure cycle parking spaces in the station forecourt
- London Underground - Tottenham Hale: 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

National rail service frequencies are shown in Table 3.

Table 3: Peak hour rail services

Direction	Service Frequency (services / peak 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 and	4	2
towards Hertford East	2	1
London Underground Victoria line services at Tottenham Hale		
towards Walthamstow	36	36
towards Brixton	36	36

3.4 Local highway network

A description of the key links surrounding the Site is provided below:

3.4.1 A1010 High Road

In the vicinity of the Site High Road functions as a high street, running north-south through North Tottenham. 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 with a signalised junction with Park Lane at the southwest corner of the Site.

Bus lanes are provided in each direction along High Road in the vicinity of the Proposed Development. 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, and immediately north of the Proposed Development.

3.4.2 Park Lane

Park Lane bounds the Site to the south and provide access to it. It is a two-way single carriageway road. Park Lane forms a signalised junction with the High Road at the southeast corner of the Site. Park Lane is fronted by residential properties to the south and by the wider NDP Site to the north. Parking is provided on both sides of the road; Park Lane is subject to a 20mph speed limit.

3.5 Controlled Parking Zone (CPZ)

The Site is located within the Tottenham Event Day CPZ, which is operational between 8:00 and 20:30 Monday to Saturday, or 12 noon to 20:00 on Sundays and Public Holidays.

4. Travel Plan Management

4.1 Overview

The success of any Travel Plan can be determined by a variety of factors. It is important to have an implementation strategy with clearly identified roles and responsibilities to maintain momentum and maximise the success. The most successful Travel Plans have management support and dedicated staff resource to manage and oversee them. It follows that the decision to develop and implement a Travel Plan should be a formal commitment at the highest level of the organisation or building management company, often with the assistance of another organisation such as the local authority.

4.2 Sustainable Travel Manager

A Sustainable Travel Manager (STM) will be appointed to take responsibility for development and management of the plan and ensuring its delivery. The role of the STM will be fulfilled by an appointed consultant or the Site Management Company. The roles and responsibilities of the STM are set out below:

- Ensuring the structures for the ongoing management of the plan are set up and run effectively;
- Identifying key milestones, deliverables, and a programme to oversee the development and implementation of specific initiatives and measures;
- Overseeing implementation of the FTP measures in a timely manner; Liaising with public transport operators and other service providers (e.g. car club operators);
- Developing and disseminating appropriate marketing and information materials, considering the use of social media, smartphone and tablet applications;
- Monitoring and reviewing progress in line with the first, third and fifth anniversaries of the Travel Plan baseline surveys;
- Identifying targets for the FTP and overseeing the travel surveys which will inform the ongoing development of the plan;
- If need be, and in consultation with LBH, making further decisions with regards to which measures to maintain and which to revise or replace with alternatives;
- Regularly liaising with any appropriate groups and organisations (e.g. Haringey Travel Plan officers) to ensure co-ordinated working and notably to agree new, bespoke targets to be set as appropriate, following collection and review of the travel survey results;
- Ensuring that work on the FTP is co-ordinated with other activities of the development and between each of its land uses; and
- Administration of the FTP, involving the maintenance of necessary systems, data and paperwork, consultation, and promotion. The STM should be in role for no less than the initial five-year term of the FTP.

4.3 Travel Plan Co-ordinator

The STM will be assisted in delivering the measures by Travel Plan Co-ordinators (TPCs) for the residential building and by hotel where the thresholds in TfL's Travel Plan Guidance (2013) are met. The STM will work with the TPC(s) to promote the FTP and individual occupier Travel Plans (the ITPs). The TPC role will include:

- Supporting the STM on the provision and promotion of the individual measures in the FTP;
- Providing personalised advice and information on transport-related subjects to the occupiers and visitors of the Site; and
- Co-ordination of travel survey data collection for the ITPs.

5. Aims and objectives

5.1 Overarching aims

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

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

- Influence the travel behaviour of residents, staff and visitors;
- Encourage travel by cycle, on foot and by public transport by highlighting their accessibility and availability; and
- Promote healthy lifestyles, sustainable and active travel, and vibrant communities.

5.2 Objectives

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

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

5.3 Site-specific objectives

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

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

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

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

5.4 Mode share

Mode shares for residents and employees have been derived from the 2011 Census data as described in this section. TfL's TA guidance suggests that, as the latest census data is now old, adjustments may need to be made to reflect current travel patterns (for example increased cycle trips). According to TfL's Travel in London Report (13), since 2015 there has been approximately a 9% growth in cycle trips. The most recent Travel in London (15) report states that cycling currently exceeds pre-pandemic levels of demand.

The Proposed Development is located close to several strategic and local cycle routes and will provide 104 long-stay and seven short stay cycle parking spaces. An increased cycling mode split is therefore considered reasonable and achievable as a baseline cycling mode split for the Proposed Development. Where adjustments have been made to the Census mode share data these are described in this section.

5.4.1 Employees

The mode share for employees of the hotel land use has been obtained from the 2011 Census via the Office of National Statistics NOMIS database. ‘Location of usual residence and place of work by method of travel to work’ data (dataset WU03EW) was extracted for Haringey 037 Middle Layer Super Output Area (MSOA), where the Site is located (Figure 5.1). The mode share has been adjusted to reflect the increasing number of cycle trips since the 2011 Census (from 4% to 10%). The proportion of car trips has been reduced (from 38% to 2%) to reflect the level of car parking available to employees. Pro-rata adjustments to other modes have been to account for these changes. The mode share is set out in Table 4.

Figure 5.1: Haringey 037 MSOA

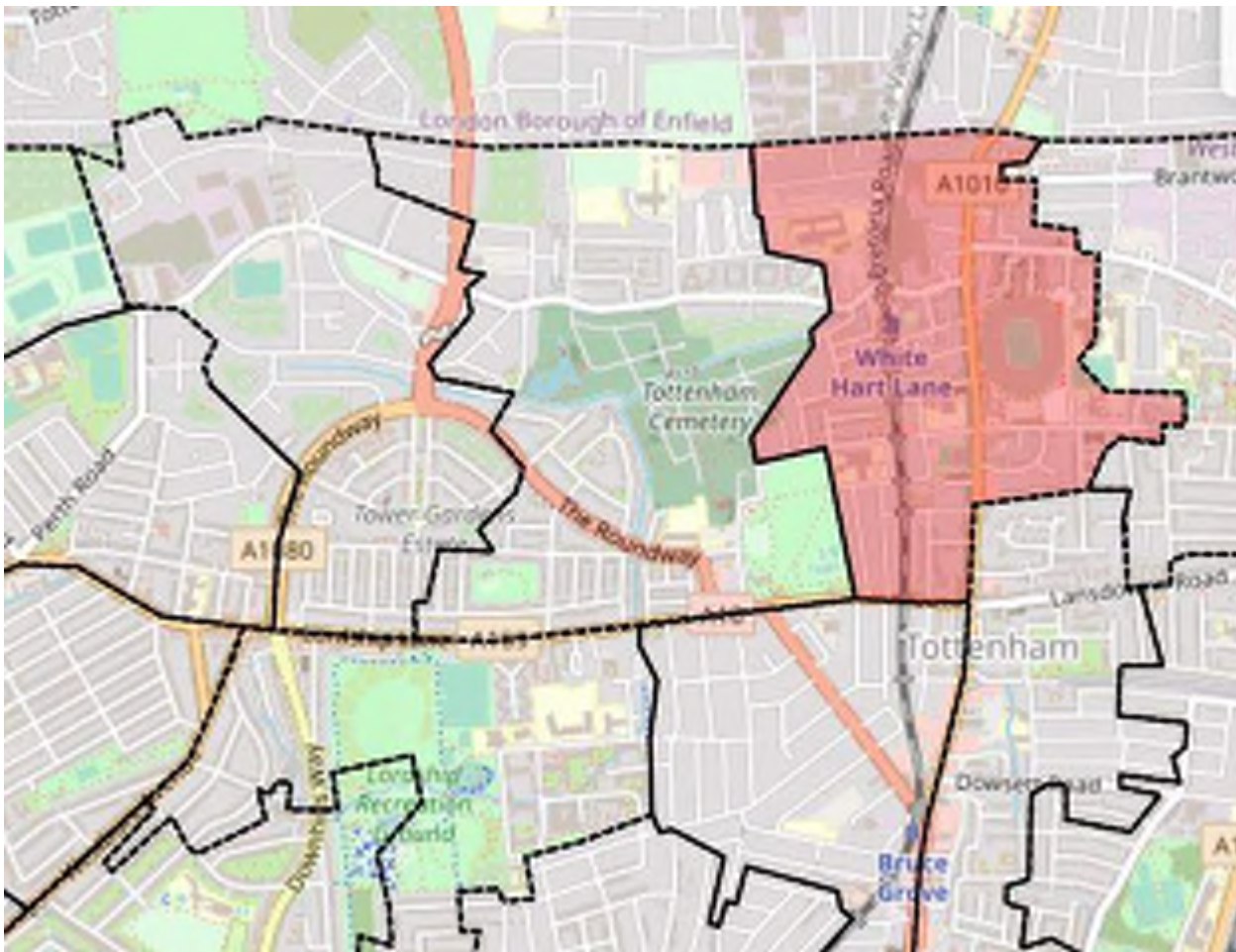


Table 4: Indicative staff mode share

Mode of travel	Mode share	Adjusted mode share
LUL	9%	16%
Rail	7%	15%
Bus, minibus or coach	24%	32%
Taxi	0%	0%
Motorcycle, scooter or moped	1%	2%

Mode of travel	Mode share	Adjusted mode share
Driving a car or van	38%	2%
Passenger in a car or van	3%	5%
Bicycle	4%	10%
On foot	14%	18%
Total	100%	100%

5.4.2 Residents

The mode share for the residents and their visitors has also been obtained from the 2011 Census. ‘Method of travel to work’ data (dataset QS701EW) was extracted for Census Output Areas covering the Site (Figure 5.1) and its local surroundings. The mode share has been adjusted to reflect the increasing number of cycle trips since the 2011 Census (from 3% to 10%) and the proportion of car trips has been reduced (from 22% to 11%). A pro-rata increase to other modes have been applied to account for these changes. The travel mode share is set out in Table 5.

Table 5: Residential travel mode share

Mode of travel	Mode share	Adjusted mode share
LUL	24%	25%
Rail	11%	12%
Bus, minibus or coach	30%	31%
Taxi	0%	0%
Motorcycle, scooter or moped	1%	1%
Driving a car or van	22%	11%
Passenger in a car or van	1%	1%
Bicycle	3%	10%
On foot	8%	9%
Total	100%	100%

5.5 Preliminary targets

The suggested targets and their indicators for the ITPs will be determined from annual travel surveys carried out at the Proposed Development. The mode share set out in Table 5 and Table 6 form the basis for this initial FTP. The surveyed mode share from the baseline surveys will be used to establish the revised target level as part of the first annual review of the FTP measures and travel mode targets.

The FTP and ITPs will be evolving documents that will be reviewed and updated regularly and refined where necessary. The draft targets are provided in Table 6. The final targets will be reviewed and agreed with LBS once the baseline surveys have been completed and ITPs have been prepared.

Table 6: Indicative Travel Plan targets

Outcome indicators	Targets
Number of resident trips made on foot, by cycle to and from the Proposed Development	Increase the overall walk and cycle mode share for residents to greater than 30%.
Number of employee trips made on foot, by cycle to and from the Proposed Development	Increase the overall walk and cycle mode share for employees to greater than 35%.
Employee car mode share (inc. car passengers, taxis, privately hired vehicles)	Reduce to 0% the mode share for employees.
Resident car mode share (inc. car passengers, taxis, privately hired vehicles)	Reduce car mode share for residents to less than 10%

All targets identified in Table 6 have been designed to be SMART; namely Specific, Measurable, Achievable, Realistic and Time-Bound.

The STM and TPCs will discuss objectives with LBH as part of the review process. The ITPs will be updated accordingly once the new measures have been agreed with LBH.

Should the ITP targets not be met by the end of the monitoring period outlined above, the STM and TPCs will work with LBH to identify a strategy and to agree further actions for the ITPs.

6. Travel Plan measures and initiatives

6.1 Design measures

The following design measures are embedded in the Proposed Development to support the objectives of the FTP.

6.1.1 Site location

The Proposed Development is within an area with a comprehensive network of footways and cycle routes which will support to promote cycling and walking to and from the Site. The Site has very good public transport accessibility, which can further increase sustainable mode of travel.

6.1.2 Active travel facilities

The Proposed Development incorporates cycle parking spaces at convenient locations within the building. The provision is designed to meet the needs of all employees who choose to travel by sustainable modes as well as supporting healthy lifestyle uses.

6.2 Travel Plan initiatives – hotel land use

The following initiatives are aimed at enhancing accessibility to the Site by alternative travel modes. The occupiers of the proposed land-uses will be encouraged to consider these types of measures. The measures will assist in giving employees and visitors a full range of sustainable travel choices while reducing the need to travel and reducing car travel to create a better environment.

6.2.1 Employee information pack

Employee/resident information packs will be distributed upon occupation of the Site. The packs will include information on sustainable travel options such as:

- walking and cycling maps, including journey times;
- public transport maps, routes, timetables and fares; and
- information on assessing travel information online through mobile apps and the health benefits associated with using active and or sustainable transport modes.

6.2.2 Notice board and intranet

Additional transport information will be provided at prominent locations, accessible to the employees and visitors. This will include information on walking and cycling including route and local area maps; relevant up-to-date local public transport maps, routes and timetable and fare information. This information will also be available online.

6.2.3 Website and social media

Occupiers will be encouraged to post additional transport information on company websites / intranets. This will include information on walking and cycling including routes and local area maps; relevant up-to-date local public transport maps, routes and timetable and fare information.

6.2.4 Measures to encourage cycling

The occupiers of the hotel will be encouraged to investigate the following initiatives to encourage employees to cycle to work:

- Raising awareness of cycle parking facilities provided, cycle maintenance clubs and local retailers;
- Raising awareness of local walking and cycle routes through employee newsletters and forums;
- Promoting the free cycle training offered by Haringey and available to everyone who lives, works, or studies in the borough;

- Promoting local cycle groups such as Haringey Cycling Campaign that run regular meetings and events in the local neighbourhood;
- Take advantage of the government's 'Cycle to Work scheme' to aid employees in buying cycles and accessories through its associated tax savings and the ability to spread the payments out over time;
- Negotiation of discounts with local cycle shops for staff purchases and maintenance;
- Payment of a cycle mileage allowance for employees using their own cycles for business trips, and
- Setting up Cycle User Clubs; these enable cycle users to meet to discuss problems and issues that may arise and offer staff who lack the confidence to cycle on their own the opportunity to pair up with fellow cyclists who cycle along a similar route.

6.3 Travel Plan initiatives – residential land use

The following initiatives are aimed at supporting all residents to make active and sustainable travel choices.

6.3.1 Promoting walking and cycling

The uptake of cycling among residents can be promoted by:

- Raising awareness of cycle parking facilities provided, cycle maintenance clubs and local retailers;
- Raising awareness of the health benefits of walking and cycling through promotional material;
- Raising awareness of local walking and cycle routes through a residential travel information pack for new residents and resident newsletters;
- Promoting local cycle groups;
- Promoting membership of the London Cycling Campaign (LCC): LCC is a cyclists' organisation with local groups throughout London. Local LCC groups promote cycling locally, improve conditions for cyclists in their borough and organise leisure rides and social events and provide support for cyclists, and
- Provision of Santander Cycle scheme membership for households for up to three years.

6.3.2 Residential pack information

Every residential unit will be provided with a travel information pack upon first occupation. This will contain details of the cycling, walking and public transport routes to key local facilities, plus links to local bus, and rail journey planning services. The travel information pack will also raise awareness of the active and sustainable travel initiatives being implemented through the FTP including:

- Provision of map showing walking and cycling routes surrounding the Site;
- Promotion of key services and facilities: Full details of the key services and facilities provided by the FTP will be included within the information pack;
- Promotion of Car Share Clubs: Details of car sharing websites such as [www. liftshare.com/uk](http://www.liftshare.com/uk) will be included within the information pack; and
- Promotion of Car Clubs: Promotion of car clubs such as Zipcar and Enterprise Car Club will be included within the information pack.

The information pack will also invite those persons wishing to raise specific transport-related matters to discuss them with the TPC or representative. A copy of the information pack will be provided within communal areas, such as lobbies.

7. Monitoring and review

7.1 Overview

Travel Plans are continuously evolving live strategy documents which require regular monitoring and reviewing. This ensures that continuous improvements are implemented to achieve the targets and objectives the document sets out.

7.2 Monitoring

Baseline surveys will be undertaken as described in Section 1.4. The aim of the surveys will be to confirm the baseline mode shares and adjust the initial targets as required. Monitoring surveys at the first, third and fifth anniversaries will be analysed against several indicators to establish how well the ITP measures are achieving their aims.

Monitoring of the ITPs will be based upon feedback forms which will have been distributed to employees/residents via information packs. This will allow for site-specific travel characteristics to be established, to which the target set can be reviewed and adjusted accordingly. It could also take the form of a ‘hands up’ travel survey, whereby all staff/residents and visitors are asked how they travel to Site.

The ITPs will be monitored at the first, third and fifth anniversaries of the baseline surveys; the monitoring will be the responsibility of the relevant TPCs.

7.3 Reporting

The STM will prepare a summary monitoring statement, which will be issued to LBH and any relevant stakeholders. This statement will contain all survey data as well as any measures that have been implemented.

Most importantly the report will compare the surveyed mode shares against the targets set. The purpose of this is to identify where the targets have not been met, or progress towards them is behind schedule, consider causes and, where necessary, recommend steps to address this.

7.4 Action Plan

The programme for the development and implementation of the FTP and ITPs will be dependent on clear communication with employees and residents, and a thorough understanding of travel issues. It is highly dependent on the ability of the STM and TPCs to liaise efficiently with all parties concerned. A provisional Action Plan is shown in Table 7.

Table 7: Provisional Action Plan

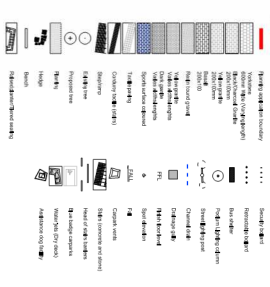
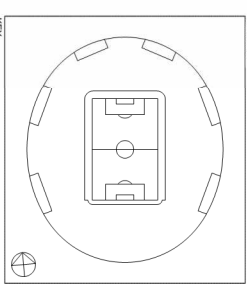
Mode	Objectives	Measures	Action	Responsibility	Timescales	Monitoring progress towards target	Cost
Travel Plan management	To promote travel by sustainable transport modes	STM	To appoint a STM	Applicant, Occupier or Management Company	Prior to occupation	Successful implementation of Travel Plan	Moderate
		TPC(s)	To appoint the TPC(s)	Management Company / STM and individual occupiers as required	Within 3 months of occupation	Successful implementation of Travel Plan	Moderate
		Residential Baseline surveys	Completion of baseline surveys in line with FTP requirements	TPCs	Within six months of first occupations or 75% occupation, whichever is sooner	Successful implementation of Travel Plan	Low
		Hotel Baseline surveys	Completion of baseline surveys in line with FTP requirements	TPCs	Within six months of occupations	Successful implementation of Travel Plan	Low
		Preparation of ITPs	TPCs to prepare ITPs for the residential buildings and hotel and use	TPCs	Following completion of baseline surveys	Successful implementation of Travel Plan	Low
		Monitoring Surveys and Summary Statement	To conduct residents'/employees' travel survey	STM and TPCs	1 st , 3 rd and 5 th anniversaries of the baseline surveys	Successful implementation of Travel Plan	Low
Promoting/ marketing	To encourage travel by active modes	Website/ intranet /social media information	Arrange sustainable travel information to be displayed on website or intranet	TPC	Within 3 months of occupation	Successful implementation of Travel Plan	Low

Mode	Objectives	Measures	Action	Responsibility	Timescales	Monitoring progress towards target	Cost
		Employees Information Packs / Residents Information Packs	Create and issue Employee Information Packs / Residents Information Packs for new employees / residents	TPC	Upon occupation	Successful implementation of Travel Plan	Low
		Notice board	Organise a Notice Board displaying travel information	TPC	Within 3 months of occupation	Successful implementation of Travel Plan	Low
Walking	To encourage travel by walking and increase mode share / To encourage healthy active lifestyle	Walking maps	Provide maps showing walking routes and indicating key attractors surrounding the Site in the information pack or on the website	TPC	Ongoing	Progress towards mode share target	Low
		Health benefits	Make site users aware of the health benefits of walking, through the provision of promotional material	TPC	Ongoing	Progress towards mode share target	Low
		Provision of umbrellas	Make umbrellas available to staff (and visitors)	Applicant / TPC	With occupation	Progress towards mode share target	Low
		Walking challenge	Organised walking challenges e.g. pedometer challenge	TPC	Ongoing	Progress towards mode share target	Low
		Walking activities	Organise walking activities such as lunchtime walks or walking groups for staff and/or residents	TPC	Ongoing	Progress towards mode share target	Low
Cycling	To encourage travel by cycling and increase mode share	Cycle shop discounts	Negotiate discounts with local cycle shops	TPC	Ongoing	Progress towards mode share target	Moderate
		Cycle safety training	Provide information to cycle training for the employees and/or residents	TPC	Within a year of first occupation and ongoing	Progress towards mode share target	Moderate

Mode	Objectives	Measures	Action	Responsibility	Timescales	Monitoring progress towards target	Cost
		Pool cargo cycle for residents	Explore provision of a pool cargo cycle for residents	TPC	Prior to first occupation	Progress towards mode share target	Moderate
		‘Cycle to Work’ scheme / Interest-free cycle loans for staff	Promote uptake of ‘Cycle to work’ scheme or interest-free loans to enable staff to purchase cycles and spread the payments over a period of time	Applicant / TPC	With occupation and ongoing	Progress towards mode share target	Moderate
		Santander Cycles scheme membership	Provide cycle hire membership for the first occupiers of the residential units for up to three years	Applicant or Occupier	Prior to first occupation	Progress towards mode share target	High
		Showers / changing facilities and lockers	Provide end-of-trip facilities such as showers /changing facilities and lockers for employees	Applicant	Prior to first occupation	Progress towards mode share target	High
		Cycle parking facilities	Provide a mix of cycle parking facilities for residents, employees (including two-tier racks, Sheffield stands and spaces for larger cycles within the plots) and visitors (including Sheffield stands and oversized spaces in the public realm)	Applicant	Prior to first occupation	Progress towards mode share target	High
Reducing the overall need to travel	To encourage reduced travel	Flexible/ hybrid working practices	Encourage employers to implement flexible working practices and reduce the impacts of travelling in the peak hours	TPC and employers	Within one year of first occupation and ongoing	Progress towards reducing the overall need to travel	Moderate

Appendix B

Consented masterplan landscape drawing

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PROJECT NAME

NORTH HILLS/BERLAND DEVELOPMENT PROJECT

GRADING TITLE

LANDSCAPE
ILLUSTRATIVE PR MASTER PLAN

STATUS

PLANNING

PROJECT NO.

4494

DATE

14/09/2015

SCALE

1:500

SHEET

A1

DRAWN | CHECKED

APPROVED

NA

TJ

NK

AGENT

JOHN PAUL

PHONE

TYPE

POP - 4494 - PLN - GA

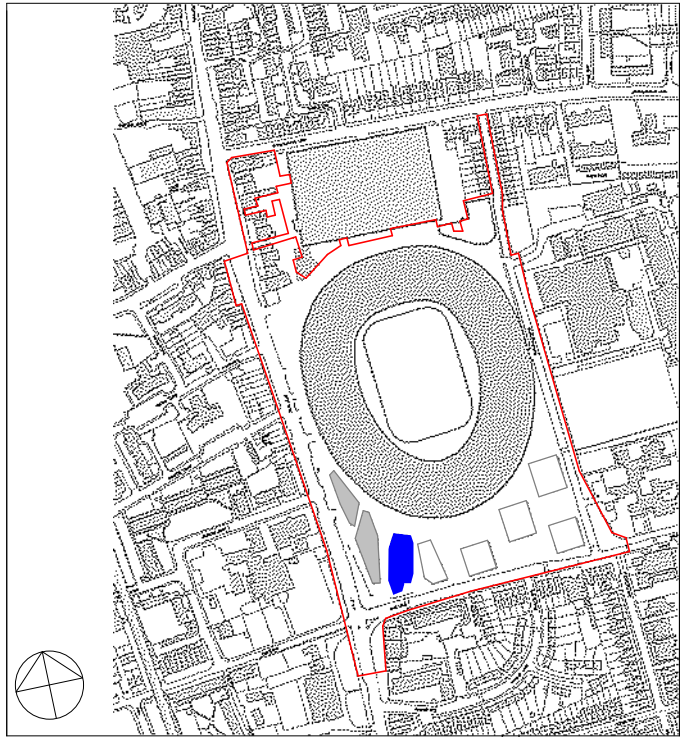
DRAWING REV
- 8009 - 0

Appendix C

Cycle Stores

PARK LANE

Existing ramp down
to basement



NOTES

NOTES

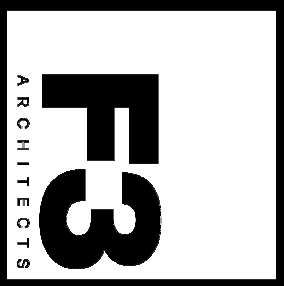
It is assumed that all works on this drawing will be carried out by a competent contractor, working where appropriate to an approved method statement.

ROC

ROC

- ☐ Ancillary Amenity and Associated Spaces

Any discrepancies shall be reported to the Architect.
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[illegible]

E: info@f3architects.com

The Contractor shall pl

provide safe temporary support. Check on site prior to commencement of works/fabrication etc.

PARK LANE, N17 1PL

LEVEL L00

drawn by	scale	size	project
...	...	...	...

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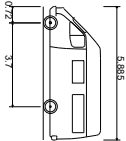
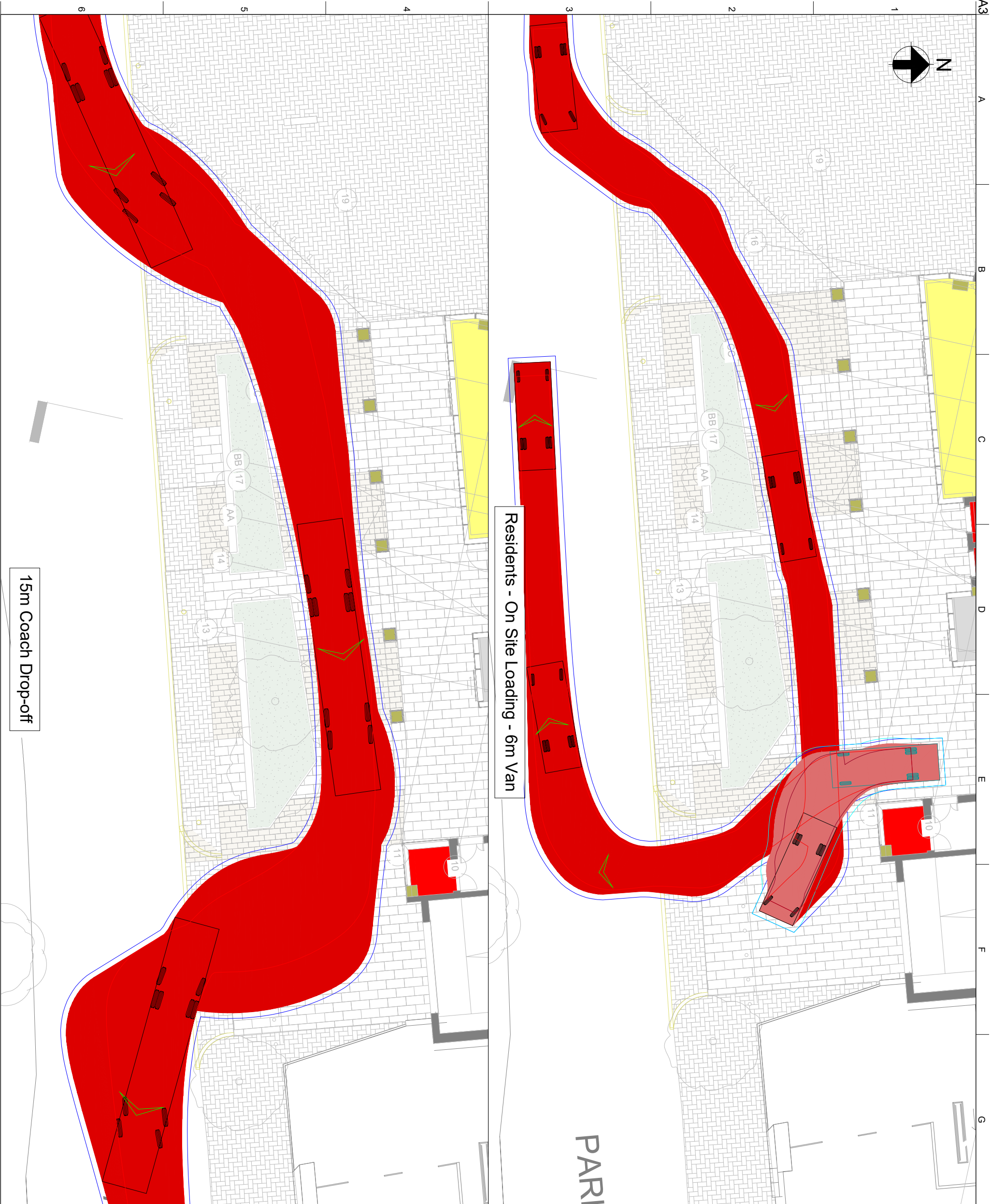
FOR INFORMATION

drawing no

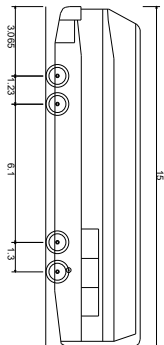
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Appendix D

Swept Path Drawings



4.6L Light Van	5.885m
Overall Length	2.500m
Overall Width	2.526m
Min Body Height	0.299m
Track Width	1.765m
Kerb to Kerb Turning Radius	4.000m
	6.000m



15m 6WS Luxury Coach	15.000m
Overall Length	2.500m
Overall Width	2.526m
Min Body Height	0.299m
Track Width	1.765m
Kerb to Kerb Turning Radius	4.000m
	6.000m

Issue	Date	By	Chkd	Appd
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ARUP

13 Fitzroy Street
London W1T 4BQ
Tel +44 (0)20 7636 1531 Fax +44 (0)20 7580 3924
www.arup.com

Client
Tottenham Hotspur Football
& Athletic Club Ltd

Job Title

Drawing Title

Hotel Loading Bay
Swept Path Analysis
On Site Loading Bay
and 15m Coach

Scale at A3
1:500

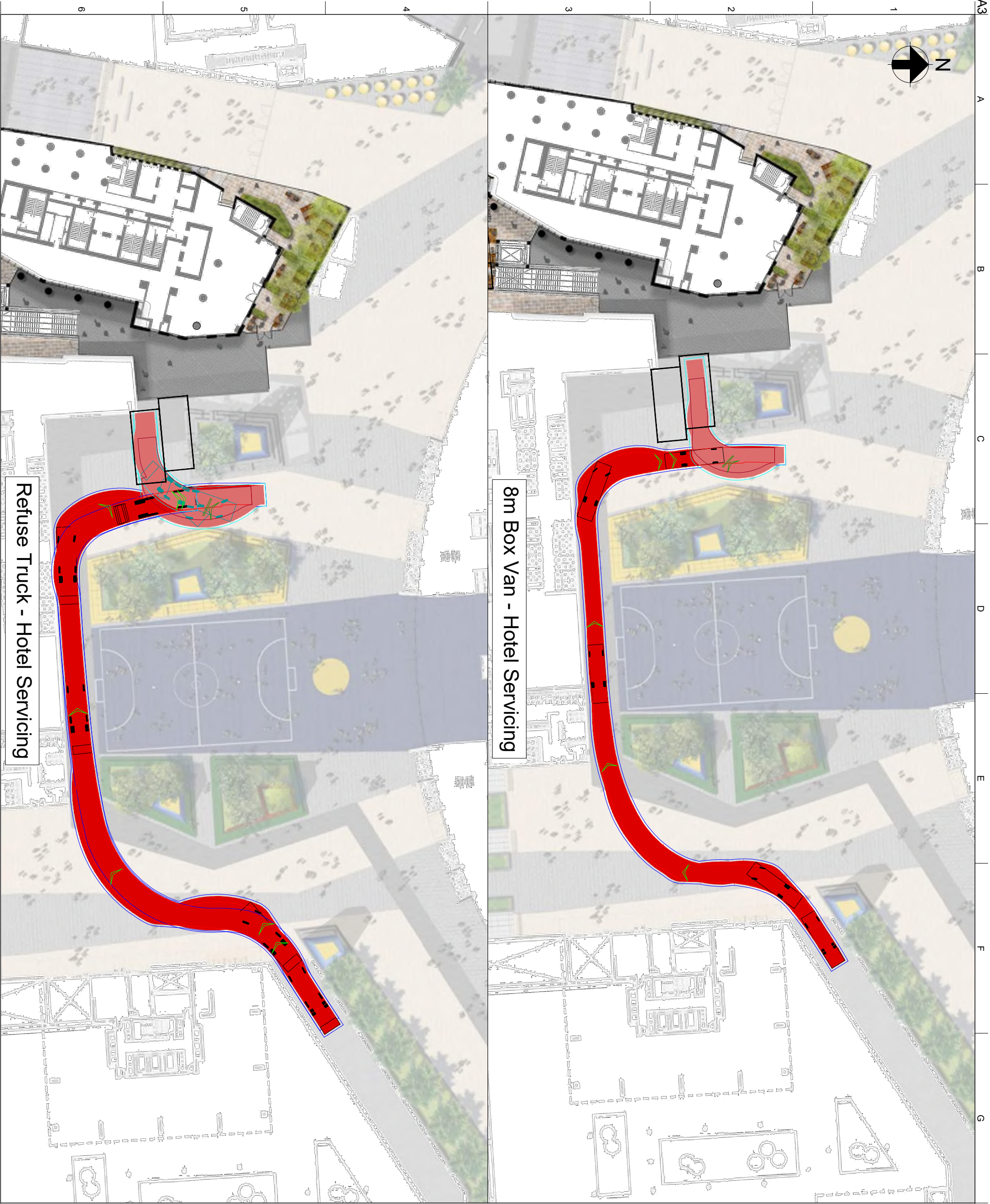
Discipline
Transport Planning

Drawing Status

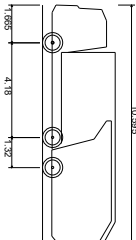
For Information

Job No	Drawing No	Issue
278880	278880-ARP-XX-XX-DR-1-000015	P03

Do not scale



7.5t Box Van	8.010m
Overall Length	3.556m
Overall Width	0.351m
Min Body Ground Clearance	4.005m
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	



Phoenix 2.23W (with Elite 2.6x2MS chassis)	10.595m
Overall Length	2.530m
Overall Width	3.203m
Min Body Height	2.410m
Min Body Ground Clearance	4.005m
Lock to lock time	10.150m
Kerb to Kerb Turning Radius	

Issue	Date	By	Chkd	Appd
-------	------	----	------	------

ARUP

13 Fitzroy Street
London W1T 4BQ
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www.arup.com

Client

Job Title

Drawing Title
Hotel Loading Bays
Swept Path Analysis
Via Podium

Scale at A3
1:500

Discipline
Transport Planning

Drawing Status

For Information

Job No	Drawing No	Issue
278880	278880-ARF-XX-XX-DR-1-000014	P02

Appendix E

Consented Trip Rates

Weekday Peak Hour Trip Generation

All Modes

Health Centre2000 square metres

	Arrive	Depart
07:00 - 08:00	0.08602	0
08:00 - 09:00	2.25688	1.37615
09:00 - 10:00	3.7706	2.74312
16:00 - 17:00	1.51376	2.14679
17:00 - 18:00	1.16514	1.14679
18:00 - 19:00	0.61468	0.77064

All Modes

07:00 - 08:00	2	0
08:00 - 09:00	45	28
09:00 - 10:00	75	55
16:00 - 17:00	30	43
17:00 - 18:00	23	23
18:00 - 19:00	12	15

All Modes

Hotel180 bedrooms

	Arrive	Depart
07:00 - 08:00	0.08248	0.15979
08:00 - 09:00	0.13402	0.40206
09:00 - 10:00	0.18556	0.29382
16:00 - 17:00	0.20103	0.12371
17:00 - 18:00	0.42783	0.1701
18:00 - 19:00	0.23196	0.18042

All Modes

07:00 - 08:00	15	29
08:00 - 09:00	24	72
09:00 - 10:00	33	53
16:00 - 17:00	36	22
17:00 - 18:00	77	31
18:00 - 19:00	42	32

All Modes

Apart'lets49 units

	Arrive	Depart
07:00 - 08:00	2	17
08:00 - 09:00	5	28
09:00 - 10:00	6	12
16:00 - 17:00	18	12
17:00 - 18:00	23	12
18:00 - 19:00	26	11

All Modes

Apartments585 units

	Arrive	Depart
07:00 - 08:00	26	199
08:00 - 09:00	65	335
09:00 - 10:00	75	140
16:00 - 17:00	220	137
17:00 - 18:00	272	145
18:00 - 19:00	310	136

Private Car Drivers

Health Centre2000 square metres

	Arrive	Depart
07:00 - 08:00	0.03226	0
08:00 - 09:00	0.84403	0.41285
09:00 - 10:00	1.15597	0.75229
16:00 - 17:00	0.5688	0.79817
17:00 - 18:00	0.39449	0.40366
18:00 - 19:00	0.23854	0.3211

Private Car Drivers

07:00 - 08:00	1	0
08:00 - 09:00	17	8
09:00 - 10:00	23	15
16:00 - 17:00	11	16
17:00 - 18:00	8	8
18:00 - 19:00	5	6

Private Car Drivers

Hotel180 bedrooms

	Arrive	Depart
07:00 - 08:00	0.0103	0.04124
08:00 - 09:00	0.01031	0.08247
09:00 - 10:00	0.04639	0.05154
16:00 - 17:00	0.06185	0.01031
17:00 - 18:00	0.14948	0.03608
18:00 - 19:00	0.04639	0.04639

Private Car Drivers

07:00 - 08:00	2	7
08:00 - 09:00	2	15
09:00 - 10:00	8	9
16:00 - 17:00	11	2
17:00 - 18:00	27	6
18:00 - 19:00	8	8

Private Car Drivers

Apart'lets49 units

	Arrive	Depart
07:00 - 08:00	0	1
08:00 - 09:00	1	2
09:00 - 10:00	1	1
16:00 - 17:00	1	1
17:00 - 18:00	1	1
18:00 - 19:00	2	1

Private Car Drivers

Apartments585 units

	Arrive	Depart
07:00 - 08:00	5	16
08:00 - 09:00	8	28
09:00 - 10:00	13	10
16:00 - 17:00	15	8
17:00 - 18:00	18	13
18:00 - 19:00	22	12

Walk and Public Transport

Health Centre2000 square metres

	Arrive	Depart
07:00 - 08:00	0.01075	0
08:00 - 09:00	0.46789	0.2477
09:00 - 10:00	1.02752	0.80734
16:00 - 17:00	0.34862	0.48623
17:00 - 18:00	0.39449	0.36697
18:00 - 19:00	0.11009	0.22936

Walk and Public Transport

07:00 - 08:00	0	0
08:00 - 09:00	9	5
09:00 - 10:00	21	16
16:00 - 17:00	7	10
17:00 - 18:00	8	7
18:00 - 19:00	2	5

Walk and Public Transport

Hotel180 bedrooms

	Arrive	Depart
07:00 - 08:00	0.06185	0.1031
08:00 - 09:00	0.11856	0.25258
09:00 - 10:00	0.12887	0.20103
16:00 - 17:00	0.1031	0.07732
17:00 - 18:00	0.19588	0.1134
18:00 - 19:00	0.16494	0.10824

Walk and Public Transport

07:00 - 08:00	8	13
08:00 - 09:00	15	32
09:00 - 10:00	16	25
16:00 - 17:00	13	10
17:00 - 18:00	25	14
18:00 - 19:00	21	14

Walk and Public Transport

Apart'lets49 units

	Arrive	Depart
07:00 - 08:00	1	3
08:00 - 09:00	2	7
09:00 - 10:00	2	3
16:00 - 17:00	5	3
17:00 - 18:00	6	3
18:00 - 19:00	8	3

Walk and Public Transport

Apartments585 units

	Arrive	Depart
07:00 - 08:00	6	41
08:00 - 09:00	18	80
09:00 - 10:00	19	39
16:00 - 17:00	54	39
17:00 - 18:00	73	39
18:00 - 19:00	89	37

	Annual	Active Days	Average Day	Busy Day (+25%)
Stadium Conf & Banq	81,180	245	331	414
Tottenham Experience	120,000	319	376	470
Sky Walk	96,600	319	303	379
Extreme Sports	100,000	319	313	392
				1655

<u>All Modes</u>	100%		<u>Private Car Drivers and Taxis</u>	10% (plus 10% passengers)		<u>Walk and Public Transport</u>	50%	
Non Event Day Attractions	Non Event Day Attractions		Non Event Day Attractions	Non Event Day Attractions		Non Event Day Attractions	Non Event Day Attractions	
	Arrive	Depart		Arrive	Depart		Arrive	Depart
<u>All Modes</u>			<u>Private Car Drivers and Taxis</u>			<u>Walk and Public Transport</u>		
07:00 - 08:00	33	0	07:00 - 08:00	3	0	07:00 - 08:00	17	0
08:00 - 09:00	165	83	08:00 - 09:00	17	8	08:00 - 09:00	83	41
09:00 - 10:00	165	83	09:00 - 10:00	17	8	09:00 - 10:00	83	41
16:00 - 17:00	83	165	16:00 - 17:00	8	17	16:00 - 17:00	41	83
17:00 - 18:00	83	165	17:00 - 18:00	8	17	17:00 - 18:00	41	83
18:00 - 19:00	165	165	18:00 - 19:00	17	17	18:00 - 19:00	83	83

<u>All Activities</u>	Arrive	Depart	2-Way		Arrive	Depart	2-Way	<u>All Activities</u>	Arrive	Depart	2-Way
<u>All Modes</u>				<u>Private Car Drivers and Taxis</u>				<u>Walk and Public Transport</u>			
07:00 - 08:00	78	245	323	07:00 - 08:00	11	25	36	07:00 - 08:00	31	57	88
08:00 - 09:00	305	546	851	08:00 - 09:00	44	62	106	08:00 - 09:00	127	165	292
09:00 - 10:00	355	342	697	09:00 - 10:00	62	43	105	09:00 - 10:00	140	125	265
total	738	1133	1871	total	116	130	247	total	298	347	645
16:00 - 17:00	387	380	767	16:00 - 17:00	47	43	90	16:00 - 17:00	119	144	264
17:00 - 18:00	478	376	853	17:00 - 18:00	62	46	107	17:00 - 18:00	153	146	299
18:00 - 19:00	555	361	916	18:00 - 19:00	53	44	97	18:00 - 19:00	202	141	343
total	1420	1116	2536	total	162	133	295	total	474	432	906
<u>B1 Office</u>	3,897 square metres							<u>B1 Office</u>			
	Arrive	Depart	2-Way	4%	Arrive	Depart	2-Way	60%	Arrive	Depart	2-Way
<u>All Modes</u>				<u>Private Car Drivers and Taxis</u>				<u>Walk and Public Transport</u>			
07:00 - 08:00	49	9	58	07:00 - 08:00	2	0	2	07:00 - 08:00	29	5	35
08:00 - 09:00	108	17	124	08:00 - 09:00	4	1	5	08:00 - 09:00	65	10	75
09:00 - 10:00	61	13	74	09:00 - 10:00	2	1	3	09:00 - 10:00	37	8	44
total	218	39	256	total	9	2	10	total	131	23	154
16:00 - 17:00	14	34	47	16:00 - 17:00	1	1	2	16:00 - 17:00	8	20	28
17:00 - 18:00	13	77	90	17:00 - 18:00	1	3	4	17:00 - 18:00	8	46	54
18:00 - 19:00	16	67	83	18:00 - 19:00	1	3	3	18:00 - 19:00	10	40	50
total	43	178	221	total	2	7	9	total	26	107	132
<u>Additional Trips</u>											
07:00 - 08:00				07:00 - 08:00				07:00 - 08:00			
08:00 - 09:00				08:00 - 09:00				08:00 - 09:00			
09:00 - 10:00				09:00 - 10:00				09:00 - 10:00			
total				total				total			
16:00 - 17:00				16:00 - 17:00				16:00 - 17:00			
17:00 - 18:00				17:00 - 18:00				17:00 - 18:00			
18:00 - 19:00				18:00 - 19:00				18:00 - 19:00			
total				total				total			

Weekday Peak Hour Trip Generation

Bus Trips

Health Centre 2000 square metres

	Arrive	Depart
--	--------	--------

07:00 - 08:00	0	0
08:00 - 09:00	0.05505	0.0367
09:00 - 10:00	0.04587	0.04587

16:00 - 17:00	0	0.08256
17:00 - 18:00	0.04587	0.06422
18:00 - 19:00	0.01835	0

Bus Trips

07:00 - 08:00	0	0
08:00 - 09:00	1	1
09:00 - 10:00	1	1

16:00 - 17:00	0	2
17:00 - 18:00	1	1
18:00 - 19:00	0	0

Bus Trips

Hotel 180 bedrooms

	Arrive	Depart
--	--------	--------

07:00 - 08:00	0	0
08:00 - 09:00	0	0
09:00 - 10:00	0	0

16:00 - 17:00	0	0
17:00 - 18:00	0	0
18:00 - 19:00	0	0

Bus Trips (part of Walk/PT)

07:00 - 08:00	3	6
08:00 - 09:00	6	14
09:00 - 10:00	7	11

16:00 - 17:00	6	4
17:00 - 18:00	11	6
18:00 - 19:00	9	6

Bus Trips

Apart'lets 49 units

	Arrive	Depart
--	--------	--------

07:00 - 08:00	1	4
08:00 - 09:00	2	8
09:00 - 10:00	2	4

16:00 - 17:00	5	4
17:00 - 18:00	7	4
18:00 - 19:00	9	4

Bus Trips

Apartments 585 units

	Arrive	Depart
--	--------	--------

07:00 - 08:00	7	48
08:00 - 09:00	21	94
09:00 - 10:00	22	46

16:00 - 17:00	63	46
17:00 - 18:00	85	46
18:00 - 19:00	104	44

Cycle Trips

Health Centre 2000 square metres

	Arrive	Depart
--	--------	--------

07:00 - 08:00	0	0
08:00 - 09:00	0.0367	0.00917
09:00 - 10:00	0.03669	0

16:00 - 17:00	0.01835	0.01835
17:00 - 18:00	0	0
18:00 - 19:00	0	0

Cycle Trips

07:00 - 08:00	0	0
08:00 - 09:00	1	0
09:00 - 10:00	1	0

16:00 - 17:00	0	0
17:00 - 18:00	0	0
18:00 - 19:00	0	0

Cycle Trips

Hotel 180 bedrooms

	Arrive	Depart
--	--------	--------

07:00 - 08:00	0	0
08:00 - 09:00	0	0
09:00 - 10:00	0	0

16:00 - 17:00	0	0
17:00 - 18:00	0	0
18:00 - 19:00	0	0

Cycle Trips

07:00 - 08:00	0	0
08:00 - 09:00	0	0
09:00 - 10:00	0	0

16:00 - 17:00	0	0
17:00 - 18:00	0	0
18:00 - 19:00	0	0

Cycle Trips

Apart'lets 49 units

	Arrive	Depart
--	--------	--------

07:00 - 08:00	0	3
08:00 - 09:00	0	3
09:00 - 10:00	0	1

16:00 - 17:00	1	0
17:00 - 18:00	2	0
18:00 - 19:00	2	1

Cycle Trips

Apartments 585 units

	Arrive	Depart
--	--------	--------

07:00 - 08:00	0	32
08:00 - 09:00	3	32
09:00 - 10:00	0	12

16:00 - 17:00	15	3
17:00 - 18:00	20	0
18:00 - 19:00	26	8

Bus Trips

20% (plus 5% coaches)
Non Event Day Attractions

	Arrive	Depart
--	--------	--------

Bus Trips (part of Walk/PT)

07:00 - 08:00	7	0
08:00 - 09:00	33	17
09:00 - 10:00	33	17
16:00 - 17:00	17	33
17:00 - 18:00	17	33
18:00 - 19:00	33	33

Cycle Trips

2%
Non Event Day Attractions

	Arrive	Depart
--	--------	--------

Cycle Trips

07:00 - 08:00	1	0
08:00 - 09:00	3	2
09:00 - 10:00	3	2
16:00 - 17:00	2	3
17:00 - 18:00	2	3
18:00 - 19:00	3	3

				<u>All Activities</u>			
				Arrive	Depart	2-Way	
<u>Bus Trips</u>				<u>Cycle Trips</u>			
07:00 - 08:00	18	57	75	07:00 - 08:00	1	35	36
08:00 - 09:00	64	133	197	08:00 - 09:00	7	37	44
09:00 - 10:00	65	78	143	09:00 - 10:00	4	15	19
total	146	268	414	total	12	87	98
16:00 - 17:00	90	88	179	16:00 - 17:00	19	7	26
17:00 - 18:00	120	90	210	17:00 - 18:00	24	3	27
18:00 - 19:00	155	86	242	18:00 - 19:00	31	12	43
total	366	264	630	total	73	23	96
				<u>B1 Office</u>			
				Arrive	Depart	2-Way	
<u>Bus Trips</u>				<u>Cycle Trips</u>			
07:00 - 08:00	7	1	9	07:00 - 08:00	5	1	6
08:00 - 09:00	16	3	19	08:00 - 09:00	12	2	14
09:00 - 10:00	9	2	11	09:00 - 10:00	7	1	8
total	33	6	38	total	24	4	28
16:00 - 17:00	2	5	7	16:00 - 17:00	2	4	5
17:00 - 18:00	2	12	14	17:00 - 18:00	1	8	10
18:00 - 19:00	2	10	12	18:00 - 19:00	2	7	9
total	6	27	33	total	5	20	24
07:00 - 08:00			12%	07:00 - 08:00			18%
08:00 - 09:00			9%	08:00 - 09:00			31%
09:00 - 10:00			8%	09:00 - 10:00			44%
total			9%	total			29%
16:00 - 17:00			4%	16:00 - 17:00			20%
17:00 - 18:00			6%	17:00 - 18:00			37%
18:00 - 19:00			5%	18:00 - 19:00			21%
total			5%	total			25%

Weekday Peak Hour Trip Generation

<u>Walk Only</u>			<u>Passenger Trips</u>		
Health Centre			Health Centre		
	Arrive	Depart		Arrive	Depart
07:00 - 08:00	0.03226	0	07:00 - 08:00	0.01075	0
08:00 - 09:00	0.58716	0.55963	08:00 - 09:00	0.26605	0.1101
09:00 - 10:00	1.13761	0.88991	09:00 - 10:00	0.36694	0.24771
16:00 - 17:00	0.34862	0.41285	16:00 - 17:00	0.22937	0.34863
17:00 - 18:00	0.15596	0.17431	17:00 - 18:00	0.17433	0.13763
18:00 - 19:00	0.16514	0.11927	18:00 - 19:00	0.08256	0.10091

<u>Walk Only</u>			<u>Passenger Trips</u>		
07:00 - 08:00	1	0	07:00 - 08:00	0	0
08:00 - 09:00	12	11	08:00 - 09:00	5	2
09:00 - 10:00	23	18	09:00 - 10:00	7	5
16:00 - 17:00	7	8	16:00 - 17:00	5	7
17:00 - 18:00	3	3	17:00 - 18:00	3	3
18:00 - 19:00	3	2	18:00 - 19:00	2	2

<u>Walk Only</u>			<u>Passenger Trips</u>		
Hotel			Hotel		
	Arrive	Depart		Arrive	Depart
07:00 - 08:00		00	07:00 - 08:00	0.01033	0.01545
08:00 - 09:00		00	08:00 - 09:00	0.00515	0.06701
09:00 - 10:00		00	09:00 - 10:00	0.0103	0.04125
16:00 - 17:00		00	16:00 - 17:00	0.03608	0.03608
17:00 - 18:00		00	17:00 - 18:00	0.08247	0.02062
18:00 - 19:00		00	18:00 - 19:00	0.02063	0.02579

<u>Walk Only (part of Walk/PT)</u>			<u>Passenger Trips</u>		
07:00 - 08:00	0	0	07:00 - 08:00	2	3
08:00 - 09:00	0	0	08:00 - 09:00	1	12
09:00 - 10:00	0	0	09:00 - 10:00	2	7
16:00 - 17:00	0	0	16:00 - 17:00	6	6
17:00 - 18:00	0	0	17:00 - 18:00	15	4
18:00 - 19:00	0	0	18:00 - 19:00	4	5

<u>Walk Only</u>			<u>Passenger Trips</u>		
Apart'lets			Apart'lets		
	Arrive	Depart		Arrive	Depart
07:00 - 08:00	1	5	07:00 - 08:00	0	1
08:00 - 09:00	1	8	08:00 - 09:00	0	1
09:00 - 10:00	2	3	09:00 - 10:00	0	0
16:00 - 17:00	6	3	16:00 - 17:00	1	0
17:00 - 18:00	6	4	17:00 - 18:00	1	0
18:00 - 19:00	5	3	18:00 - 19:00	1	0

<u>Walk Only</u>			<u>Passenger Trips</u>		
Apartments			Apartments		
	Arrive	Depart		Arrive	Depart
07:00 - 08:00	7	55	07:00 - 08:00	2	8
08:00 - 09:00	14	92	08:00 - 09:00	1	8
09:00 - 10:00	20	32	09:00 - 10:00	1	1
16:00 - 17:00	67	39	16:00 - 17:00	6	3
17:00 - 18:00	71	44	17:00 - 18:00	6	4
18:00 - 19:00	62	31	18:00 - 19:00	7	4

Walk Only

3%		
Non Event Day Attractions		
	Arrive	Depart

<u>Walk Only</u>		
07:00 - 08:00	1	0
08:00 - 09:00	5	2
09:00 - 10:00	5	2
16:00 - 17:00	2	5
17:00 - 18:00	2	5
18:00 - 19:00	5	5

Passenger Trips

15%		
Non Event Day Attractions		
	Arrive	Depart

<u>Passenger Trips</u>		
07:00 - 08:00	5	0
08:00 - 09:00	25	12
09:00 - 10:00	25	12
16:00 - 17:00	12	25
17:00 - 18:00	12	25
18:00 - 19:00	25	25

	Arrive	Depart	2-Way		Arrive	Depart	2-Way
<u>Walk Only</u>				<u>Passenger Trips</u>			
07:00 - 08:00	9	60	69	07:00 - 08:00	9	11	20
08:00 - 09:00	32	113	145	08:00 - 09:00	32	36	68
09:00 - 10:00	49	55	104	09:00 - 10:00	36	26	62
total	89	229	318	total	77	73	149
16:00 - 17:00	82	56	138	16:00 - 17:00	30	41	71
17:00 - 18:00	82	56	138	17:00 - 18:00	37	35	72
18:00 - 19:00	76	41	116	18:00 - 19:00	38	36	74
total	240	152	392	total	105	112	217
10%	Arrive	Depart	2-Way		Arrive	Depart	2-Way
<u>Walk Only</u>				<u>Passenger Trips</u>			
07:00 - 08:00	5	1	6	07:00 - 08:00	0	0	0
08:00 - 09:00	11	2	12	08:00 - 09:00	0	0	0
09:00 - 10:00	6	1	7	09:00 - 10:00	0	0	0
total	22	4	26	total	1	0	1
16:00 - 17:00	1	3	5	16:00 - 17:00	0	0	0
17:00 - 18:00	1	8	9	17:00 - 18:00	0	0	0
18:00 - 19:00	2	7	8	18:00 - 19:00	0	0	0
total	4	18	22	total	0	1	1
07:00 - 08:00			8%	07:00 - 08:00			1%
08:00 - 09:00			9%	08:00 - 09:00			1%
09:00 - 10:00			7%	09:00 - 10:00			0%
total			8%	total			1%
16:00 - 17:00			3%	16:00 - 17:00			0%
17:00 - 18:00			7%	17:00 - 18:00			1%
18:00 - 19:00			7%	18:00 - 19:00			0%
total			6%	total			0%